



Tim Keller, Mayor

# Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

June 10, 2024 | 4:00 – 6:00 PM



Meeting will be held virtually.  
Zoom meetings will be recorded for notetaking purposes.  
\*6 mute/unmute | \*9 raise/lower hand

Join by Zoom: <https://cabq.zoom.us/j/86730137590>  
Join by Phone: +1 346 248 7799  
ID: 867 3013 7590

- **GAATC member introductions**

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Ryan Mast (Vice Chair)<br>NE Quadrant             | <input type="checkbox"/> Dr. Naomi George<br>SE Quadrant          | <input type="checkbox"/> Alex Applegate<br>NW Quadrant          |
| <input type="checkbox"/> Vacant<br>SW Quadrant                             | <input type="checkbox"/> Vacant<br>Pedestrians + Transit<br>Users | <input type="checkbox"/> Josiah Hooten<br>Bicyclists            |
| <input type="checkbox"/> Vacant<br>Represent individuals<br>w/a Disability | <input type="checkbox"/> Vacant<br>Youth (Under 24)               | <input type="checkbox"/> Lanny Toning<br>Older Adults (over 60) |

- **Staff introductions**

- **Members of the public introductions**

- **Approval of June 10, 2024 Meeting Agenda**

- **Approval of May 13, 2024 Meeting Minutes**

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
  - Please email comments to Valerie Hermanson ([vhermanson@cabq.gov](mailto:vhermanson@cabq.gov)) before the meeting (**must be received by 4 pm on June 10, 2024**) OR use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.

- **Discussion / Action Items**

1. **Discussion:** Review City of Albuquerque letter of support to the Environmental Planning Commission for the City’s Bikeway and Trail Facilities Plan (see attached draft letter), Valerie Hermanson, City of Albuquerque, Department of Municipal Development
  - **Action:** Vote to approve GAATC letter of support

**Next Meeting: Monday, July 8, 2024**



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**2. Discussion:** Recent assault on person bicycling on a multi-use trail. Opportunities to address encampments along/on multi-use trails

- **Presentations** - No presentations.
  
- **Staff Reports**
  - Municipal Development (DMD)
    - Traffic Engineering
    - Transportation Engineering/Vision Zero
  - Council Services
  - Parks and Recreation
  - Planning
  - ABQ RIDE
  - Sustainability
  - Bernalillo County
  - MRCOG
  - NMDOT District 3
  
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
  - Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
  
- **Next Meeting:** July 8, 2024, 4 – 6 pm
  
- **Adjourn**

**Next Meeting: Monday, July 8, 2024**

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## **Committee Members Present**

Ryan Mast (Vice Chair)

Alex Applegate

Dr. Naomi George

## **Committee Members Absent**

Josiah Hooten

Lanny Tanning

## **Staff Members Present**

Tim Brown (DMD)

Matthew Cox (Council Services)

Andrew De Garmo (ABQ Ride)

Valerie Hermanson (DMD)

Albert Lee (Sustainability)

Julie Luna (BernCo)

Robert Messenger (CABQ Planning)

Whitney Phelan (Parks and Rec)

Jenae Robertson (TYLin)

## **Visitors Present**

Dianne Cress, Bike ABQ

Jennifer Morrow, Deputy Director DMD

Steve Pilon, Vice Chair of the Transit Advisory Board, Board Member of Bike ABQ

Christopher Ramirez, Together for Brothers

Lu Roca

Omar Villezcas, Together for Brothers

**Ryan Mast (Vice Chair) called the meeting to order at 4:03 pm.**

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- **Approval of June 10, 2024, Meeting Agenda**

Alex Applegate (motion); Dr. Naomi George (second)

Yes: Alex Applegate, Dr. Naomi George, Ryan Mast

- **Approval of May 13, 2024, Meeting Minutes**

Alex Applegate (motion); Dr. Naomi George (second)

Yes: Alex Applegate, Dr. Naomi George, Ryan Mast

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)

- Please email comments to Valerie Hermanson ([vhermanson@cabq.gov](mailto:vhermanson@cabq.gov)) before the meeting (**must be received by 4 pm on June 10, 2024**) OR use the virtual raise hand feature during the meeting.
  - No emailed comments.
- Christopher Ramirez: I'm Christopher with Together for Brothers, I live in District 2, Downtown. I do not own a car; I use public transit and I also have bicycles. I recently attended Smart Growth America gathering in D.C. for the Dangerous by Design report, where Albuquerque was named the second deadliest city for pedestrians in the country. The corridor of Central Avenue being the most dangerous roads. While preparing the report in D.C., several transportation projects were visited, including visiting large corridor bike lanes along Pennsylvania Avenue, similar to Central Avenue, consisting of protected bike lanes in the middle of eight lanes of busy traffic. People were traveling in multiple ways from biking, walking, and in wheelchairs, this brought to my attention that we need to do better when it comes to protected bike lanes on Central Avenue. A couple of years ago when ART was built and bike lanes were removed, this has had an impact. The one mile stretch of Louisiana and Wyoming has been dangerous for multiple reasons being that people are going over the 35MPH speed limit, bikers are on sidewalks, and they are not wide enough, or sidewalks do not accommodate wheelchairs because the ramps are not safe. I think we should reconsider protected bike lanes on Central where 16 people have been killed in the past 4 years. As a result, we are working with GAATC and others for input on next steps in making sure everyone can bike safely, especially low income and communities of color like East Central. Thank you.
- Omar Villezcas: My name is Omar. I work with Together for Brothers, and I am the project manager. Within my group, we talked about certain plans within the city, one mentioned was the Rail Trail, a project currently being planned out. We wanted to ask if there could more accessibility for people that speak different languages, for example, Spanish and Dari. There's a few more I can list, but, we just noticed there wasn't as much information being shared in certain languages.

- **Discussion / Action Items**

1. **Discussion:** Review City of Albuquerque letter of support to the Environmental Planning Commission for the City's Bikeway and Trail Facilities Plan (see

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attached draft letter), Valerie Hermanson, City of Albuquerque, Department of Municipal Development

- **Overview:** Since late 2022, the City has been working to update the City's Bikeway and Trail Facilities Plan, which was last adopted in 2015. We are respectfully requesting a letter of support from GAATC to accompany our Environmental Planning Commission (EPC) application. First, I want to give an overview of everything we've done in this time to update the plan.
- **Ranked plans:** The City of Albuquerque uses a system of ranked plans, starting with the Rank I Comprehensive Plan, which sets a vision, goals, and overall policies. Lower-ranked plans must comply with the intent, policies, and goals of the higher-ranked plans. The 2024 BTFP is a Rank II Facility Plan and serves as a policy document that provides direction for the City's infrastructure investments and is a mechanism for implementing the Comprehensive Plan.
- **Goals:** An overarching goal to updating this plan was to create an on and off-street bicycling network to serve people of all ages, abilities, and backgrounds.
- **Outreach:** To assist the project team in updating the plan, we had a technical working group comprised City, County, and Regional staff. A stakeholder advisory committee comprised of bike and pedestrian advocates, representatives from GAATC, GARTC, and Transit Advisory Board, and other groups such as Bike ABQ and Together for Brothers. I noticed Christopher is here tonight. Thanks to Christopher and his team for helping us.
- We also had 3 phases of outreach, 12+ pop up meetings at existing community events or locations where people tend to go. For example, thank you to Lanny for letting have several pop up tables at Bike in Coffee where we were able to reach a lot of folks. We had 5 formal public meetings. Presented at 9 City and regional committee meetings (this included 3 presentations at GAATC February and October 2023 and February 2024). We also had 2 targeted surveys in English and in Spanish.
- Ultimately, the feedback from the working groups and our communities informed this plan update.
- **Prioritizing underserved areas:** the 2024 BTFP centers the needs of historically underserved communities and ensure an equitable distribution of bikeways across the city. The 2024 BTFP also identifies critical improvements that can make bicycling across the City of Albuquerque safer more comfortable, and accessible to more people while establishing a clear vision for prioritizing and implementing proposed projects. The plan proposes and prioritizes low stress bikeways such as bike boulevards with enhanced crossings (that also benefit people walking), separated bike lanes aka protected bike lanes, and paved multi-use trails.

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- **Other items:** The 2024 BTFP also identifies key planning, policy, and programmatic actions that are complementary to and will enhance the proposed bikeway networks.
- **Emerging Best Practices:** the 2024 BTFP reflects emerging best practices in planning for and implementing a bikeway and trail system that can support both transportation and recreational bicycling activities.
- **Next Steps:** The plan will be heard at EPC's July 18 meeting where they will review the plan and we hope will make a recommendation to City Council to approve the plan. I'm requesting a letter of support from GAATC to EPC.
- Happy to answer any questions.
- **Feedback, comments, Q&A draft letter Discussion Item #1:**
  - Alex Applegate: I am going to support it. But, one argument heard when trying to support a bike lane on 4th Street was that it wasn't in the plan. I'm worried that the plan will be seen something that cannot be changed. I'm hoping that will be reflected somewhere in the plan that something can be changed in the future.
    - Valerie Hermanson: Our project team did a citywide high level of analysis using data we had access to such as existing bikeways, crossings, traffic counts, the Comprehensive Plan Centers and Corridors, land use, driveways, and also existing right-of-way to identify and make recommendations. We strived to make recommendations within the existing curb lines, so if the traffic counts were low enough, then we could recommend a road diet. I don't recall that specific area but it's likely it did not meet our criteria to recommend a road diet or there was a preferred low-stress parallel facility. With that being said, all the proposed projects are in the plan's appendix so that it is easier to amend an appendix rather than the entire plan if other projects are studied further. If a corridor is studied and identifies different recommendations for bikeways than the plan, then they can be incorporated later. Studies are going to drill down deeper than we did when identifying and proposing low-stress bikeways to align with the all ages, abilities, and backgrounds approach.
  - Ryan Mast: From my perspective, just to make sure there are mechanisms for when new data becomes available, or there's urgency, that there will be things that may not been identified or even envisioned in that plan that can be amended in terms of how we can make adjustments on Central to make it safer for both pedestrians and cyclists. So, the only recommended language change that I would suggest is to be what I saw in paragraph 2, the last sentence, where it says, "Bike Network for not only for



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recreation, but transportation." I would recommend that it be stronger language to say, "not only for recreation but essential transportation needs." Many times we think transportation as an optional thing but, sometimes it is necessary. Other than that, I see no other suggestions on my part. If there are any other comments from the committee, I'll entertain a motion to approve the letter of support.

- **Action: Approval Vote for GAATC Letter of Support:**

Alex Applegate (motion); Dr. Naomi George (second)

Yes: Alex Applegate, Dr. Naomi George, Ryan Mast

2. **Discussion:** Recent assault on person bicycling on a multi-use trail. Opportunities to address encampments along/on multi-use trails.

- **Overview:** A bicyclist was attacked by a homeless person in the tunnel near Jerry Cline Park at Constitution and Louisiana. Since then, there have been several walk-throughs to look for ways to make this safer for example, replacing a fence on the east side with one that is metal mesh, making it more difficult to cut. Parks and Rec is also looking into installing cameras.
- **Comments, Q&A for Discussion Item #2:**
- Naomi George: Two questions. 1. Do you know if anyone's considered lighting for the tunnel? To help visibility and may be less likely for people to sleep or want to sleep in the tunnel. 2. Has this incident been reported and discussed with the unhoused homelessness community?
  - Jennifer Morrow: In regard to the light in the tunnel, there is existing light that we try to keep operational. It is common for the homeless to take that out and disable it. Parks and Rec is trying to keep up with it, although it is a continuous battle.
- Alex Applegate: I don't want to belittle anybody's assault, but I don't want us to overact, to one incident on a trail to punish homeless who are already being punished enough in our society. I just want to make sure that we are respectful to everybody who uses it, including those who are homeless. That's my only comment. Thank you.
- Naomi George: Alex, in that same vein, that would be my worry a camera would increase criminalization of what may not actually be worth really focusing as intensely on in terms of how often people are getting injured who are camping there; cyclists who don't see and hit someone by accident, etc. So it seems like there's a lot of things that could go wrong in a tunnel. I wonder if there's any folks out there who explored speed if you're coming into the tunnel and you're going 20 miles an hour on your bike versus 10. I always slow down, but I don't know if it's worth controlling speed and making it a safer place in general, for people moving through or camped within.
  - Jennifer Morrow: I do not know of anyone that's looked into the

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speed issue. One of the problems we have is that people tend to light fires in that tunnel, so now we have structural concerns about that bridge structure, with the fires that are continually lit. So we have places for these people to go and a lot of them don't want to go to those places. But we really don't feel that the tunnel is an appropriate place for them to be. We would rather try and find other locations for them and the bicyclist to be safe.

- Steve Pilon: I have a link to a KRQE article about this incident, I'd be happy to share it if you could turn enable the chat, to share with everybody. Secondly, I attended a meeting at Jerry Klein for traffic calming. When I rode my bike over there, there were about six guys in a group in this tunnel. In particular, women are afraid to use that bike trail because it's so scary. And there are large numbers of men who are kind of congregating in that tunnel. I know even guys, will go up to Constitution to avoid going through that tunnel. So, it's a problem. I was the Medical Director for the homeless shelter and the Covid motels that the city was operating. So I've had some experience with the homeless, and I agree that we don't want to criminalize homelessness. But, on the other hand, I think failure of the city to implement that safe outdoor spaces where they operate encampments that have showers, trash collection, etc. Supervision is really the solution to having these guys camp out. There used to be an encampment on San Pedro and the Urban Forest, maybe six tents that I called a 311 on. However, I'd be happy to share that KRQE article with you if we can get chat turned. Thank you.
- Christopher Ramirez: I'm really interested in hearing more about the one incident about as I know this must be a really important conversation to be continued to have. I appreciate what Alex said earlier- I don't want to belittle anybody who's experienced violence, which I have while biking and walking in Albuquerque. One of the things that I've seen in the Albuquerque is we jump into criminalizing homeless people. We made it almost illegal for people homelessness to be public places. There is so much drugs and violence that people don't feel safe. And so I'm getting I'm concerned with hearing one incident, when I know of so many other incidents that happen and different issues that don't get the same kind of attention. Before there's any actions taken, I'm hoping there's responsibility to do some more investigation and understand the problem and root causes of the problem. I'm concerned with this heightened awareness. Like, for example, do we know if this person was actually homeless. Oftentimes, we assign that identity to people regardless of what their actual housing status. So I just want us to be really thoughtful about moving forward and of course, everybody deserves to be safe as they bike, walk, and roll throughout Albuquerque. That includes people who are experiencing homelessness. They deserve to be safe in our communities as well. So I'm interested in



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learning more about this one incident, and about the array of incidents that might be happening on trails across the city. Thank you for letting me speak up.

- Naomi George: I think that's why collaboration with Parks and Rec or the homelessness committee may be helpful. Because I think going and asking the folks at those encampments, what brings you here, what alternatives are you willing to explore, rather than saying the cops are going to come. I go through and ride with my toddler and everyone is always unfailingly nice. Echoing Steve's experience working quite close with this population and a discussion of homelessness policy. That's not the point of this committee. But I think figuring out if there's a problem spot which is either keeping cyclists away or giving them pause before it turns into like an uproar. Maybe this is something that Parks and Recs or the city can do to get a better perspective from both pedestrians and homeless. When I'm biking in other cities, that have tunnels and overpasses, the thing that makes me feel safe is not that there's many other cyclists there. And people don't want to ride their bike because its "unsafe in Albuquerque". But, I would focus on getting people out- being a pedestrian at 3 o'clock in the morning in New York City was never a problem, and in Albuquerque, I worry about it because no one else is on the sidewalk.
- Alex Applegate: I agree, the more people we have riding through those tunnels, the better. But I've never had problem here. I also think Christopher says, perhaps in the future, we can have somebody from APD talk about how much crime there really is on the trails, bikeways, and sidewalks. Can we do that?
  - Ryan Mast: Absolutely. That's something we can work on getting someone to talk about. Great suggestion, Alex. I really appreciate the healthy discussion on this topic. And I think us moving forward, getting more data, information, and understanding the situation better, then figuring what meaningful action we can take as a committee is very important. So thank you for that.
- Naomi George: Can someone enable the chat so that we can see the KRQE article?
  - Valerie Hermanson: We've been directed by the City Clerk's Office to not enable chat. It's an accessibility issue, and there are also concerns with Open Meetings Act.
  - Naomi George: Do we have a contact person?
  - Valerie Hermanson: I'll connect you with my contact that manages all the boards and committees. This is exactly what he advised me to do for this committee so I am following instruction.
  - Ryan Mast: Maybe we could find the link that that article to include it in the meeting minutes for tonight?

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- Valerie Hermanson: I'd be happy to include the link in the meeting minutes.
- Alex Applegate: I still agree it would be great to open it up for transparency and other things. I feel that having a lively chat is fine, so I do disagree with that decision.
- Link to Article: <https://www.kob.com/new-mexico/man-attacked-while-riding-bike-in-ne-albuquerque/>

- **Presentations – No Presentations**

- **Staff Reports**

- Municipal Development (DMD)

- Traffic Engineering, Tim Brown:

- San Mateo and Central & Louisiana and Central- we have implemented leading pedestrian intervals at both intersections about 3 weeks ago
  - Testing a few strategies to incentivize pedestrians to use the crosswalks more at these intersections
  - Analysis for San Mateo is coming back that pedestrians are getting stuck 50-200 feet west of the intersection, north and south side of Central. Analysis not yet done for Louisiana intersection
  - Nothing is there to prevent pedestrians from crossing
  - This is the first attempt to draw people to use the crosswalk rather than outside of the intersection

- Transportation Engineering/Vision Zero, Valerie Hermanson:

- Aaron Hill had to resign from the committee, as he is moving to Gallup. Being that he will no longer be an Albuquerque resident, he will not be able to be a committee member for GAATC
- We are aware GAATC vacancies and I've been working with the City Clerk's Office to fill them. We've been holding off on filling vacancies because of GAATC ordinance requirements. We must have an EPC representative. Once that seat is filled, it should be easier to fill the other vacancies. However, it's important for folks to know that we receive applications for seats that are already filled.
- Valerie is on EPC June 20<sup>th</sup> agenda to identify the EPC representative that will also serve on GAATC.
- Naomi George: Having a child with a disability, she is willing to switch seats to help fill other vacancies with someone of interest or that is more qualified for her current position
  - Valerie will gather information and get back to Naomi on this
- East Central Updates:
  - Finished up negotiations and preparing to start this project
  - Project includes:

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- Mid-block crossings with pedestrian hybrid beacons (PHBs/HAWK signals) at Central and Britt & Central and Dorothy
- Road diet between Juan Tabo and Louisiana
  - Striping will likely match the existing road diet on Central between Juan Tabo and Tramway
  - Using local Vision Zero funding
  - Anticipating to implement in summer 2025 pending no unforeseen challenges
- Louisiana Blvd Vision Zero Improvement project updates:
  - 1<sup>st</sup> Vision Zero project under Vision Zero
  - Includes:
    - Road diet on Louisiana between Gibson and Central
    - Adding bikeways, including separated bikeways from Gibson to Kathryn
    - Curb extensions and fiber
  - Currently with construction division, with planned construction start on June 24, 2024 through August 8, 2024.
  - The fiber in this project supports the next project to add the three PHBs.
- Louisiana Midblock Crossings. We had our New Mexico Department of Transportation 60% plan review on May 20, 2024
  - Construction is federally funded, with design and right of way being locally funded using Vision Zero funds
  - Planning on adding:
    - 3 mid-block crossings
    - Pedestrian hybrid beacons (aka HAWK signals)
    - ROW process just started
  - Hoping to implement on summer or fall, 2025
- City's Bicycle Friendly Community application is almost done. It's due June 25, 2024.
  - Hosted through the League of American Bicyclists
  - City reapplies every 4 years
  - The City is currently at the "Silver level" bicycle friendly status and we're working toward Gold.
  - Application is over 100 pages and has been refreshing to see all the great work the City in collaboration with GAATC and our communities have done over the last four years. Thank you all for your support and advocacy.
- Council Services, Matthew Cox:
  - Central Avenue Project:
    - Going through alternative analysis to determine what works after adding

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bike lanes and signaling

- Challenges are on 1<sup>st</sup> Street and Central and how to integrate at-grade crossing across the rail
  - Need to collect traffic counts
- Preparing councilors for ABQ RIDE draft recovery plan
  - Looking at budgets and what will take place in the future
- Councilor Fiebelkorn will be introducing an amendment on the Active Transportation Program ordinance – amending fees that exist under planning department and making different active transportation providers. Will be at LUPZ's June 12 meeting at 5 pm. anyone can join on Zoom.
- Parks and Recreation, Whitney Phelan
  - E-bike Ordinance:
    - Proposal was submitted in March 2024
    - Currently in the Land Use Planning and Zoning Committee (LUPZ) with City Council
    - Working on a final version of a Council substitute
    - \*\*Presentation will be before LUPZ on Wednesday, June 12<sup>th</sup> at 5pm of anyone interested to join on zoom
    - Last year:
      - NM passed a bill in 2024 that defined class 1, 2 and 3 e-bike and determined where they are allowed to be ridden
      - Class 1: allowed on streets and paved trails
      - Class 2 and 3: [only] allowed on roadways
      - E-bike use *restricted* on natural surface trails with no improvement
    - What's requesting to be changed:
      - Parks and Rec passed a resolution requesting Class 2 e-bikes be allowed on trails
      - New releases of "E" things are now coming out that Parks and Rec feels the need to accommodate (ex: one-wheel hoverboards, e-skates, e-skis, etc.)
      - Beginning by adding and defining:
        - electric assisted transportation to match state definition by Class 1, 2, and 3.
        - Powered micro-mobility devices
        - Wheeled devices that are fully or partially powered and has a curb weight of 100 pounds
        - Has electric motors of less than 750 watts with a top speed of 30 MPH or less
        - Along with examples
        - Some include uses for cycling or adaptive hiking- these would be covered under ADA, not included in this definition
      - Allowing e-bikes and powered micro-mobility wherever a bicycle

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- can be operated, on paved, dirt paths, or roadway
- Applies penalties for bicycles, e-bike, and powered micro-mobility users
- Adding definition for trails; the lawful speed limit will be 20 MPH unless lower speed is posted (ex: tight turns or congested areas)
- Many were against Class 3, as they can go faster than 20 MPH
  - Cyclists usually go 8-10 MPH
  - E-bike users range mainly from 14-18MPH
  - So, 20 MPH was decided on
  - It is uncommon for people to be maxing out the 20 MPH limit
- Addressing open space ordinance as legislation set these spaces
  - More intense than federal regulations and state code
  - Adding definition in section 7, chapter 5, section 8
  - Creating new section for e-bike mobility in open space lands
- Essentially will allow bicycles and Class 1, 2, and 3 e-bikes located in an open space, unless prohibited on an open map
- Mayor or Mayor's designated representative may permit or prohibit such use on trails based on safety, resource management, and other open space management considerations
  - This allows for Parks and Rec to coordinate with forest, National Park service, GCD, NMDOT and other land managers that are co-managed with
- Powered micro-mobility devices will only be permitted on paved trails, located within open-space lands (including Paseo del Bosque Trail and Paseo de la Mesa Trail)
- Alameda Drain Trail Phase 3:
  - Utility conflict with PNM delayed in having the project closed out
  - Close to having the agreement completed
  - Currently at 90% design phase
    - Re-doing and moving trail to closer to the ditch to avoid tree roots that are causes issue on the fence-line to property owners
    - Curve down the channel, just east of Rio Grande and cross Indian School
    - Updated crossing at Indian School- temporary measure had been done by Councilor Benton
    - Will end near Rio Grande and I-40
    - Expected to bid and start construction early 2025
- Mugged Bicyclist resolutions:
  - Waiting for Parks and Rec contractor to re-do trail from Winrock and Pennsylvania, over to the bridge that crosses I-40- to be pulverized and repaved
  - Planning on adding angular cobble to discourage camping under the

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- tunnel
- Winrock is planning to add a parkcourse, near Chuse Fitness and apartments from the existing trail to the channel at of the end of the parking lot- expecting more traffic
- Jerry Klien will be adding tennis facilities and having larger competitions
  - Looking to do a shared-use agreement for parking
- Winrock is looking into putting a dog park in the triangular part that belongs to NMDOT, next to I-40
- Working on ways to increase users and safety to be less convenient to camp
- New App Called “OuterSpatial” by Parks and Rec:
  - Has all the city’s paved trails and parks
  - Working on adding open-space properties
  - Looking at ways to include other bike routes
- Planning, Robert Messenger:
  - Bikeway and Trails Facilities Plan hearing information will be posted July 11, 2024
    - Agenda, time, and other information posted on EPC website
  - July 18<sup>th</sup>, 2024 is the hearing, normally starts at 8am
  - Robert will communicate with Valerie to get the updates out to everyone as soon as possible
- ABQ RIDE Andrew De Garmo:
  - ABQ RIDE Forward updates:
    - Proposed a new bus route network
    - Named as a “recovery network”
    - Looking for feedback through the summer 2024 until the end of August
      - Website: <https://abqrideforward.com/>
    - Available 7 days a week with more robust network
    - Surveys and reports are open
- Sustainability, Albert Lee:
  - Climate Pollution Reduction Grant updates:
    - Beginning on outreach
    - Finalizing some efforts with consultant
    - Early surveys are available for public feedback
      - Website: <https://www.cabq.gov/sustainability/regional-planning-efforts>
      - 3 things to leave input on:
        - Community Visioning survey
        - Community Change Grant survey
        - Community Task Force application for anyone interested on being involved in working on the climate task force from Fall 2024 to Spring 2025



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- Any new information will be shared
- Bernalillo County, Julie Luna:
  - 3<sup>rd</sup> and *final* Bridge Boulevard Phase 3 public meeting:
    - Date and time: Thursday, June 20, 2024, from 6:00PM to 8:00PM
    - Address: South Valley Multi-Purpose Center, 2008 Larrazolo Road SW, Albuquerque, NM 87105
    - The project belongs to the County and extends from Riverside Drain to Coors Blvd
    - Includes 5-point intersection
    - Presentation will be on modifications selected
    - Website: <https://www.bridginglosvecinos.com/>
  - Rio Bravo Boulevard:
    - Starting construction for sidewalks and improvements on multi-use trails on the north side of the road
- MRCOG, Terra Cok (absent):
  - N/A
- NMDOT District 3 (Vacant)
  - N/A
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
  - Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
    - Naomi George: Question to Tim Brown for Central. What is the timing on the lights when pedestrian pushes button to indicate they want to cross, how long do they have to wait? (ex: the whole traffic cycle or just switches?)
      - Tim Brown: The signals are coordinated for most of the day. Meaning if you're a pedestrian, you wait for the green for motor vehicle movements to guess the walk. We were able to get some State Grant money for additional detection equipment for San Mateo and Louisiana, allowing for us to run the signal in a "free" condition. We would have the ability to rest the signals as red in all directions if there are no vehicles present to give the walk indication immediately. More than likely in off-peak hours, at nighttime when there is no motor-vehicle traffic. Currently there are no vehicle detections. But we are working on making this better. Also, they generally coordinate during the day, we are looking at dialing that back to serve pedestrians more efficiently. And looking at how many vehicles there are in these intersections to prioritize different users.
      - Naomi George: Is there a traffic signal that can be considered that is not "free" mode in which it defaults to whichever user is most represented from the perspective of the traffic signal?
      - Tim Brown: There isn't a button in which a pedestrian pushes it and it will short circuit in opposing direction to give the pedestrian green right away.

# Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

June 10, 2024 | 4:00 – 6:00 PM



If it's actively serving motor vehicles, they are present and being detected, then it will wait until they are cleared out before serving the pedestrian. We have few locations that will serve relatively quickly; 8 on Lead and Coal corridor, intersections, Carlise, Gerard, Yale, and Walter. If there are no motor vehicles coming and you walk up and push the button, it doesn't actively detect vehicles so it will give you the walk signal right away. On Lomas and Morningside, we recently turned this type of operation on and fine tuning it. These intersections will give the fastest service to pedestrians.

- Naomi George: When vehicles are detected that's when it should prioritize pedestrians. If there are no vehicles detected, the pedestrian may decide to jaywalk and won't get hit because vehicles aren't detected. Whereas, if vehicles are detected for many cities, they have lights that just immediately prioritize pedestrian heavy intersections. It seems like technologically, from a budgetary perspective, that would be simpler, because you don't need detection. You detect the pedestrian because they push the button, and they have the right of way quickly after.
- Tim Brown: I don't know of a signal controller that operates that way. It may be that other cities use different brand controllers, but I don't believe the City of Albuquerque controllers allow that sort of operation.
- Naomi George: Would it be useful to have that information so that we could investigate those types of controllers?
- Tim Brown: I can look into it and see if that's an option. But I think that contrasts with my entire experience with how signals work. I've never actually seen that. We're pretty well wedded to our signal controllers. They work with our communication system, our techs are familiar with them, we know how to we know how to program them, and they all talk to each other. I do have access to the NACTO listserv with a number of engineers and planners from agencies across the country, and I'd be interested on how they operate their signals.
- Alex Applegate: I got a basic complaint with the intent of moving the largest quantity through the quickest is not good for pedestrians. Our goal of expending and increasing pedestrians and cyclists through the city. So I think it's something you guys need to take a better look at, too.
- Tim Brown: I think the newer paradigm is the aim towards moving people, not necessarily moving cars. With a lot of ancillary benefits, lower crash rates, lower emissions, etc. Pedestrian crashes have increased significantly over the last 20 years, so we are forced to look at new strategies and considering the context of each intersection. Thank you.
- Albert Lee: During my update, I do want to mention that we've been working with Land of Enchantment Clean Cities Coalition, trying to promote the use of e-bike in the city. If anyone has any ideas on how to promote and increase the use of

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the cargo bikes, I'd be happy to listen and try to implement them with the Sustainability office and Clean Cities Coalition. Thank you.

- **Public Comment**

- Omar Villezcas: I wanted to talk about biking on the west side. I currently live in the in the west gate area, near West Mesa High School, and there's a few things that I've noticed in terms of biking and safety. There aren't as many roads dedicated to biking here on the west side so it can be pretty unsafe in terms of having to ride directly on the sidewalk, which is a law in New Mexico that you're not allowed to ride on the sidewalk. I wanted to see if decisions could be made in the future, to find better improvements and seeing how we can expand biking throughout the Westgate area. Thank you.
  - Ryan Mast: I think we are all working to try and expand that access, additional safe bike lanes, and make those improvements as we go along. So really thoughtful comment, and really appreciate you bringing that to our attention.

- **Next Meeting:** July 8, 2024, 4 – 6 pm

- **Adjourn 5:33pm**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC)



Jonathan R. Hollinger, Chair  
Environmental Planning Commission  
c/o City of Albuquerque  
600 Second Street NW  
Albuquerque, NM 87102

June 10, 2024

Dear Chair Hollinger:

The City of Albuquerque's Department of Municipal Development is amending the 2024 Bikeway and Trail Facilities Plan (2024 BTFP), which was last adopted in 2015. Since November 2022, staff from DMD and Parks and Recreation (PRD) worked across City Departments, and with advocates and community representatives, including GAATC, to update the 2015 Bikeway and Trail Facilities Plan.

Practices for bikeway facility design have evolved significantly since the City last took a comprehensive look at its bicycling infrastructure and the needs of people who bike. For example, separated (protected) bike lanes have become more commonplace in cities along with e-bikes. There is more emphasis in creating a safe, comfortable, low-stress bike network not only for recreation but also essential transportation needs.

The 2024 BTFP creates consistency with recently adopted plans and policies such as the *Vision Zero Action Plan*, the *Climate Action Plan*, and the Complete Streets Ordinance. The 2024 BTFP also provides a mechanism to implement goals and policies from the *Comprehensive Plan*. The 2024 BTFP focuses on the needs of underserved communities and ensures an equitable distribution of low-stress bikeways to serve people of all ages, abilities, and backgrounds across the city. The 2024 BTFP identifies and prioritizes low-stress on and off-street bikeway projects and locations for improved midblock crossings, which creates a roadmap and sets the city up to implement these meaningful projects through restriping or integrating them into larger transportation projects. The 2024 BTFP also identifies key planning, policy, and programmatic actions that complement and enhance the proposed bikeway networks.

Ultimately, the 2024 BTFP seeks to better accommodate the needs of people who bike today and attract a new generation of residents and visitors of all ages, abilities, and backgrounds to a form of transportation and recreation that is healthy, economical, sustainable, and fun.

The Greater Albuquerque Active Transportation Committee (GAATC) supports the 2024 Bikeway and Trail Facilities Plan amendment and respectfully encourages EPC to approve the plan and recommend plan approval to the City Council.

Sincerely,

Ryan Mast, Vice Chair  
Greater Albuquerque Active Transportation Committee