



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – Minutes

Monday, January 10, 2022 | 4:00 – 6:00 PM



Committee Members Present

Richard Meadows (Chair)

Dan Jensen

Nevarez Encinias

Josiah Hooten

Lanny Tinning

Committee Members Absent

None

Staff Members Present

Debbie Bauman (DMD)

Shanna Schultz (Council Services)

Whitney Phelan (Parks and Rec)

Cheryl Somerfeldt (Parks and Rec)

Margaret Haynes (NMDOT)

Tara Cok (MRCOG)

Julie Luna (Bernalillo County)

Aaron Sussman (BHI)

Clare Haley (BHI)

Visitors Present

Alejandro Villezcas (Together 4 Brothers)

Baruch Campos-Gallardo (Together 4 Brothers)

Susan Hering (BikeABQ)

Jamie Jung

Peter Rice (Downtown ABQ News)

Richard Meadows called the meeting to order at 4:03 PM



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Approval of January Meeting Agenda

- *Josiah Hooten (motion); Lanny Tinning second – approved unanimously*

Approval of December Meeting Minutes

- *Dan Jensen (motion); Lanny Tinning (second) – approved unanimously*

General Announcements / Meeting Format

- Debbie Bauman:
 - Valerie Hermanson will be the city Vision Zero coordinator starting next week.
 - Josef Jansen's old position will report to Val. Position has not yet been advertised but the job posting will be shared with the committee once it is public.
 - Aaron Sussman is leaving BHI, but BHI will still be on call to support GAATC.

Public Comments

- Transit Equity Day: Together 4 Brothers provided a draft resolution short before the meeting for consideration by GAATC members. Members were shown the resolution during the meeting and given the opportunity to review and discuss during the meeting.
 - Alejandro V (Together 4 Brothers): Requested that GAATC weigh in on Transit Equity Day Resolution, which includes a request that City Council provide budget for free transit fares in 2023.
 - Baruch C: Free transit fares are an equity issue in our community and benefit low-income communities. The resolution also includes requests for signage in multiple languages on transit.
 - Dan J: Can GAATC vote on a resolution that is not on the public agenda?
 - Debbie B: GAATC can discuss the resolution but would advise against voting on a resolution that is not on the agenda.
 - Aaron S: What other organizations have reviewed the resolution?
 - Baruch: The Wilderness Society and Future Focus; the resolution will be considered during the Transit Advisory Board meeting on January 13.
 - Richard M: Could the committee wait to vote until the next meeting? (Feb 14)
 - Baruch: T4B hopes to introduce resolution on Feb 4, Rosa Parks Day.
 - Debbie: Committee members can indicate their support through discussion and incorporate it into the meeting minutes.
 - Aaron: Individual roll call votes can show explicit support from committee members. The meeting minutes can then be shared to formally document the position of GAATC members and relevant discussion.
 - Roll Call:
 - Navy E: supports resolution as-is.
 - Dan J: Supports the intent of the resolution, but some of the "whereas" clauses are worded too strongly. City Council should be given more time to assess the success of the free fares pilot program.
 - Josiah: Supports the resolution as-is.



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- Lanny T: Supports the idea, pending the success of the free fares pilot program in 2022.
- Richard M: Supports the resolution but would like to see more information about the results of the free fares pilot program.

- Jamie Jung: My dad and I were honked at repeatedly by a city bus as we biked down Central in the Nob Hill area. He yelled out his window "No bike lanes!" which confused us. Is it illegal in ABQ to ride your bike on streets (or on Central) when there are not painted bike lanes?
- Jamie J: I hit a bollard that had been removed (undoubtedly by an ATV enthusiast) on Amole Trail near Unser and Blake. A few inches of the bollard remained which I didn't see and I hit. I flew over my handles and my limp was so bad I visited an emergency room. I see ATVs on these bike paths and assume they remove bollards to illegally enter bike paths with their vehicles.
 - Richard M: Bollards have been a problem for other people as well. GAATC is asking to eventually replace them with a different kind without the ring on the bottom.
 - Richard M: State and City law states that bicycles are vehicles and can be on the street even if there are no bike lanes. Albuquerque has a law that drivers must give space when passing.
 - Dan J: I have seen these bollards too. Paint around the bollard could help warn bicyclists.
 - Dan J: Riding on Montañño, buses do not always respect even painted bike lanes and will often pass too close. Bus drivers need more training about bicyclists.
 - Whitney P: Was the bollard on the west side of Unser?
 - Jamie J: Yes, southwest of the intersection of Unser and Blake.
 - Whitney P: Parks and Rec will look at it and see what kind of bollard is in place.
 - Susan H: Bicyclists are required to ride as far right as practical, which could be the bus driver's reason for honking. On the transit equity resolution, the fact that GAATC is an advisory group should let you endorse the resolution.
 - Dan J: As far as practical is vague, but in the end it is up to the cyclist to determine what is practical or safe.
 - Shanna S: Five feet is the legal minimum passing distance, though the passing distance in practice is often much less.
 - Julie L: Laws are included in the bicycle and trail map.

Discussion / Action Items

- Approval of Recommendations for Pedestrian and Bicycle Facilities along the West Central Avenue Project from Unser Blvd to 98th St
 - Background: Feedback from GAATC members on the project was compiled and developed into a resolution to submit to the City. The resolution was approved via email and considered for formal approval.
 - Dan J: Why were some unsignalized intersections kept open in the design? Could be safer to close those entrances and divert traffic to signalized intersections via the frontage road.



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- Dan J: We can move forward with the resolution with this comment to be in the record.
- Debbie B: Committee include Dan's question in the body of the email when sent to the project team. Debbie can then come back with an answer after the team has a chance to address it.
- *Dan J (motion to approve); Navy E (second) -- approved unanimously*

Presentations

- **Improvements to Paseo del Norte and Tramway Blvd Intersection – Margaret Haynes, NMDOT**
 - Both Paseo del Norte and Tramway Blvd are high-speed, state-owned facilities. In 2020, new asphalt and striping were added on Tramway. Because of heavy bicycle use, NMDOT added bike lanes at intersections and removed acceleration lanes.
 - Many intersections on Tramway have free rights, where right-turning vehicles do not have to wait at a light. The intersections increase capacity but can create conflicts for pedestrians and bicyclists. Before the Tramway improvements, bicyclists could get caught between acceleration lane and travel lane when right-turning traffic merged.
 - NMDOT shortened the acceleration lane, but there are still wide turn radii at the intersection.
 - NMDOT has received many complaints from drivers about not being able to see, although the engineering sight distance is fine.
 - While the new configuration shortens the conflict area for bicyclists, some members of the public believe it is less safe now than before.
 - Feedback/Discussion:
 - Dan J: Commends NMDOT on the improvements they've made. Overall the new design is an improvement. Eastbound traffic turning southbound can be dangerous for bicyclists and drivers. Psychologically, drivers are not attuned to look for bicyclists, just other cars. That is the safety issue at this intersection.
 - Margaret H: Drivers are not expecting to slow down at the intersection, and it's difficult to merge into traffic without an acceleration lane if drivers are traveling fast. With the new design, drivers should be prepared to yield and slow down. Other feedback has said people are afraid to slow down because they don't want to get rear-ended.
 - Margaret H: Proposed changes include adding a signal on the free right turn on the existing signal pole. The signal would match the rest of the light cycle—drivers can still make a right on red, but they must stop first.
 - NMDOT considered installing a second mast arm, but it would delay the project. Short term solution is to use the existing mast arm.
 - For a long term solution, NMDOT is hiring a consultant to redesign the intersection with no median islands or free right turn. NMDOT is hoping to procure funds at the end of the fiscal year.
 - Richard M: Supports the temporary and long-term designs.
 - Dan J: Are there yield signs in the current configuration?
 - Margaret H: Yes, both standard and yield to bikes and pedestrians.
 - Dan J: Supports the redesign idea.



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- Jamie Jung: Not a board member, but supports the short and long-term designs. NMDOT might want to consider rest on red lights, like the ones planned for Lead/Coal corridor.
 - Margaret: Expects public pushback on an intervention like that on a high-speed corridor, but NMDOT can look into this technology.
 - All of the Tramway signals need to be rewired in the near future. NMDOT will continue working on the intersections and working on ADA improvements.
- Richard M: GAATC would like an update when the redesign is underway.
- Dan J: As an aside, we need to begin to start prioritizing safety over flow.
- Susan H: Supports the redesign. Where exactly would the temporary signal head be placed?
 - Margaret H: The signal would be facing the driver.
- Josiah H: Speed is the issue. A speed bump or T-shaped intersection would fix the problem.
- Margaret H: Does anyone see any other issues along the corridor? Delineators were installed in the buffer area to prevent people from using it as an acceleration lane, which is when the complaints started.
 - Dan J: Feels safe on most of the corridor riding southbound. Before the restriping, did not like to ride on the adjacent bike path because of the danger of turning traffic. Once the intersection is redesigned, it will be fairly comfortable to ride southbound on Tramway.
- **Bikeway Evaluation Process: Next Steps and Application to Pedestrian Projects – Aaron Sussman, Bohannan Huston**
 - Update provided on projects that emerged from priority gaps list and I-25 Bicycle Accessibility Study
 - Need to create another list of priority projects, as about half of the projects in previous list are in progress, including:
 - West Central Ave (Unser to 98th)
 - Blake Rd
 - Montgomery/Montano Interchange (I-25 Bike Study)
 - Comache Rd Interchange (I-25 Bike Study)
 - Alexander Blvd (I-25 Bike Study)
 - Rio Grande Blvd
 - Irving Blvd
 - Avenida Cesar Chavez/Dolores Huerta
 - Paseo del Norte (east of Calle Norteña)
 - Unser Blvd
 - Bikeway evaluation process can also be applied to pedestrian projects by adapting/modifying the criteria. Criteria for bike/ped projects include:
 - Safety: Can be modified with pedestrian crashes instead of bike crashes.
 - Transportation equity: Can be applied without changes



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- Connectivity: Network improvements sub-criteria can be applied as is; Access to destinations sub-criteria can be changed by using a smaller radii around destinations.
- Facility improvements: Can be changed to reflect DPM criteria for sidewalks and crossings.
- Level of use: Can be adapted to use pedestrian composite index from MRCOG
- Land use context: Can be adapted with smaller radii around comprehensive plan designated centers. Employment density can be applied as-is.
- Next steps:
 - Finalize bikeway evaluation process documentation
 - Create/update priority list:
 - About half of the projects on the list are in progress, so updated list is needed. New lists for trail projects, bikeway gaps, and pedestrian gaps.
- Additional resources are available on GAATC meeting minutes website.
- Feedback and Questions:
 - Dan J: How does the ability to use transit factor into the reduced pedestrian radii?
 - Aaron S: Access to transit could be considered as additional criteria for level of use or connectivity categories.
 - Julie L: Transit is part of Pedestrian Composite Index.
 - Aaron S: We'll review further to see if the Pedestrian Composite Index factors are adequate.
 - Dan J: Does the pedestrian composite index consider potential pedestrian use or current use? For example, poorly designed intersections discourage pedestrian activity.
 - Aaron S: The index is similar to Walk Score, which assesses proximity to destinations and potential for pedestrian activity rather than quality of infrastructure.
- **Parks & Recreation Department Priority Projects** – City of Albuquerque Parks & Recreation Department - *DEFERRED*

Staff Reports

- Municipal Development (DMD)
 - Reported at beginning of meeting
- Council Services
 - No report
- Planning (Aaron S on behalf of Seth Tinkle)
 - Two Community Planning Assessment surveys are open:
 - Places I Love, Places That Need Love Survey:
<https://survey123.arcgis.com/share/0de05a56754a4ecb947ecfc3c267f328>
 - Priorities Survey:
<https://survey123.arcgis.com/share/ee5e50d60be44a0ebfe22bc3146bc761>



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- Parks and Rec (Whitney P)
 - Staff will send a spreadsheet with priority projects before February to be discussed at the February meeting.
 - E-bike policy is still being discussed, particularly around open space policies. Parks and Rec will have an update in February.
 - OuterSpatial Parks and Trails App: Two year pilot
 - County, City, and Parks and Open Space trails will be available on app.
 - App can geolocate position for navigation and includes downloadable pdf maps. Can send push notifications for construction updates and closures. It also includes opportunities to collect user data that would add to Strava data.
- Bernalillo County (Julie Luna)
 - (see attached document)
 - Richard M: Coors Roadway Safety Audit: Field investigations took place last week and recommendations from the audit will be shared with the committee soon.
- MRCOG (Tara Cok)
 - No report
- NMDOT District (Margaret Haynes)
 - If anyone has DOT requests or maintenance concerns, please email Margaret directly: Margaret.Haynes@state.nm.us

Meeting adjourned at 5:50 PM

Next Meeting: February 14, 4:00pm – 6:00pm