



Richard J. Berry, Mayor

# GABAC



## GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE

DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293

ALBUQUERQUE, NM 87103

(505) 768-2680

### MEETING MINUTES

December 12, 2016

#### Members Present

Jim Fordice  
Doug Stiebler  
Dan Majewski

Ed Hillsman  
Scot Key  
Moises Gonzalez

#### Staff Present

Debbie Bauman, COA-DMD  
Ron Romero, COA-DMD  
Jason Coffey, COA-Parks and Recreation  
Chuck Malagoldi, COA-Parks and Recreation  
Andrew Webb, COA-Council Services  
Valerie Hermanson, MRCOG  
Julie Luna, Bernalillo County  
Margaret Haynes, NMDOT

#### Guests

Eric Froberg  
Ron Rizzardi  
Ann Overstreet  
Rachel Wester  
Margie Davis  
Charlie Otto

**Debbie Bauman called the meeting to order**

**(4:31pm)**

#### • **Welcome and Introductions**

A quorum was not present when the meeting started. As such, the meeting order was revised to allow the meeting to proceed until a quorum was present.

- **Public Comment**

Charlie Otto stated that he was new to Albuquerque and was impressed with what is going on here. He appreciated and acknowledged the efforts of the City and GABAC.

Charlie Otto stated that he is an advocate for Protected Intersections, in particular with larger intersections, and would provide supplemental information following the meeting.

Ron Romero stated that Protected Intersections are not currently planned. Debbie Bauman stated that the City is continually looking for options/alternatives/technology to review, consider, and potentially implement with future projects.

**Subsequent to the meeting, Charlie Otto provided the attached information regarding Protected Intersections.**

During the Public Comment period a quorum was achieved. The meeting reverted back to follow the original agenda.

- **Approval of the Agenda –**

D Bauman acknowledged that the date on the Agenda should be revised to December 12, 2016  
*Motion to Approve as Amended (Jim Fordice), 2nd (Dan Majewski) – Unanimous*

- **Approval of November 2016 Meeting Minutes**

*Motion to Approve (Scot Key), 2nd (Jim Fordice) – Unanimous*

- **Announcements/Administrative**

Meeting Format.....Facilitator  
-Please wait until recognized to begin Comment/Questions  
-Written Questions/Comments and/or Response may be requested

The scheduled presenters were not present following the Announcements/Administrative portion of the meeting. As such, the meeting order was revised to allow the meeting to proceed.

- **GABAC Committee Reports**

- Rio Bravo/I-25 Interchange Update

GABAC reviewed the proposed configuration of the Interchange. A discussion occurred regarding the merits and challenges of the design.

GABAC was concerned and discussed the Construction Detour. It was unclear if a bicycle /pedestrian detour was a consideration of the Design Team. In particular, GABAC was concerned about the possible use of Broadway Blvd and Bobby Foster Road.

Margaret Haynes (NMDOT) stated that bicycle/pedestrian detours should have been considered by the Design Team during the design phase. Margaret also stated that Final Plans have been submitted to the NMDOT.

GABAC is hoping to meet with Mark Fahey (NMDOT) and Peter Hinkley (AECOM) to discuss.

*Motion to Request copies of the Proposed Rio Bravo/I-25 Interchange Detour Plans from NMDOT and request the ability to provide comments. (Jim Fordice), 2nd (Scot Key) – Unanimous*

- **Public Comment (continued)**

Ann Overstreet, with BikeABQ, provided an invitation to a Community Meet & Greet. The event will be held on Tuesday, January 24, 2017 from 6:00-7:30 at Balloon Fiesta Park. Comments are welcome at [ann@bikeabq.org](mailto:ann@bikeabq.org)

The scheduled presenters were now present. As such, the meeting order was revised to allow the presentations to occur.

- **Presentations**

- 12<sup>th</sup> and Sawmill Concept - Presentation by Andrew Webb (COA-Council Services)**

Andrew Webb led a discussion of the proposed concept for 12<sup>th</sup> and Sawmill. Andrew Webb provided a handout (one page) and referenced an aerial photo of the area (See Attached).

Jim Fordice inquired about the possibility of a change in speed limit. Andrew Webb stated that a change in speed limit may be an option with the overall 12<sup>th</sup> Street project, but not with this interim project.

Scot Key recommended the use of “Bikes May Use Full Lane” signs.

Dan Majewski inquired about striped bike lanes with this interim project. Andrew Webb confirmed that this concept reserves the space for bike lanes for the future 12<sup>th</sup> Street project, but does not install striped bike lanes at this time.

Scot Key asked about the timing of parallel improvements on 5<sup>th</sup> & 6<sup>th</sup> Street. Andrew Webb was unsure.

- Pedestrian and Bicycle Travel Monitoring - Presentation by Julie Luna (Bernalillo County)**

Julie Luna provided a handout (six pages) and led a discussion of the benefits of Pedestrian and Bicycle Travel Monitoring. For discussion purposes the Zuni Road corridor was used as an example.

<<Note: The full Monitoring report was provided with the November meeting minutes.>>

Julie Luna led a discussion of the before (installation of bike lanes) and after (installation of bike lanes) counts for two Zuni Road intersections. Generally, the results showed an increase of ridership after the bike lanes were installed.

Doug Stiebler asked if the study classified the type of rider. Julie Luna stated the resolution for the video was not high enough to provide that classification.

Ed Hillsman recommended another count along Zuni in Sept 2017 to provide a measurement after a longer period of time.

- MRCOG Bicycle Crash Data - Presentation by Julie Luna (Bernalillo County)**

Julie Luna provided a handout (four pages) and led a discussion of some of the bicycle crash data available through MRCOG.

A discussion occurred regarding bicycles on sidewalks.

Dan Majewski inquired about what was next for **Pedestrian and Bicycle Travel Monitoring** and/or **Bicycle Crash Data**. Julie Luna stated nothing is planned at this time, but that requests can be made.

Andrew Webb asked how additional counts could be funded. Julie Luna stated that the original counts were funding by a grant.

Ed Hillsman asked if direction of travel was part of the Bicycle Crash Data. Julie Luna stated it was not.

- **GABAC Committee Reports (cont.)**

- Bosque River Trail Bridge Safety Issues

Jim Fordice provided a handout (nine pages) and led a discussion on the Bosque River Trail Bridge. The discussion focused on some safety concerns related to the sharp turn at the end of the bridge, the trail visibility being obscured by vegetation, and that the bridge can be slippery when wet.

Dan Majewski asked if this bridge was a City of Albuquerque bridge. Jason Coffey stated it was not a City bridge and was a Bernalillo County bridge.

Dan Majewski asked Julie Luna if GABAC could send their concerns to her. Julie Luna confirmed they could.

- MLK: Field Observations

Dan Majewski provided a handout (three pages) and led a discussion on some MLK Field Observations. In particular, two items were the focus of the discussion:

- The permissive double left turn onto northbound I-25
    - Turning vehicles encroaching into green paint and buffer areas

Dan Majewski asked if the I-25/MLK intersection was a NMDOT intersection. Margaret Haynes indicated the intersection and frontage road were NMDOT facilities, but the signal was owned and maintained by the City of Albuquerque.

Moises Gonzalez asked if the green paint could be extended through the intersection. Dan Majewski stated that the green paint areas are being used as right turn lanes for vehicles. Debbie Bauman stated that she thought that vertical delineators were being added to prevent encroachment by right turning vehicles. Moises Gonzalez suggested that the bike boxes be placed across both lanes to allow for bicycles to be in a better position to make a left turn.

Scot Key had two comments on the bike counters:

- He appreciates them and would like to see the data.
    - At Edith, he hasn't see a difference in signal timing.

- **Staff Reports**

**DMD Engineering** (Debbie Bauman)

Irving Phase III (Unser to Golf Course) will include bicycle and pedestrian improvements as part of the project (see attached). Gina Ross (DMD-Engr) is the Project Manager and Parametrix is the design consultant. GABAC comments were provided to the Consultant and will be considered as the design progresses.

The City of Albuquerque was awarded a Bronze designation as a Bicycle Friendly Community from the League of American Bicyclists. The City of Albuquerque is planning to maintain and update the data annually to make the next submission easier.

There is interest in the City-SW GABAC vacancy.

The City is working with BikeABQ on the upcoming Meet and Greet event that was previously mentioned by Ann Overstreet during Public Comment.

**Council Services**

No Report.

**Parks and Recreation** (Jason Coffey)

The Staff Report was to be provided in advance of the meeting via email. The report was apparently not provided and will be forwarded to GABAC members. See attached for the report.

**APD**

No Report.

**NMDOT District 3**

No Report.

**MRCOG**

No Report. Valerie Hermanson stated she is now the GABAC representative for MRCOG.

**Planning**

No Report.

**Bernalillo County**

No additional Report.

**Discussion/Action Item(s)**

- Approval of Meeting Schedule for 2017

GABAC requested the Oct 9<sup>th</sup> meeting be changed to Oct 16<sup>th</sup> to avoid Columbus Day.

*Motion to approve meeting schedule as amended. (Moises Gonzalez), 2nd (Dan Majewski) – Unanimous*

- Status of Bike Coordinator DMD Position

Debbie provided an update and example job description from City of Charleston (attached)

- Further Consideration of Fair Heights Bike Boulevard Concepts

- GABAC to request implementation of Campus Plan.

**Meeting Adjourned at 6:22 pm**



# GABAC

GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE

DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293

ALBUQUERQUE, NM

87103 (505) 768-3658

Richard J. Berry, Mayor

Monday, December 12, 2016

**4:30 - 6:30 p.m.**

**7th Floor Conference Room, Room 7096**

Old City Hall, (Fifth/Marquette NW)

- **Welcome and Introductions**
- **Approval of the Agenda**
- **Approval of November 2016 Meeting Minutes**
- **Public Comment**  
Please register on the sign-in sheet. Comments are generally limited to two minutes or less.
- **Announcements/Administrative**  
Meeting Format.....Debbie Bauman, DMD
  - Please wait until recognized to begin Comment/Questions
  - Written Questions/Comments and/or Response may be requested
- **Presentation**  
**12<sup>th</sup> and Sawmill Concept**.....Andrew Webb, Council Services  
**Pedestrian and Bicycle Travel Monitoring**.....Julie Luna, Bernalillo County
- **GABAC Committee Reports**
  - Rio Bravo/I-25 Interchange Update
  - Bosque River Trail Bridge Safety Issues
  - MLK: Field Observations
- **Staff Reports**
  - DMD Engineering**
    - DMD Staff Report: Comments on questions from BTFP regarding Irving Blvd.
    - New Member Interest
  - Council Services**
  - Parks and Recreation**
  - APD**
  - Planning**
  - Bernalillo County**
  - NMDOT District 3**
  - MRCOG**

## Discussion/Action Item(s)

- Approval of Meeting Schedule for 2017
- Status of Bike Coordinator DMD Position
- Further Consideration of Fair Heights Bike Boulevard Concepts

## • Adjourn

## • Next Regularly Scheduled GABAC Meeting: January 9, 2017

Members: Doug Stiebler (City At-Large); VACANT (City-At-Large); Dan Majewski (City-NE); VACANT (City-SW); Jim Fordice, (City-NW); Ed Hillsman, (City SE); Moises Gonzalez (EPC); VACANT (Unincorporated East); Scot Key (Unincorporated West)

City Staff: Debbie Bauman, DMD, Engineering (768-3649)

Notice: If you are a person with a disability and require assistance to participate in this meeting, please call 768-2680, 72 (72) hours prior to the meeting. TTY users may access this number via NM Relay at 1-800-659-8331.



# GABAC

GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE  
DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293, ALBUQUERQUE, NM 87103 (505) 768-2680



## SIGN-IN SHEET

**MONDAY, DECEMBER 12, 2016- 4:30 p.m.**

**7th Floor Conference Room, Room 7096, City Hall, (Fifth/Marquette NW)**

### GABAC MEMBERS (Please Initial)

Jim Fordice

Dan Majewski

Ed Hillsman

Scot Key

Moises Gonzalez

Vacant

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Douglas Stiebler

Vacant

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Vacant

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### STAFF MEMBERS (Please Initial and/or Sign)

**Note: Please place a check before your name if you wish to provide information**

	Debbie Bauman DMD, COA	
	Chuck Malagodi	




To the GABAC board and the other bike advocates,

My name is Charlie Otto and I am an advocate for the Protected Intersection. As I mentioned at the December 13, 2016 GABAC board meeting, I am presenting this information because this cycling/pedestrian friendly design could be very useful in Albuquerque, where we have high trafficked intersections that autos, cyclists and pedestrians need to negotiate safely.

After viewing this information I would be glad to answer any questions with the GABAC board collectively or any person individually as to how this design could be implemented here in Albuquerque.

Here are some links that show how protected intersections work:  
**<http://www.protectedintersection.com>**

The Dutch perspective on Protected Intersections:  
**<https://www.youtube.com/watch?v=FIApbxLz6pA>**

Protected Intersection treatment from the  
MassDot Separated Bike Lane Planning & Design Guide  
**[https://www.massdot.state.ma.us/Portals/8/docs/SBLG/Chapter4\\_Intersections.pdf](https://www.massdot.state.ma.us/Portals/8/docs/SBLG/Chapter4_Intersections.pdf)**

There are currently projects in Davis, California, Salt Lake City, Utah, Austin, Texas and now Houston, Texas all using this protected intersection design:

TXDOT protected intersection  
**<http://www.energycorridor.org/newsletter/article/ecd-designed-dutch-junction-protected-intersections-project-set-to-begin-al/october-2016>**

**<http://www.peopleforbikes.org/blog/entry/four-u.s.-cities-are-racing-to-open-the-countrys-first-protected-intersecti>**

Here are the key points why I think the protected intersection is better than the current American standard:

- The protected intersection is designed to accommodate three modes of travel (motorized, cycle and pedestrian) and provides separated, well-marked lanes for each.
- People entering a protected intersection know exactly where they belong and where they can expect to find the other types of users. Here's how:
  - The cyclists/pedestrians are physically protected by a "corner refuge island" (a curbed, raised concrete slab at each corner of the intersection) that separates cars and pedestrians.
  - The painted, forward stop bar for cyclists and pedestrians is located well in front of the stop bar for cars, enabling the drivers to see the cyclists and pedestrians who are preparing to cross.

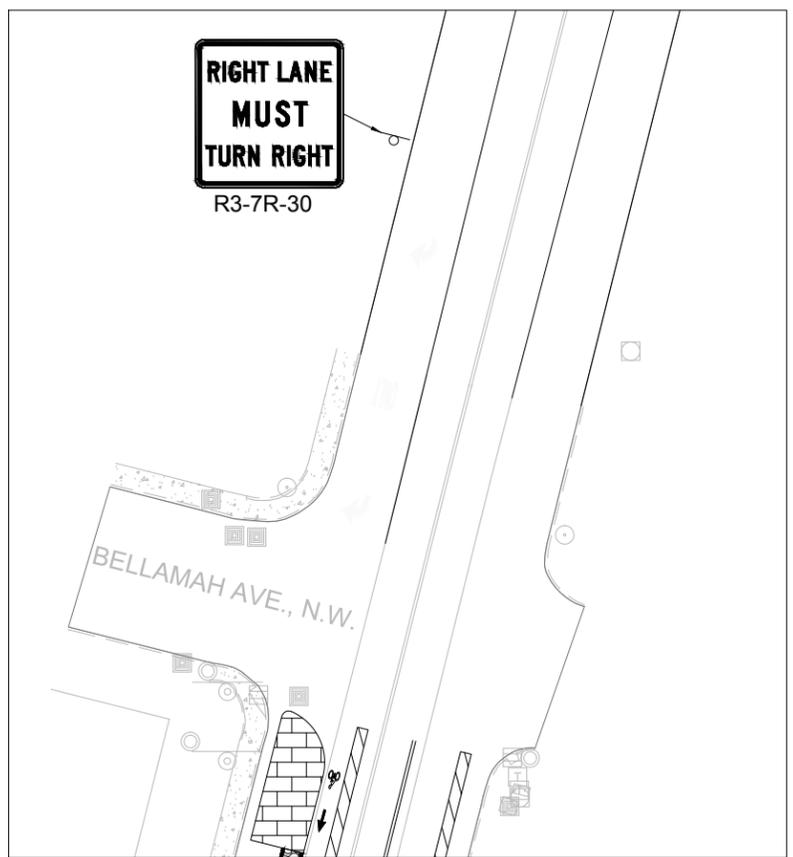
- Signal phasing (timed traffic signals for each travel mode), sharks teeth (a line of painted triangles indicating who has the right of way) and color coded, painted lanes make it clear where cyclists and pedestrians belong and who has the right of way.
- The cycle and pedestrian crossing lanes are located much farther to the right of the roadway, not right along the curb. When a car turns right, the driver and cyclists/pedestrians can make eye contact and have more time to react.
- There are no “mixing zones” where faster traveling, 3000 pound cars are expected to mix with slower moving, 200 pound cyclists and pedestrians.
- There is no crossover of right turning cars with cyclists and pedestrians who are proceeding straight across.
- Cyclists turning left do not turn with the cars. Instead, they proceed straight and make their left turn by crossing the intersection again, like pedestrians. There is no “mixing zone” where cars and cyclists are turning left together.

When the US Federal Sidewalk Standards mandate protected intersections and cycleways on streets we will have a safer and more user friendly infrastructure that everyone can enjoy. This is how the Netherlands, Denmark, and northern Germany are achieving such high (40%+) cycle commuting participation rates. It does work.

Thank you for your time and consideration,

Charlie Otto  
charlieotto@gmail.com  
9701 Glendale Ave. NE  
Albuquerque, NM 87122  
208-313-5205

**OPTION 1  
RAISED MEDIAN WITH CURB EXTENSIONS  
AND BIKE LANES**



RIGHT TURN ONLY LANE

WHITE SOLID LINE

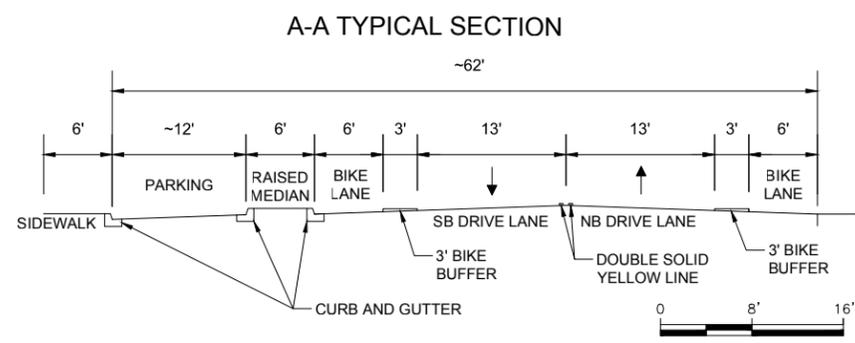
THE CORNER IS GOOD FOR PASSENGER/SU/WB-50 TURN MOVEMENTS



SIGN RELOCATE  
CURB EXTENSION

6' RAISED MEDIAN

SIGNS AND REGULATIONS SHOULD BE PROVIDED IN THE FRONTAGE ROAD. CARS MAY DRIVE TWO DIRECTIONS.



BLDG.

12th St., N.W.

NORTHEAST CORNER IS GOOD FOR PASSENGER/SU RIGHT-TURN MOVEMENT



CURB EXTENSION

3' SPACE FOR DRAINAGE

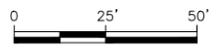
NORTHWEST CORNER IS GOOD FOR PASSENGER/SU/WB-50 RIGHT-TURN MOVEMENT

LOADING DOCK

REMOVE MEDIAN

PROPOSED BIKE ROUTE

BLDG.



4			
3			
2			
1			
NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			
CITY OF ALBUQUERQUE			
12TH STREET & SAWMILL INTERSECTION 12TH STREET CONCEPTUAL DESIGN OPTION 1 11/16/2016			



## ZUNI RD WEST OF MONROE ST

Counts were taken on Wednesday Sept 9, 2015 and again on Tuesday August 30, 2016 from 7:00 A.M. to 7:00 P.M. The count location is adjacent to Highland High School on the north and a single family residential on the south. Nearby is a community swimming pool and tennis courts, Walmart with a full-service grocery, a few small scale multi-family site and office developments. In 2015 this segment of Zuni Blvd consisted of 6 travel lanes, a landscaped raised median with a controlled left turn lane and sidewalks in both

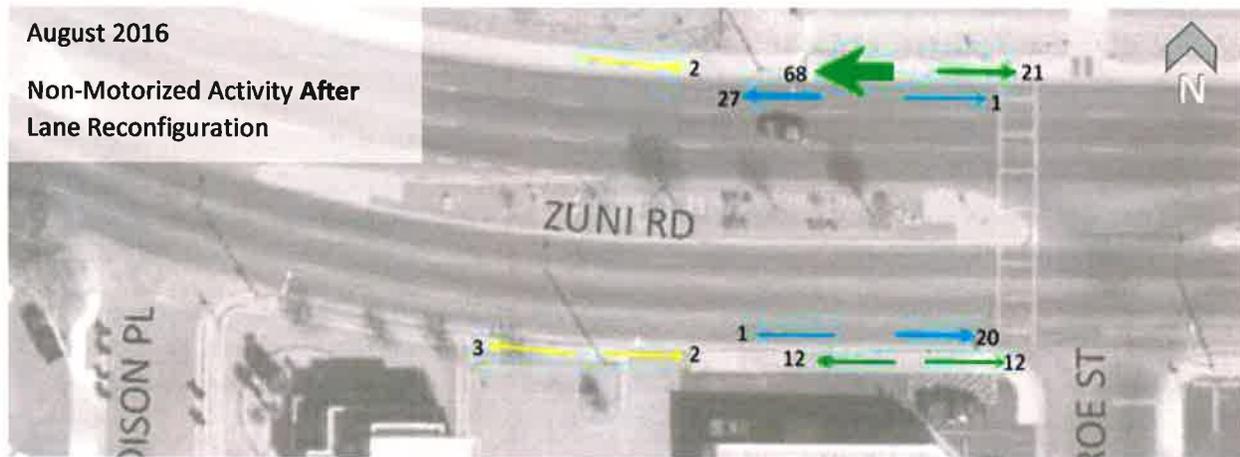
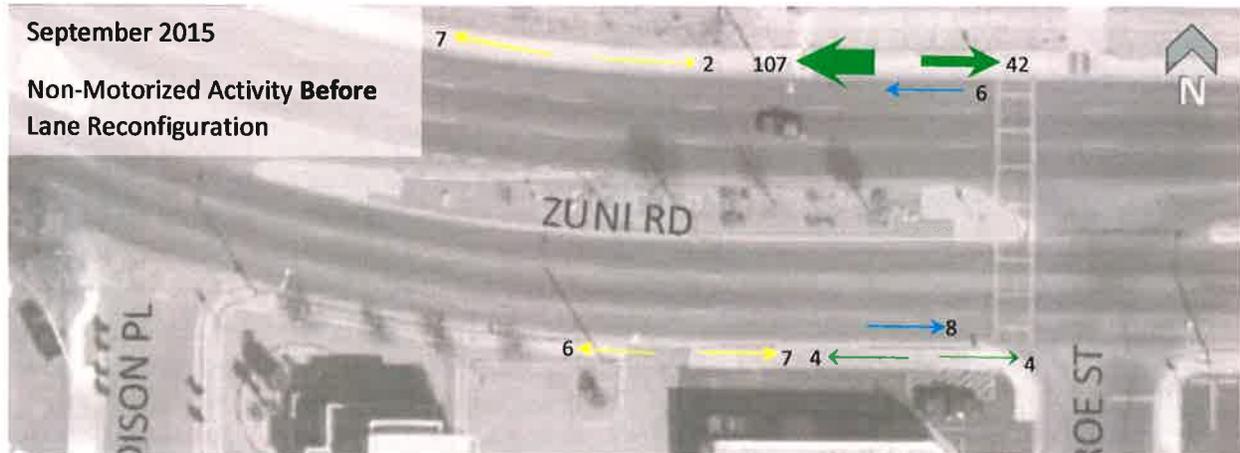
direction. In 2016 travel lanes were reduced to 4 lanes and buffered bike lanes were added in both directions. The raised landscape median with the controlled left turn lane and sidewalks remained the same. The 3-way intersection of Zuni and Monroe St. just east of the count location is un-signalized with a marked pedestrian crossing. The speed limit is 30 miles per hour.

The count location was chosen with the intention of capturing pedestrian and bicycle activity in a segment of the Zuni Rd. restriping and rehabilitation project that was reconfigured from 6 to 4 travel lanes and in area with major destinations, (Highland High school and Walmart) and established single family residential neighborhoods.

There was not a large change in the pedestrian activity from 2015 to 2016. There were a few pedestrians observed walking in the new bike lanes and a few with strollers. Students participating in gym classes were counted using the sidewalk at this location. The summary table breaks out total pedestrians and those pedestrians that were not obviously participating in a gym class.

The bicycle travel grew with more bicyclists using the new bike lanes. Except for two instances, bicyclists in the bike lane were traveling in the direction of traffic. Both are highly desirable results after the lane reconfiguration.





-  Pedestrian direction of travel & 12-hr count
-  Bicycle direction of travel on roadway & 12-hour count
-  Bicycle direction of travel on sidewalk & 12-hour count

**ZUNI RD. WEST OF MONROE SUMMARY TABLE**

	<b>2015</b>	<b>2016</b>	<b>Difference</b>	<b>Percent Difference</b>
<b>Total Pedestrians</b>	157	113	-44	-28%
Total Pedestrians, not including gym classes	72	67	-5	-7%
<b>Total Bicyclists</b>	36	56	20	56%
Total Bicyclists on Sidewalk	22	7	-15	-68%
Total Bicyclists on Roadway	14	49	35	250%



## ZUNI RD EAST OF ALVARADO DR

Zuni Rd. east of Alvarado Dr. was counted on Wednesday September 9, 2015 and again on Thursday September 1, 2016 from 7:00 A.M. to 7:00 P.M. The count location has several community service providers, retailers, multifamily sites and a large single family residential area within a 5 to 10 minute walking distance, (1/4-1/2 mile). In the immediate area, the 7-11 convenience store located on the SE corner of Zuni Rd. and Alvarado Dr. seemed to be a major destination for pedestrians. The assisted living facility on the NW corner may have contributed to the higher percentage,

relative to the other count sites, of pedestrians with a disability requiring the use of a walker, cane or wheelchair. In 2015 the roadway consisted of 4 travel lanes and sidewalks on both sides. In 2016 the roadway was reconfigured to include 2 travel lanes, a continuous left turn lane and buffered bike lanes in both directions. The sidewalks remained the same. The intersection of Zuni Blvd. and Alvarado Dr. just east of the count locations is signalized with on demand pedestrian crossing buttons. The speed limit is 35 miles per hour.

The count location was chosen with the intention of capturing pedestrian and bicycle activity in a segment of the Zuni Rd. restriping and rehabilitation project that that was reconfigured from 4 to 2 travel lanes and in an area with a relatively dense mixed-use development pattern with a concentration of community service providers.

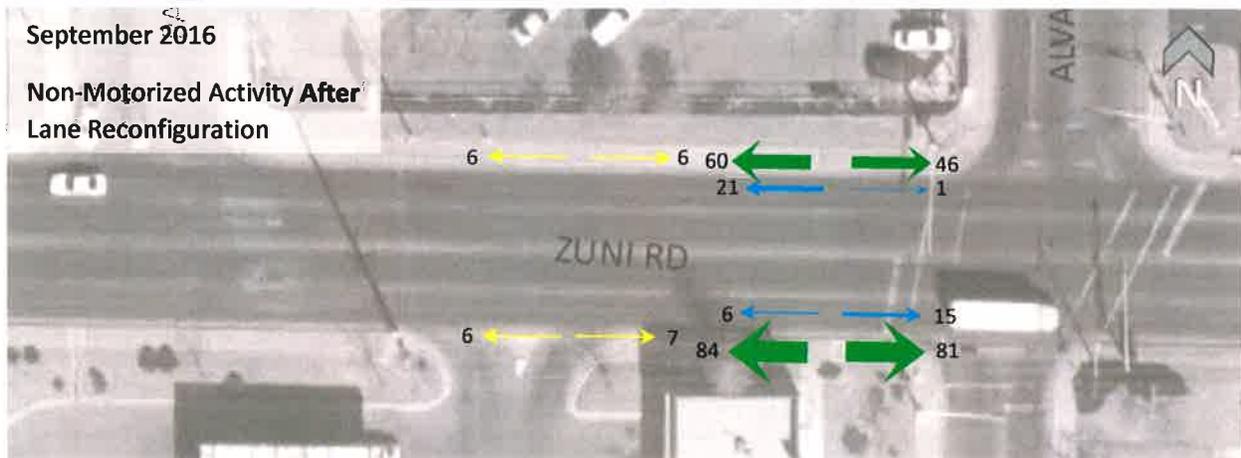
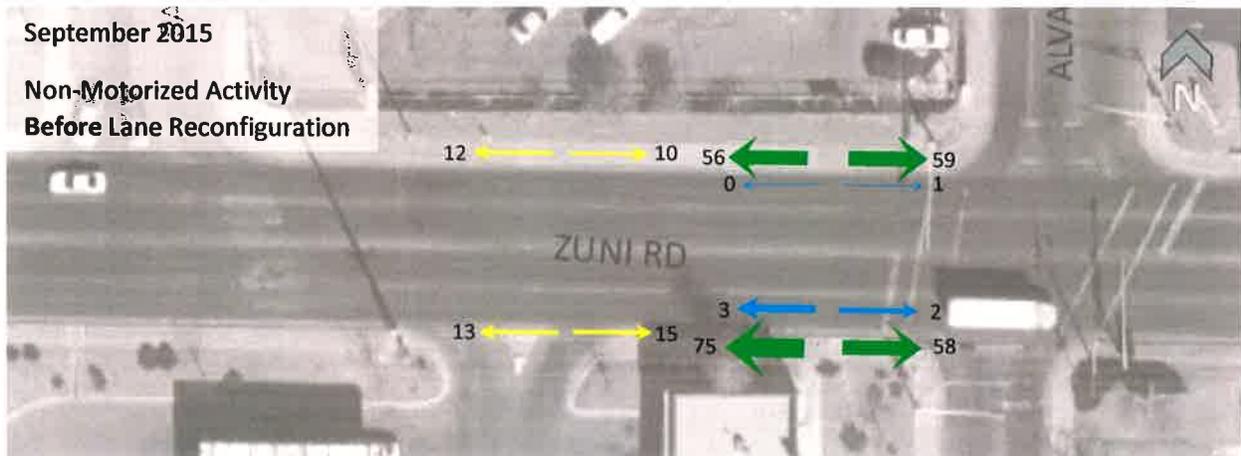
There was an increase in the pedestrian activity from 2015 to 2016. In both years the south sidewalk had well over half of the total pedestrian activity. Overall pedestrian activity was consistent throughout the day from 7:00 a.m. to 7:00 p.m.



Overall the bicycle travel grew quite a bit from 2015 to 2016. In 2016 notably more bicyclists were using the bike lane and notably less bicyclists were using the sidewalk. Also in 2016 there was a lower percentage of bicyclists going against the direction of traffic. Both are highly desirable results after the lane reconfiguration. Bicycling activity was consistent throughout the day and the direction of travel was evenly split between east and west lanes.

### Key Takeaways:

- 26% increase in total bicycle counts
- Decrease in number of bicycles traveling on the sidewalks
- Relative to the other count locations there was a higher percentage of pedestrians with a disability requiring the use of a walker, cane or wheelchair
- Minimal pedestrian and bicycle volume fluctuation throughout the day.



-  Pedestrian direction of travel & 12-hr count
-  Bicycle direction of travel on roadway & 12-hour count
-  Bicycle direction of travel on sidewalk & 12-hour count

**ZUNI RD. EAST OF ALVARADO DR. SUMMARY TABLE**

	<b>2015</b>	<b>2016</b>	<b>Difference</b>	<b>Percent Difference</b>
<b>Total Pedestrians</b>	<b>248</b>	<b>271</b>	<b>23</b>	<b>9%</b>
<b>Total Bicyclists</b>	<b>54</b>	<b>68</b>	<b>14</b>	<b>26%</b>
<b>Total Bicyclists on Sidewalk</b>	<b>48</b>	<b>25</b>	<b>-23</b>	<b>-48%</b>
<b>Total Bicyclists on Roadway</b>	<b>6</b>	<b>43</b>	<b>37</b>	<b>617%</b>



## ALVARADO DR. NORTH OF ZUNI RD.

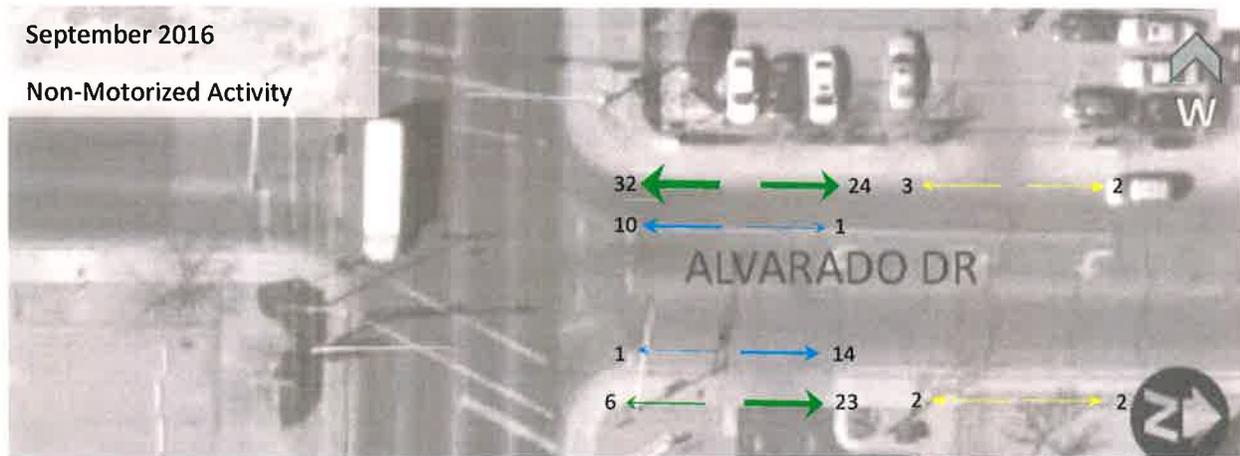
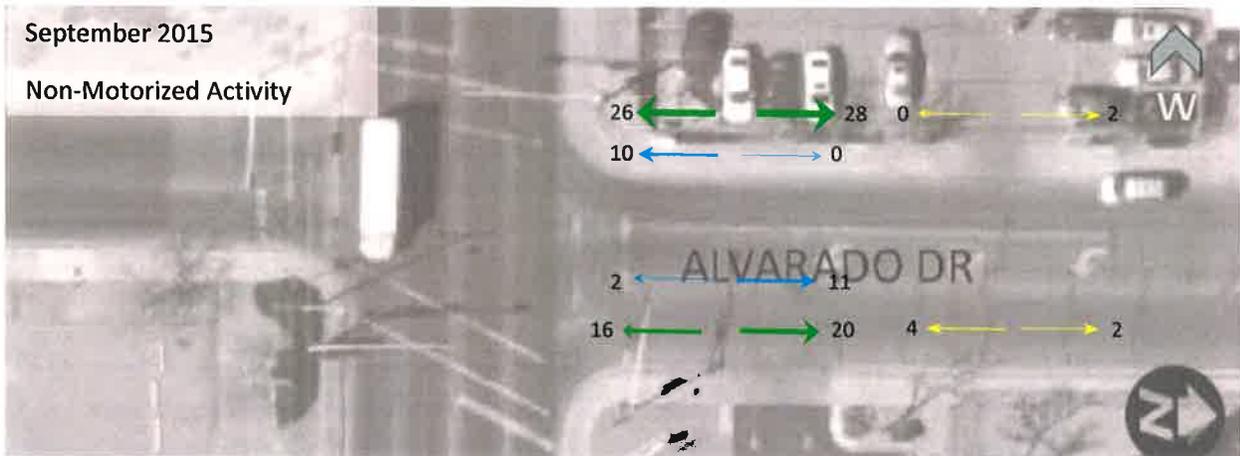
Alvarado Dr. north of Zuni Rd was counted on Wednesday September 9, 2015 and again on Thursday September 1, 2016 from 7:00 A.M. to 7:00 P.M. This count location has several important community service providers, retailers, multifamily sites and a large single family residential area within a 5 to 10 minute walking distance, (1/4-1/2 mile). In the immediate area, the 7-11 convenience store located on the SE corner of Zuni Rd. and Alvarado Dr. seemed to be a major destination for pedestrians. The

assisted living facility on the NW corner may have contributed to the highest percentage, relative to the other count locations, of pedestrians with a disability requiring the use of a walker, cane or wheelchair. Pedestrians were observed consistently using the on demand pedestrian crossing buttons to cross at this signalized intersection.

Alvarado Dr. is part of the City of Albuquerque's 50-Activity Loop, a multi-use trail and bikeway facility which when complete will create a 50 mile bicycling, running and walking loop around the city. This segment of the 50-Mile loop on Alvarado Dr. was completed in September 2015. At the immediate count location the crosswalk markings were improved. However, specific improvements called out for this segment in the 50-Mile Loop plan such as shared lane bicycle markings, wider sidewalks, new directional ADA ramps to allow for 90 degree crossing at the intersection or wayfinding signage have been implemented. The count location was chosen with the intention of capturing pedestrian and bicycling activity on a segment of the newly completed 50-Mile Activity Loop in an area with a relatively dense mixed-use development pattern and concentration of community service providers.

There was an 11% increase in overall pedestrian counts from 2015 to 2016. In both years the south sidewalk had well over half of the total pedestrian activity. For both the 2015 and 2016 counts, pedestrian volume stayed fairly consistent throughout the day with a lull in the 8:00-11:00 a.m. hours and a slight bump in the 5:00 p.m. to 6:00 p.m. hour.

Overall bicycle counts increased 65% from 2015 to 2016. In 2016 there were slightly more bicyclists using the sidewalk, however, the percentage of sidewalk use by bicyclists relative to overall bicycle travel dropped from 25% in 2015 to 19% in 2016. In 2015 bicycle travel was consistent throughout the day while in 2016 there was notable increase in bicyclists during the late afternoon. In 2015 there was a fairly equal split in travel direction. In 2016 there were more bicyclists traveling north. Increase in bicycle activity and difference in times of greatest use and direction of travel in the 2016 counts may be due to the use of this newly completed segment of the 50-Mile Activity Loop as an evening bicycle commuter route.



-  Pedestrian direction of travel & 12-hr count
-  Bicycle direction of travel on roadway & 12-hour count
-  Bicycle direction of travel on sidewalk & 12-hour count

### ALVARADO DR. NORTH OF ZUNI RD. SUMMARY TABLE

	2015	2016	Difference	Percent Difference
Total Pedestrians	90	80	10	11%
Total Bicyclists	32	51	20	63%
Total Bicyclists on Sidewalk	8	10	2	25%
Total Bicyclists on Roadway	24	31	7	29%

NOTE: While there was an increase in the number of bicyclists using the sidewalk in 2016, the percentage of sidewalk use relative to overall bicycle travel dropped from 25% in 2015 to 19% in 2016

## TOP CONTRIBUTING FACTORS

The tables below show the top contributing factor for bicycle and pedestrian crashes on the part of the pedestrian or bicyclist. The most common factor was “None” indicating the officer filling out the crash report felt the pedestrian’s or bicyclist’s behavior did not contribute to the crash. “No Error” and “Does Not Apply” also imply that the officer could not determine what the pedestrian or bicyclist was doing that may have led to the crash.

The officer completing a crash report chooses the top contributing factor from a limited, predefined list. This sometimes leads to confusing top contributing factors such as “Improper Backing” on the part of the pedestrian. In order to determine some of the more confounding contributing factors, the narrative or diagram in the original police report would need to be reviewed.

TABLE 5: TOP CONTRIBUTING FACTOR TO THE CRASH ON THE PART OF THE PEDESTRIAN OR BICYCLIST

Pedestrian: Top Contributing Factor to the Crash	Number of Pedestrians	Percent	Bicyclist: Top Contributing Factor to the Crash	Number of Bicyclists	Percent
<b>None, No Error, Does Not Apply</b>	<b>550</b>	<b>47.1%</b>	<b>None, No Error, Does Not Apply</b>	<b>402</b>	<b>45.8%</b>
Pedestrian Error	230	19.7%	Inattention	115	13.1%
Alcohol/Drug Involved	187	16.0%	Bicyclist Error	76	8.7%
Inattention	64	5.5%	Failed to Yield Right of Way	67	7.6%
Missing Data	53	4.5%	Alcohol/Drug Involved	38	4.3%
Failed to Yield Right of Way	34	2.9%	Poor Driving	29	3.3%
Red Light Running	11	0.9%	Missing Data	37	4.2%
Avoid Vehicle, Pedestrian, Etc.	10	0.9%	Red Light Running	27	3.1%
Disregarded Traffic Signal	9	0.8%	Avoid Vehicle, Pedestrian, Etc.	21	2.4%
Improper Backing	3	0.3%	Disregarded Traffic Signal	17	1.9%
Poor Driving	3	0.3%	Passed Stop Sign	11	1.3%
Cell Phone	2	0.2%	Other Improper Driving	10	1.1%
Made Improper Turn	2	0.2%	Excessive Speed	6	0.7%
Passed Stop Sign	2	0.2%	Improper Turn	6	0.7%
Speed Too Fast for Conditions	2	0.2%	Left Of Center	5	0.6%
Empty Vehicle	1	0.1%	Improper Passing	3	0.3%
Excessive Speed	1	0.1%	Follow Too Close	2	0.2%
Following too Close	1	0.1%	Speed Too Fast for Conditions	2	0.2%
Improper Overtaking	1	0.1%	Defective Tires	1	0.1%
Mechanical Defect	1	0.1%	Improper Backing	1	0.1%
Other Improper Maneuver	1	0.1%	Improper Lane Change	1	0.1%
Total	<b>1,168</b>	<b>100%</b>	Total	<b>877</b>	<b>100%</b>

## LOCATION

There are several locations in Bernalillo County that have high concentrations of pedestrian and/or bicycle crashes. A serious limitation to evaluating these areas is the inability to calculate a true crash rate; that is, the number of crashes per the number of pedestrians or bicyclists for a given location. This is due to the lack of data on the volume of pedestrian and bicyclist traffic. Despite this limitation, it is helpful to identify these crash concentration locations.

The high crash areas include several major corridors, as well as areas of concentrated pedestrian and bicycle activity, including the UNM area and Downtown, (see MAP 1: PEDESTRIAN CRASH DENSITY and MAP 2: BICYCLE CRASH DENSITY). Of special note is the International District, which had a disproportionate amount of crashes (including fatalities) relative to other neighborhoods in Bernalillo County.

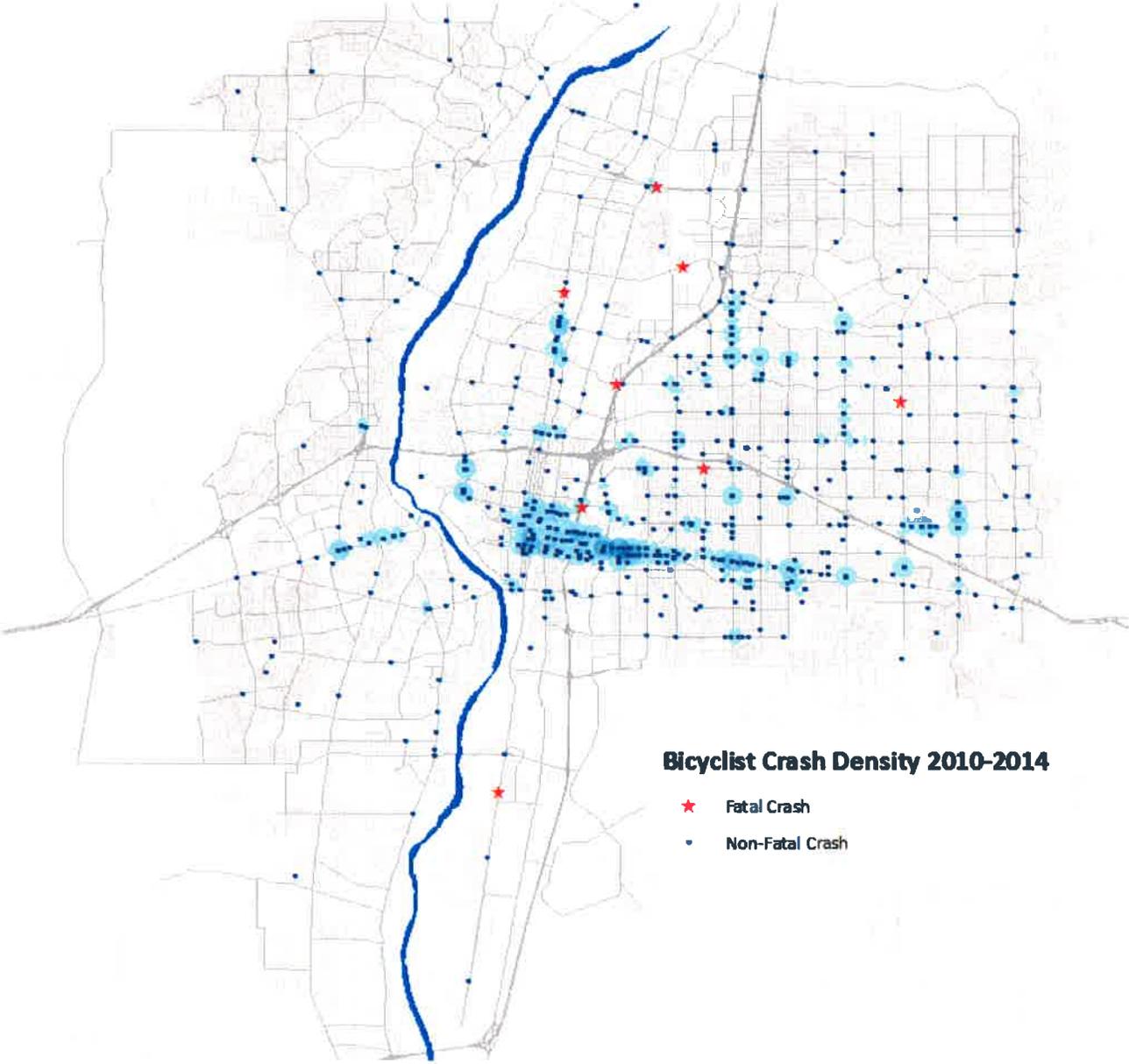
Table 6 shows the corridors with 35 or more combined pedestrian and bicyclist crashes. Most notable is Central Ave east of the Rio Grande River with 248 crashes and 23 crashes per mile, (see MAP 3: CORRIDORS WITH 35 OR MORE COMBINED PEDESTRIAN AND BICYCLIST CRASHES).

TABLE 6: CORRIDORS WITH THE HIGHEST NUMBER OF PEDESTRIAN AND BICYCLIST CRASHES

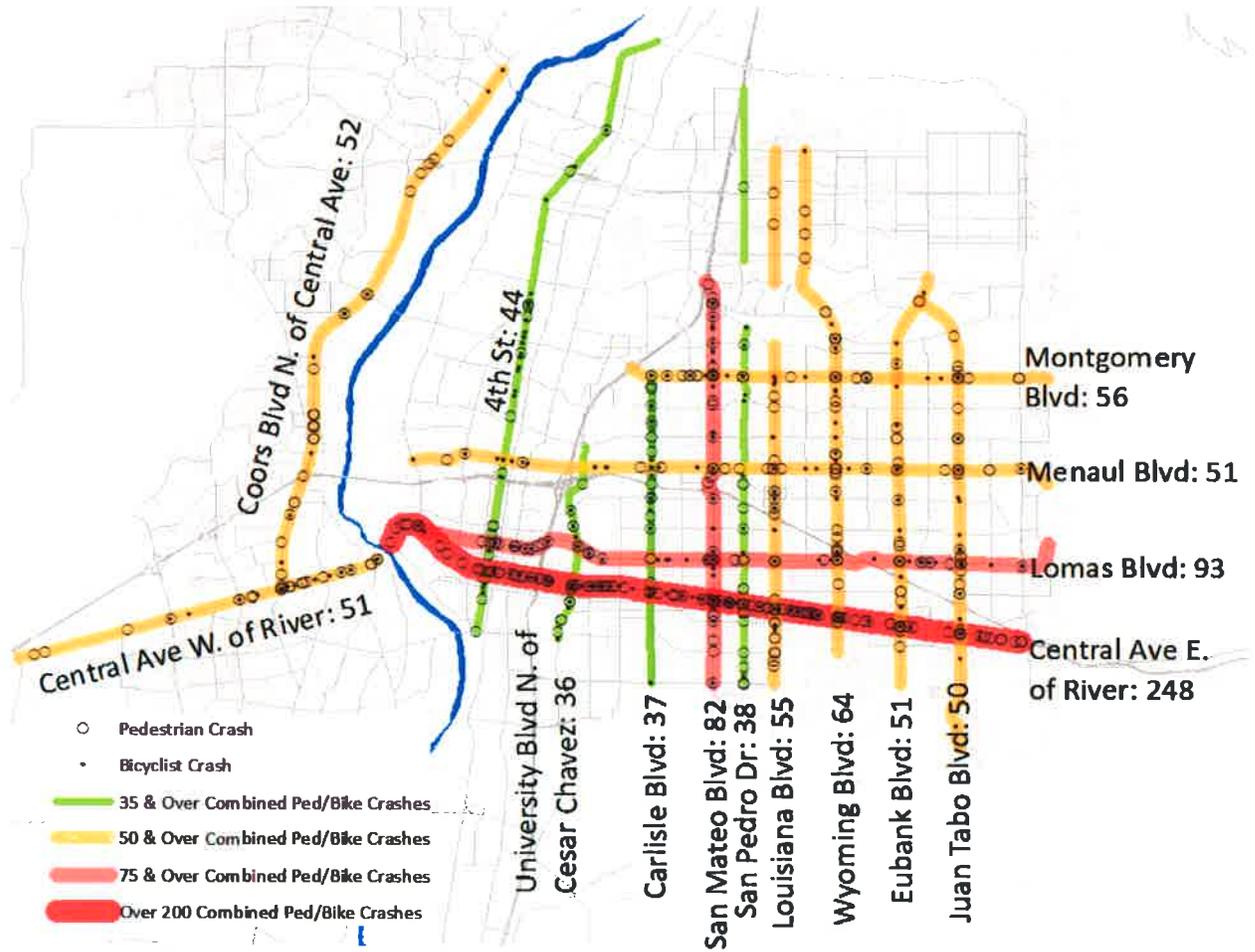
Corridor	Pedestrian Crashes	Bicyclist Crashes	Total	Miles	Ped/Bike Crashes per Mile
Central Ave East of Rio Grande River	165	83	248	10.8	23.0
Lomas Blvd	43	50	93	10.2	9.1
San Mateo Blvd	46	36	82	6.6	12.4
Wyoming Blvd	41	23	64	8.4	7.6
Montgomery Blvd	35	21	56	6.8	8.2
Louisiana Blvd	34	21	55	7.8	7.1
Coors Blvd North of Central Ave	35	17	52	10	5.2
Central Ave West of Rio Grande River	28	23	51	6.1	8.4
Menaul Blvd	23	28	51	10.5	4.9
Eubank Blvd N. of Academy	31	20	51	6.8	7.5
Juan Tabo Blvd N. of Eubank	28	22	50	7.7	6.5
4Th St	18	26	44	10.3	4.3
San Pedro Dr	23	15	38	8.6	4.4
Carlisle Blvd	19	18	37	5	7.4
University Blvd N. of Cesar Chavez	16	20	36	3.3	10.9

In addition to a pedestrian crash density map, map 4: PEDESTRIAN COMPOSITE INDEX AND PEDESTRIAN CRASHES, shows pedestrian crashes along with the Pedestrian Composite Index. The Pedestrian Composite Index, a tool to help prioritize roadways for pedestrian improvement and address the need to reduce pedestrian crashes. The Pedestrian Composite Index uses regional data to compare aspects that would deter pedestrian travel (crashes, speeds, volume, number of lanes) to aspects that generate pedestrian activity (transit, schools, retail densities, residential densities). Roadways with both high

MAP 2: BICYCLE CRASH DENSITY



MAP 3: CORRIDORS WITH 35 OR MORE COMBINED PEDESTRIAN AND BICYCLIST CRASHES

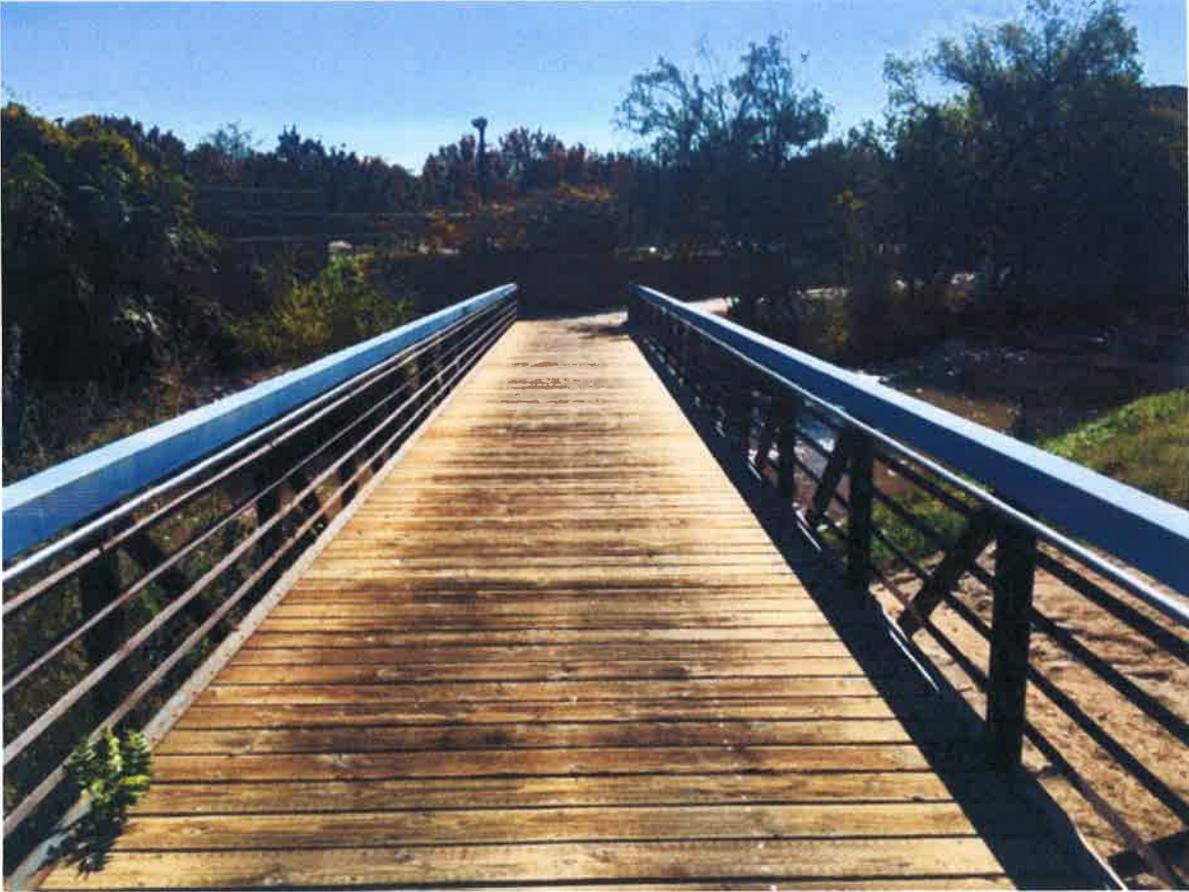


# Bosque River Trail Bridge Safety Issues

This is about the bridge across the irrigation ditch  
immediately south of Bridge Blvd on the Bosque River Trail

Submitted by: Jim Fordice, GABAC NW Rep  
505-803-3640, [jim@fordice.net](mailto:jim@fordice.net)

North End of Bridge Looking South



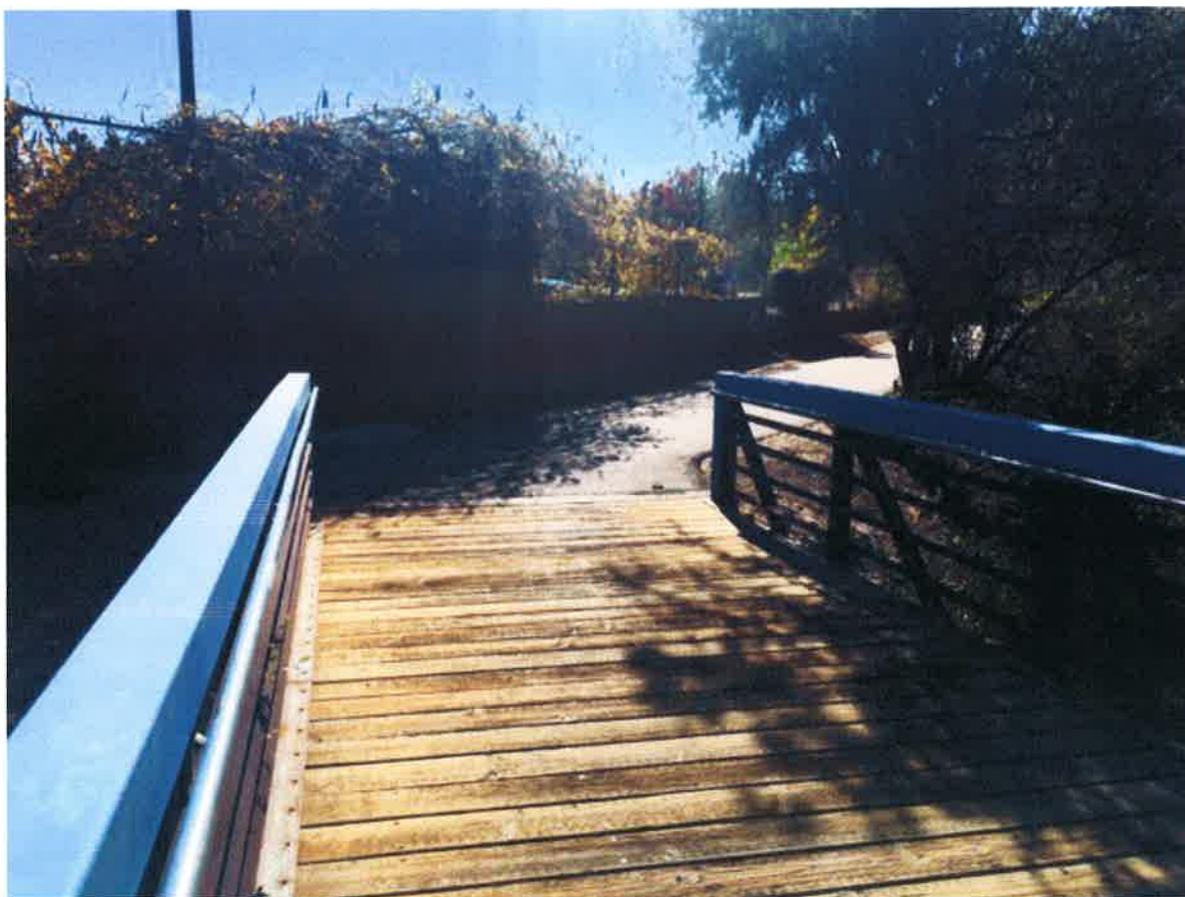
# South of the Bridge Looking North



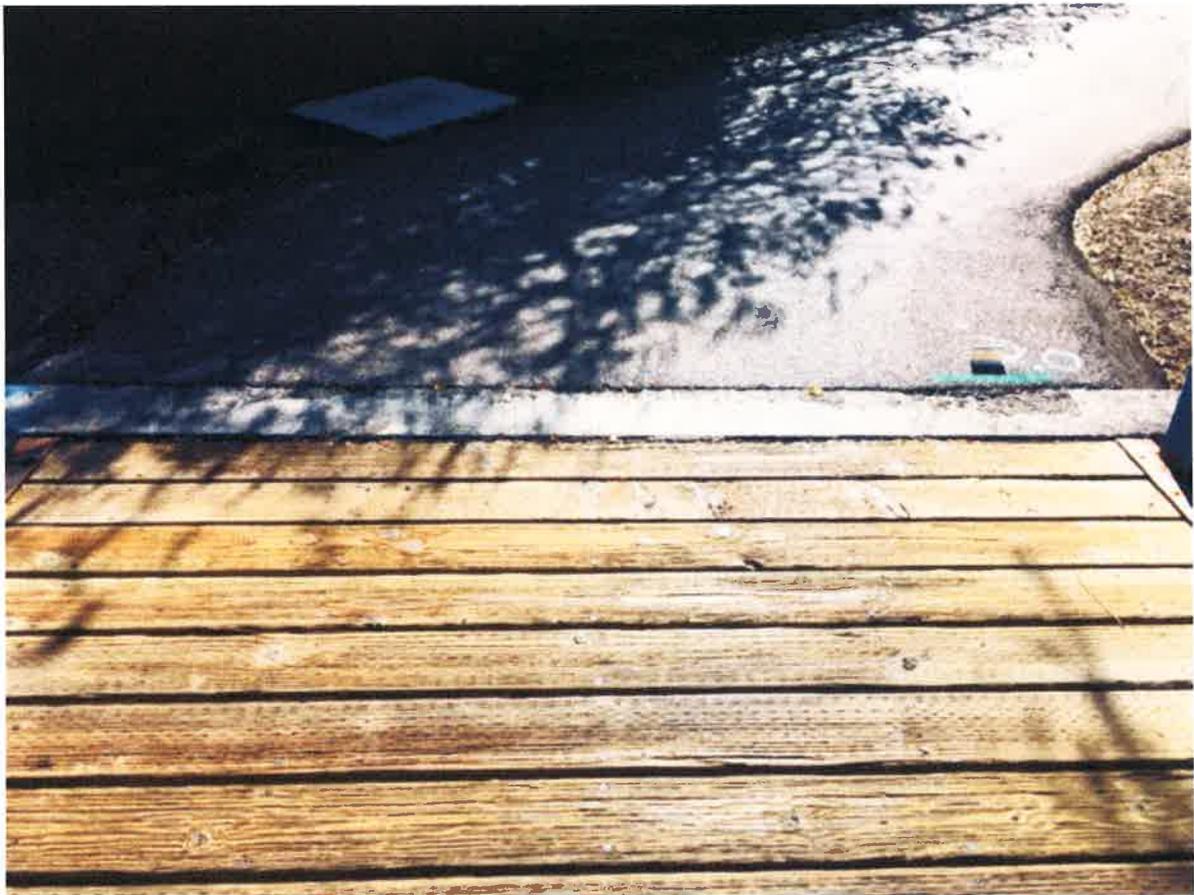
# Full View of Bridge from the South



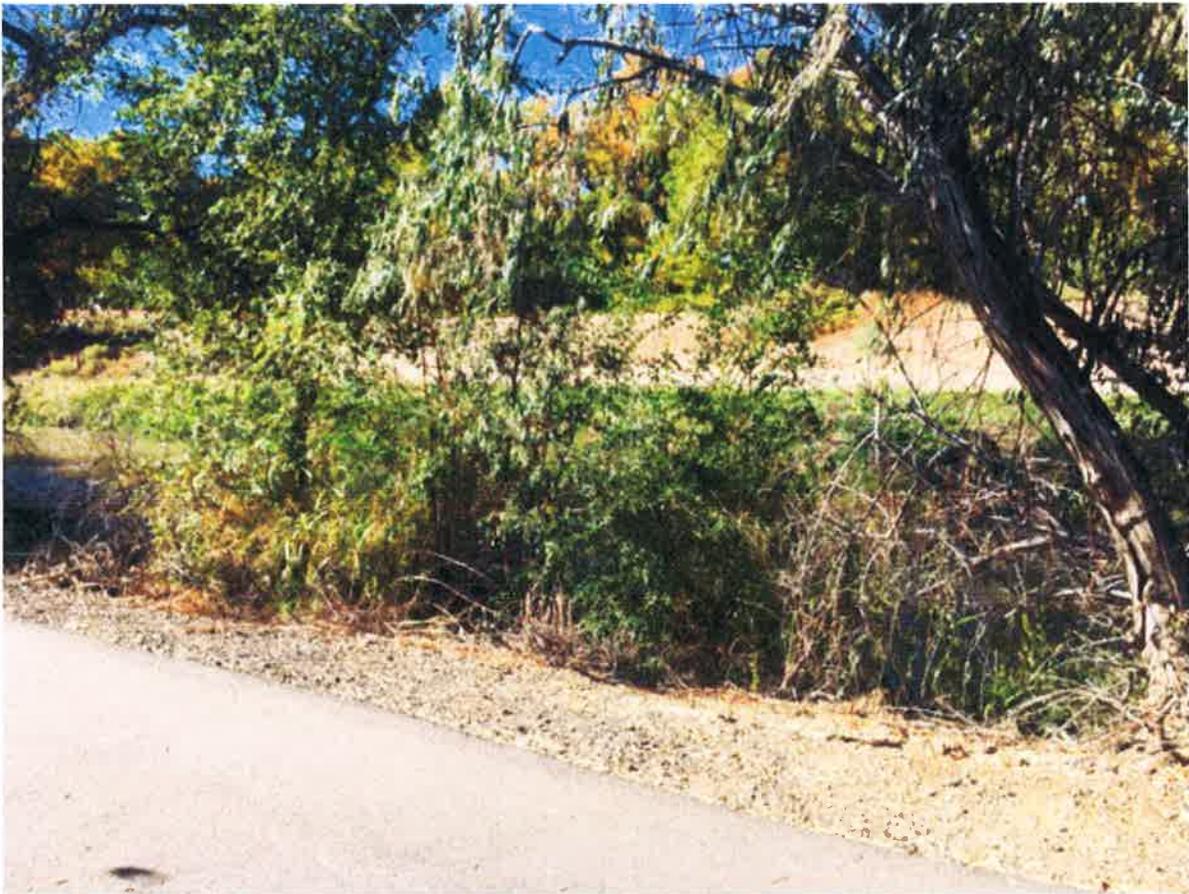
# Tight Right Turn Going South



## Close-up of South End of Bridge



## Growth on East Side of Ditch



## Issues

- Bridge has sharp turn at south end
- One recent accident at south end of the bridge
  - Anecdotes of other accidents at same spot
- Oncoming traffic is obscured by trees and undergrowth along east side of ditch
- Bridge is slippery when wet or has layer of frost
- To safely turn bike riders must:
  - When Southbound: Wait until on bike path to make their turn
  - When Northbound: Complete turn before entering bridge

# Recommendations

- **Short Term Actions:**
  - Remove undergrowth that obscures oncoming traffic
  - Provide warning signs for:
    - Sharp turn
    - Bridge slippery when wet
- **Long Term Actions:**
  - Resurface bridge to make less slippery when wet
  - Other appropriate means to slowdown riders

## Observed Problems With MLK + Ideas for Solutions

### **1. Dangerous Conflict Area: Eastbound Permissive Double Left Turn Lane onto I-25 Northbound**

**OBSERVED:** Collision between vehicle driving downhill/westbound and vehicle attempting to make left turn onto frontage road. Dangerous for motorists AND cyclist. Difficult to judge distance and speed from double left turn lane due to steep hill.



**PROPOSAL:** Convert permissive left turn into protected left turn, as was recently done at MLK and Broadway, westbound. Volumes are high here but it's extremely dangerous to cross this intersection going downhill/westbound for ALL users, cyclists and motorists.

## 2. Turning Motorists Encroaching into Green Paint and Buffer

**OBSERVED:** People making right turns onto/off of the highway/frontage roads + Elm in the bike lane. Likely an issue at every intersection. If this behavior continues, green paint and new thermo will be gone/faded in a very short amount of time.



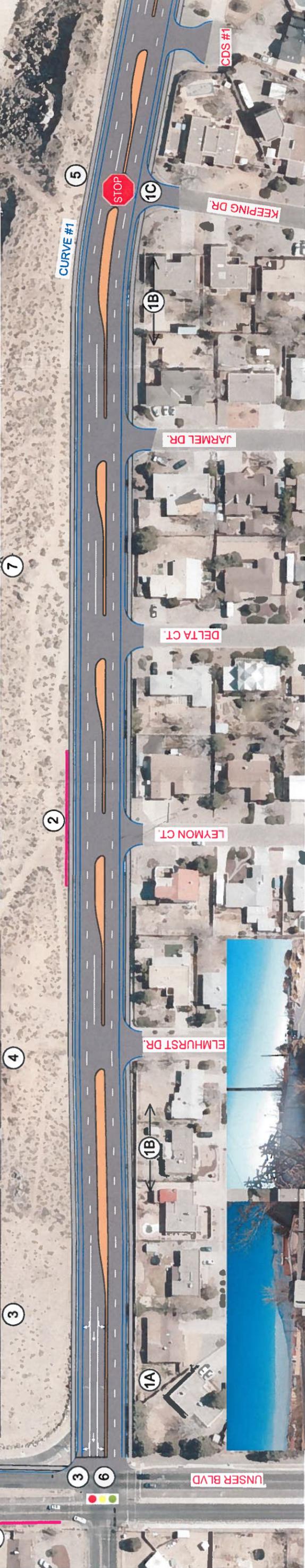
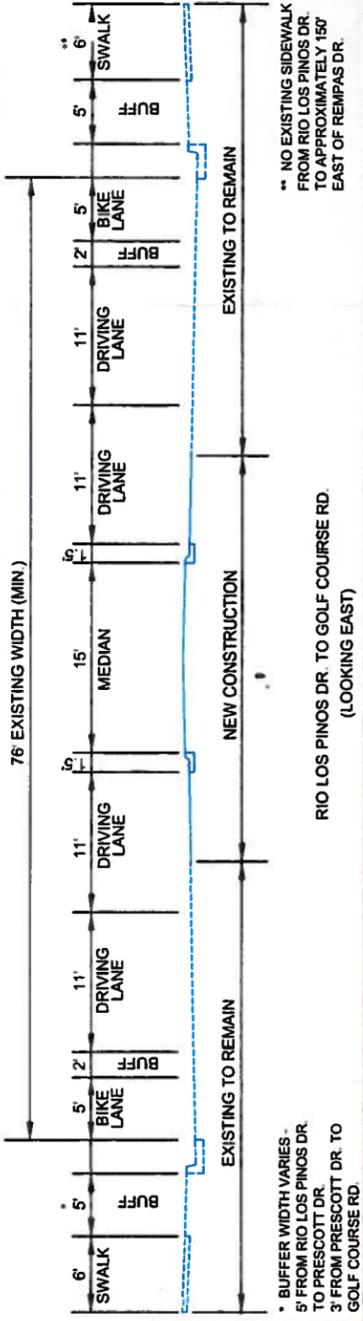
**PROPOSAL:** Vertical separation (such as flex posts) to prevent motorists from using bike lane as turn lane.

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In order for the recent investments on MLK to be truly effective, these steps, and likely other ones, must be taken to increase the safety of less confident cyclists and to preserve the installed materials such as the thermoplastic.



**Add flexposts between Oak and Mulberry to prevent left turns in conflict area**



- 1) CONSIDER SHIFTING ALIGNMENT NORTH TO:
  - A) AVOID IMPACTING UTILITY CABINETS
  - B) AVOID IMPACTING EXISTING WALLS/FENCES AND ELIMINATE NEED FOR NEW WALLS
  - C) CONSIDER REMOVING STOP CONTROL ON IRVING
- 2) POSSIBLE RETAINING WALL LOCATION
- 3) EXISTING INLET MAY NEED ADJUSTING OR RECONSTRUCTION. WILL CONSIDER IMPROVING TO INCLUDE WATER QUALITY DESIGN
- 4) EXISTING INLETS TO REMAIN
- 5) CONSIDER ADDING PEDESTRIAN CROSSING HERE IF STOP CONTROL REMAINS, OR MID BLOCK CROSSINGS AT SELECT LOCATIONS TO PROVIDE ACCESS TO NORTH TRAIL
- 6) COORDINATE INTERSECTION IMPROVEMENTS WITH PHASE 2 PROJECT
- 7) RECONSTRUCT MEDIANS, SLURRY RESURFACE EXISTING PAVEMENT, AND RESTRIPE TO EXTEND BIKE LANES TO GOLF COURSE

12/15/2016

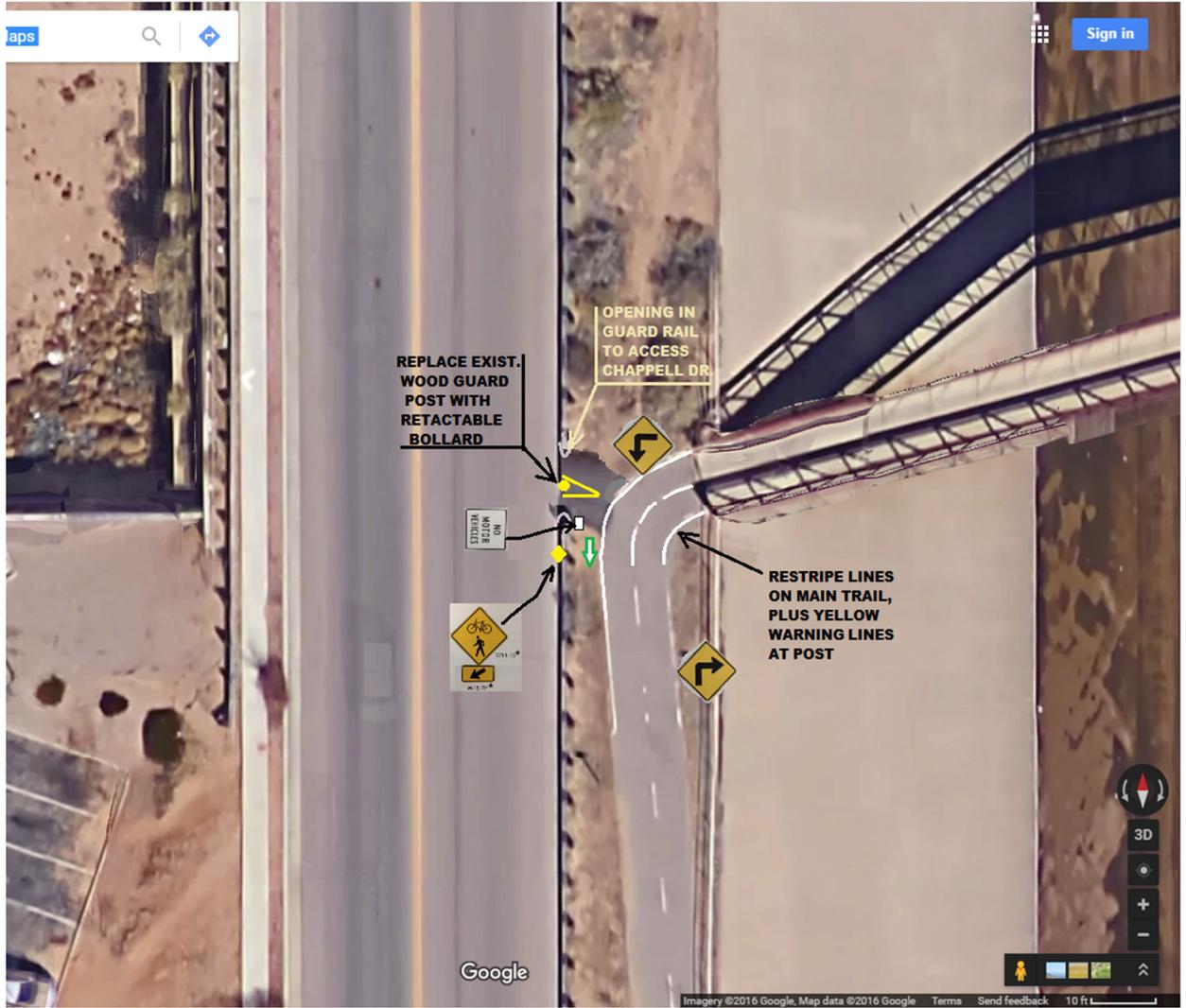
Jason Coffey, COA Parks and Recreation, GABAC Staff Report

At the November 15, 2016 GARTC meeting there was a presentation on the Development Process Manual update. Carrie Barkhurst presented the draft changes in the bicycle and pedestrian section. This is same material that was covered at the meeting with representation from GABAC and GARTC that took place at the Planning Department.

- **Black Arroyo Trail.** There has been no movement on the Encroachment License. The trails maintenance crew is going to patch the existing cracks in the trail between Hunter's Run Park and Salida del Sol Park. The work started this week and could take a few weeks to complete, but it is being done by Parks' crew so no closures or significant disruptions to users should occur.
- **Bear Canyon Bridge.** DMD is taking the lead on identifying a solution for the surface irregularities. The patches and repairs done by Parks are holding up reasonably well, but a long term solution is needed and DMD is working with the bridges' original designers to find the material that will work best.
- Bosque Nature Center ramp upgrade project is scheduled to be completed by 12/15/16. The ADA ramp from the Nature Center to the Paseo del Bosque Trail has been upgraded with ADA compliant slopes and a new guard rail. The ramp from the Paseo del Bosque Trail to the Aldo Leopold Trail is being upgraded as well to meet ADA grades, including landings, and the installation of hand rails. The project has not resulted in a closure but there have been flaggers on site to help trail users safely travel through the construction.
- West I40 Channel Extension- The bid was awarded to Salls Brothers Construction and the pre-construction meeting is taking place on December 20, 2016. Construction of the project should begin in early 2017. The trail is just one element of the overall project; the main component of the project is drainage. The project will extend the I40 trail from where it currently ends west of Unser to 98<sup>th</sup> St and then turn north and terminate at the south east corner of Ladera Dr and 98<sup>th</sup> St.

12/15/2016

- I meet with Greg Olson from DMD regarding the Chappell Rd access from the NDC Trail just south of Singer. See the image below for Mr Olson's preferred alternative.



# PROPOSED 2017 GABAC MEETING DATES

## 2<sup>ND</sup> MONDAY OF EVERY MONTH

(As amended at December 12, 2016 GABAC meeting)

JANUARY 9, 2017

FEBRUARY 13, 2017

MARCH 13, 2017

APRIL 10, 2017

MAY 8, 2017

JUNE 12, 2017

JULY 10, 2017

AUGUST 14, 2017

SEPTEMBER 11, 2017

~~OCTOBER 9, 2017 (Columbus Day)~~

OCTOBER 16, 2017

NOVEMBER 13, 2017

DECEMBER 11, 2017



## CITY OF CHARLESTON TRANSPORTATION & MOBILITY PLANNER

Apply by November 28, 2016

*Hip, Historic . . . Almost Heaven  
Charleston, West Virginia*



City of Charleston  
Office of Human Resources  
P.O. Box 2749  
Charleston, West Virginia 25330  
(304) 348-8015  
[www.cityofcharleston.org](http://www.cityofcharleston.org)

## *About the Position*

The City of Charleston, West Virginia seeks an enthusiastic and progressive individual who will serve an important role with overseeing the implementation of the City's new Master Bike Plan, and in the development and recommendation of plans and programs for best methods and practices to balance traffic operations with personal mobility.

Ideal candidates should possess an interest and understanding in active transportation, including bike and pedestrian planning and design, as well as traffic engineering. Preferred candidates should also be familiar with National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design.

## *City of Charleston*

Charleston is the capital and largest city in the State of West Virginia. It is the county seat of Kanawha County, and is conveniently located at the intersection of Interstates 64, 77 and 79, at the confluence of the Elk and Kanawha Rivers. It is the transportation, telecommunications, retail, and cultural hub of the State. Charleston has a population of 51,400 residents encompassing a total land area of 32.70 square miles, with a surrounding metropolitan area population of well over 300,000.

Charleston is governed by a Strong Mayor – Council form of government. A City Manager, appointed by the Mayor and confirmed by City Council, is responsible for overseeing the day-to-day operations and the City's 800 full-time employees. The City provides a broad array of municipal services including, but not limited to police/fire protection, parks and recreation, refuse/recycling collection, street maintenance, planning/zoning administration and community and economic development.

Charleston is steeped in historic architecture, an eclectic music scene, bountiful shopping, unique dining, and four seasons of changing mountain landscape. Approximately 66% of the United States population is within 500 miles of Charleston. Charleston offers big city amenities with small town charm and hospitality.

Charleston is full of many cultural and recreational activities. The Kanawha River and Kanawha Boulevard are main focal points, and routinely play



**Hip**



# City of Charleston, West Virginia

*The Cultural, Recreational, and Business Capital of the Appalachian Mountains*

host to many activities and events. On the banks of the Kanawha River, Haddad Riverfront Park frequently hosts concerts, entertainment and other events including Live on The Levee, a free weekly concert series featuring local and regional entertainers that is held every Friday from the end of May through the first of September.

Charleston and Kanawha Boulevard hosts the annual Charleston Rod Run and Doo Wop, one of the largest classic and antique car shows in the region with upwards of 1,000 registered vehicles. The City also plays host to annual sporting events including Sports Fest and the West Virginia Games.

Charleston is also home to the West Virginia Power, a minor league Class A affiliate of the Pittsburgh Pirates. The Power play their home games at Appalachian Power Park, a family friendly modern ballpark built in 2004 on Charleston's East End. The East End is also home to the Clay Center for the Arts & Sciences, which is a 240,000 square foot structure that houses performing arts, visual arts and sciences under one roof - one of the few of its kind in the country. The facility is also home to the Clay Center's Avampato Discovery Museum, the Juliet Museum of Art and the Maier Foundation Performance Hall, home of the West Virginia Symphony Orchestra.

Since 2004, Charleston has hosted Festival, which has grown into a ten day event featuring visual arts, music, theater, dance and film, as well as other cultural and entertainment events. It mixes fine arts and pop arts in venues and locations all over Charleston and includes a wide variety of styles and genres. Popular events include Smoke on the Water Chili Cook-Off, the Mayor's Concert, Blues Brews & Barbecue and Wine and All that Jazz.

For recreational enthusiasts, the Sunrise Carriage Trail, Spring Hill Memorial Park and Magic Island and Cato Park are favorites among walkers, joggers, bikers and nature lovers.



*Historic*

## *Transportation and Infrastructure Goals*

The City of Charleston recently adopted a Comprehensive Plan titled "Imagine Charleston" which sets forth the following Transportation and Infrastructure Goals:

- Improve wayfinding for visitors and ease of circulation downtown.
- Enhance safety and flow for vehicles and trucks.
- Improve and promote public transit as a more viable alternative to driving.
- Provide a network of bike trails and routes to make it comfortable and easy for people of all ages and abilities to walk or bicycle throughout the city and link with neighboring communities.
- Provide a comfortable and well-maintained sidewalk and trail system, where physically practical, especially to access downtown, institutions, and schools.
- Improve safety through adequate street lighting that complements the character of the street.
- Continue efforts to reduce the severity of flooding impacts.
- Gradually upgrade sewer system to separate sanitary from Stormwater.
- funding permits, to increase capacity and reduce negative environmental impacts.
- Be a regional leader in technology promoting citywide Wi-Fi and a centralized GIS database.



## *Transportation Mobility Planner*

Duties include, but are not necessarily limited to:

Develops, recommends and implements new and/or revised transportation plans, multi-model travel models, thoroughfare, transit, bicycle, pedestrian plans and programs

Conducts traffic analysis, traffic impact studies, feasibility studies, traffic data collection and/or other transportation/traffic flow.

Prepares reports and makes recommendations with respect to traffic analysis, traffic impact studies, feasibility studies, traffic data collection and/or other transportation/traffic flow analysis.

Attends and speaks on City transportation planning/traffic engineering matters before Charleston City Council, Council Committee on Streets and Traffic and other community meetings as necessary.

Meets with Federal, State and County representatives in matters of transportation planning, traffic engineering and funding matters.

Tests new methods of transportation and makes recommendations for implementing any necessary code and administration changes to accommodate the method to ensure safety.

Maintains and updates the data base of roadways and the traffic related equipment such as signalization and signage along such roadways by maintaining the computer system and the traffic control file. Responsible for content being updated and current.

Analyzes transportation related consequences of Federal and state regulations. Reviews projects and permits required by the building and planning department.

Develops new transportation planning techniques, tools and maintenance to conduct studies and assess our transportation system performance.

Writes transportation grants. Makes recommendations for updates to the City Code.

Encourages modes of transportation that support environmental sustainability.



*Charleston, West Virginia*

## *Qualifications*

**Education / Experience:** Bachelor's degree in Planning, Transportation, Engineering, or other closely related field and three (3) experience in Transportation Planning or Traffic Engineering preferred, or an equivalent combination of education and experience.

**Certifications / Licenses:** Must Possess and maintain a valid driver's License.

## *Competencies*

**Knowledge, Skills and Abilities:** In order to provide efficient and effective services, the City seeks team members employees who possess the following competencies that are aligned with the City's vision: **Accountability** - takes responsibility for own actions; **Adaptability** - responds positively to change; **Communications** - listens, speaks and/or writes in a clear, concise and respectful manner; **Initiative** - takes proactive action to complete work or resolve issues; **Judgment & Decision Making** - evaluates issues and makes sound factual decisions; **Customer Service** - provides courteous, accessible and quality assistance to internal and external customers; **Professional Development** - seeks opportunities to enhance technical skills and job knowledge; **Teamwork and Cooperation** - collaborates with other team members to fulfill the City's vision and achieve departmental goals and strategic objectives;

## *Salary & Benefits*

The City offers an excellent compensation and benefits package including a competitive salary and access to a full range of fringe benefits including health, vision, dental, disability and life insurance; the PERS (State) Retirement program; 457 deferred compensation plan and a generous paid leave plan.

## *How to Apply*

Interested and qualified applicants are encouraged to submit their resume, cover letter and application online through the City's career site portal at [www.cityofcharleston.org](http://www.cityofcharleston.org) by July 16, 2016.

The City of Charleston provides equal employment opportunities to all current employees and new applicants for employment without regard to sex, race, color, age, national origin, ancestry, religion, disability, medical condition, genetic information, marital status, sexual orientation, gender identity, citizenship, pregnancy or maternity, veteran status, or any other status protected by applicable national, federal, state or local law.

