



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 Tanning

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 Montañito, 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

CITY OF ALBUQUERQUE TRANSIT EQUITY DAY RESOLUTION

FEBRUARY 4, 2022

WHEREAS Rosa Parks, whose birthday is February 4, 1913, was an iconic figure who played a major role in the historic protest of unequal access and treatment of African Americans and people of color in public transit that ended legal segregation; and

WHEREAS transit equity is identified as communities most impacted, transit dependent riders, having access to transportation they need and deserve and informing or leading decisions about public transit; and

WHEREAS transit is a human right and public good, and unequal access to public transit based on age, disability, gender, income and race have persisted to this day with cuts in public funding for transit and subsequent fare increases in many transit systems; and

WHEREAS transitioning our transportation system from personal vehicle dependence to public transit, electrified from renewable sources, is key to switching to renewable energy and creating safer streets that support a healthier and cleaner world ; and

WHEREAS public transit connects community to education, employment, healthcare, recreation and other opportunities that promote the health and health equity of our communities; and

WHEREAS increased community access to public transit and reduction in racial, economic and other disparities in access to transit and clean air and protection from climate change impacts, and increased opportunities for employment in good jobs, form a key part of a “just transition” to a clean, renewable energy based, just economy; and

WHEREAS the City of Albuquerque has previously recognized Rosa Parks’ birthday and Transit Equity with free buses, a mayoral proclamation and graphics on buses and social media since 2019, as well as currently piloting “Zero Fares” with free ART, ABQ Ride and Sun Vans.

THEREFORE, BE IT RESOLVED that the “name of board or commission” supports the call for the City of Albuquerque to observe a Transit Equity Day, a day of action in remembrance of Rosa Parks and the acknowledgement of public transit as a human right, on February 4, 2022; and

FURTHER RESOLVED the city and Transit Department continue to focus on racial, economic and other inequities in access to public transit and the need for free and accessible transit with the mayor and city council to include Zero Fares in the FY23 budget; and

FURTHER RESOLVED the city make accessible and expand multilingual information AND outreach about public transit in English as well as other languages including but not limited to Arabic, Dari, Diné, Mandarin, Swahili and Vietnamese; and

FINALLY FURTHER RESOLVED the city support legislation at federal, state and local levels that increases funding for public transit to continue Zero Fares and expand frequency and routes in transit dependent communities.

IN WITNESS WHEREOF, the “name of board or commission” certifies this resolution and will share the resolution with the mayor and city councilors.

Greater Albuquerque Active Transportation Committee (GAATC)
Recommendations for Pedestrian and Bicycle Facilities along the
West Central Avenue Project from Unser Blvd to 98th St

WHEREAS, GAATC advises the City and its agency partners on the needs of people who walk, bike, and ride public transit on projects, policies, and programs that improve active transportation facilities in and around Albuquerque.

WHEREAS, the City of Albuquerque is currently designing improvements to West Central Ave between Unser Blvd and 98th St along its north side frontage road.

WHEREAS, West Central Avenue has been identified as a priority gap closure project by GAATC.

WHEREAS, the City has requested input from GAATC on the following issues: trail design, intersection crossing locations, lighting, and on-street bike lane design

WHEREAS, the City has proposed the following bicycle and pedestrian improvements on the north side of West Central Ave:

- 6 ft bike lanes on the outside westbound travel lanes
- 15 ft landscaped buffer swale with pedestrian scale lighting and bus shelters
- 10 ft multi-use trail between the buffer swale and frontage road
- Trail crossings at four intersections, including Westland Rd, 94th St, 90th St, and Volcano Rd, with options:
 1. Trail crossing adjacent to Frontage Rd
 2. Trail crossing adjacent to West Central Ave

THEREFORE, BE IT RESOLVED, members of the Greater Albuquerque Active Transportation Committee hereby provide the following recommendations:

- **Trail Design:** The proposed width of the trail (i.e. 10 ft) is appropriate. Dashed center striping should be provided along the trail.
- **Intersection Crossings:** GAATC members recommend that the intersection crossings be located alongside Central Ave rather than adjacent to the Frontage Road. This location will ensure that trail users are traveling through conflict zones at the same grade as motorists and will create greater visibility for motorists traveling at high speeds among the two options. GAATC members further recommend the following actions to enhance the safety of trail users:
 - Lengthen the transition and bring the trail alongside Central Ave at least 100 ft from the intersection to increase visibility to motorists
 - Install bollards at the entrances to the trail on either side of each intersection and create “stop” conditions for bicyclists at each intersection approach
- **Bike Lane Design:** For the on-street bike lanes in the westbound direction, GAATC members request rehabilitation of the shoulders to ensure a desired bikeway of at least 6’

bike lane plus 1.5' striped buffer. This additional width is desired to bring the facility up to desired DPM standards and address concerns related to the steep grade to the north of the existing shoulder, which creates a narrowing effect and reduces the functional space of the bikeway as bicyclists will not want to travel too close to the edge.

- **Lighting:** Members of GAATC request that pedestrian lighting be provided along the extent of the project areas as the trail will function as the only pedestrian facility on the north side of Central Ave.
- **Other Recommendations:** Members of GAATC request that the City provide signage along the trail consistent with the designation as a US Bicycle Route (USBR 66).

Approved this day 4 of January 2022 by a vote of a quorum of members three (3) for and zero (0) against with two (2) members not participating.

Nevarez Encinias _____ ✓ _____

Josiah M Hooten _____

Daniel Jensen _____ ✓ _____

Richard Meadows (Chair) _____ ✓ _____

Lanny Tinning _____

Note on Formal Adoption

This resolution was approved via electronic correspondence on January 4 and formally adopted by a vote of five (5) in favor and zero against during the monthly meeting of the Greater Albuquerque Active Transportation Committee on January 10, 2022.

At the time of consideration, members of GAATC posed an additional question for consideration by City staff and their consulting team:

Why was the decision made to not restrict access to the Frontage Road at signalized intersections only? It could be safer to close those intersections to minimize conflicts and divert traffic to signalized intersections via the Frontage Road.



Updates on Bikeway Evaluation Process

Greater Albuquerque Active Transportation Committee

January 10, 2022

DRY

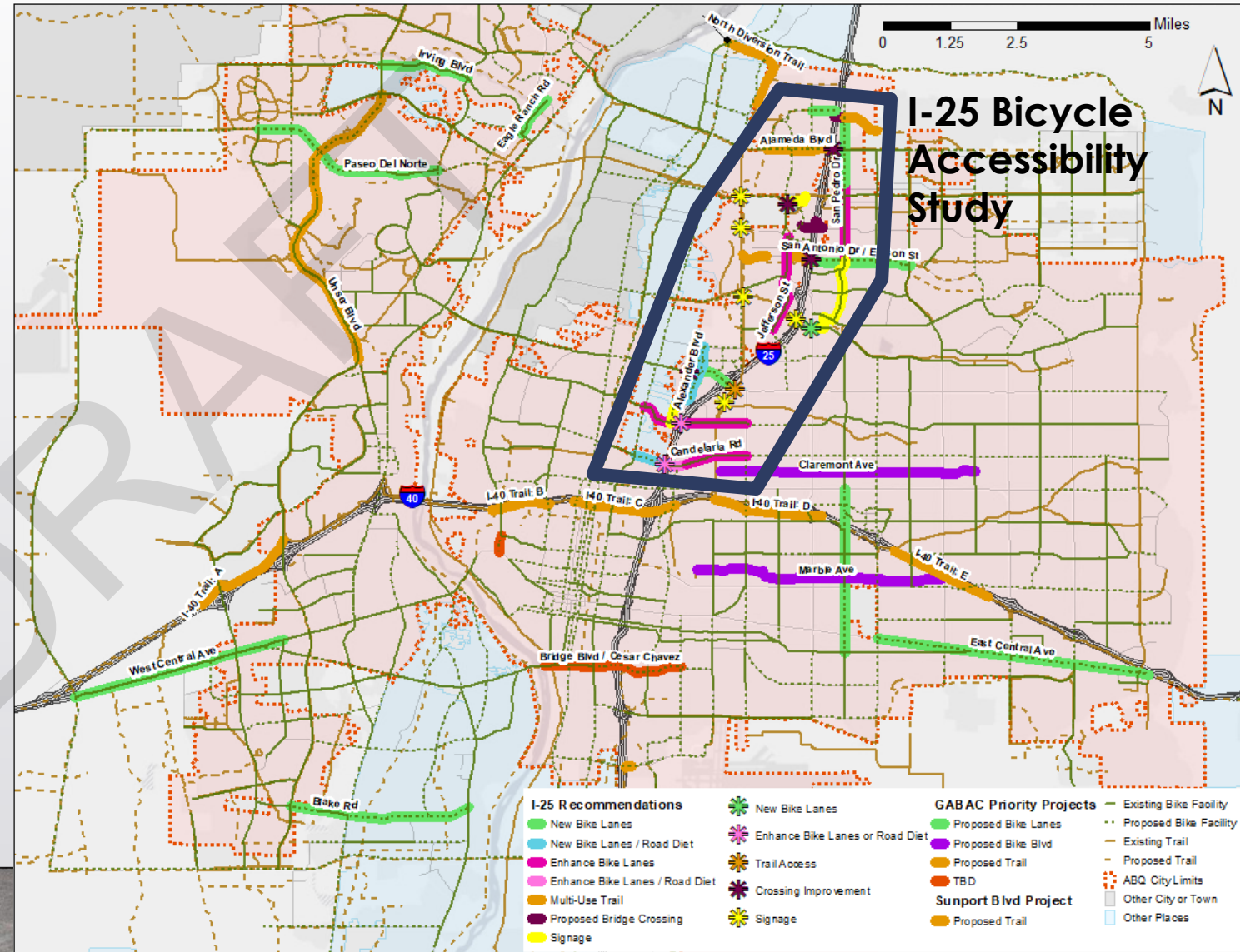
January 2022 Updates

- **Bikeway evaluation process**
 - Projects in progress
 - Low-cost high feasibility projects
 - Ranked project list with next steps
- **Application of evaluation process to pedestrian projects**



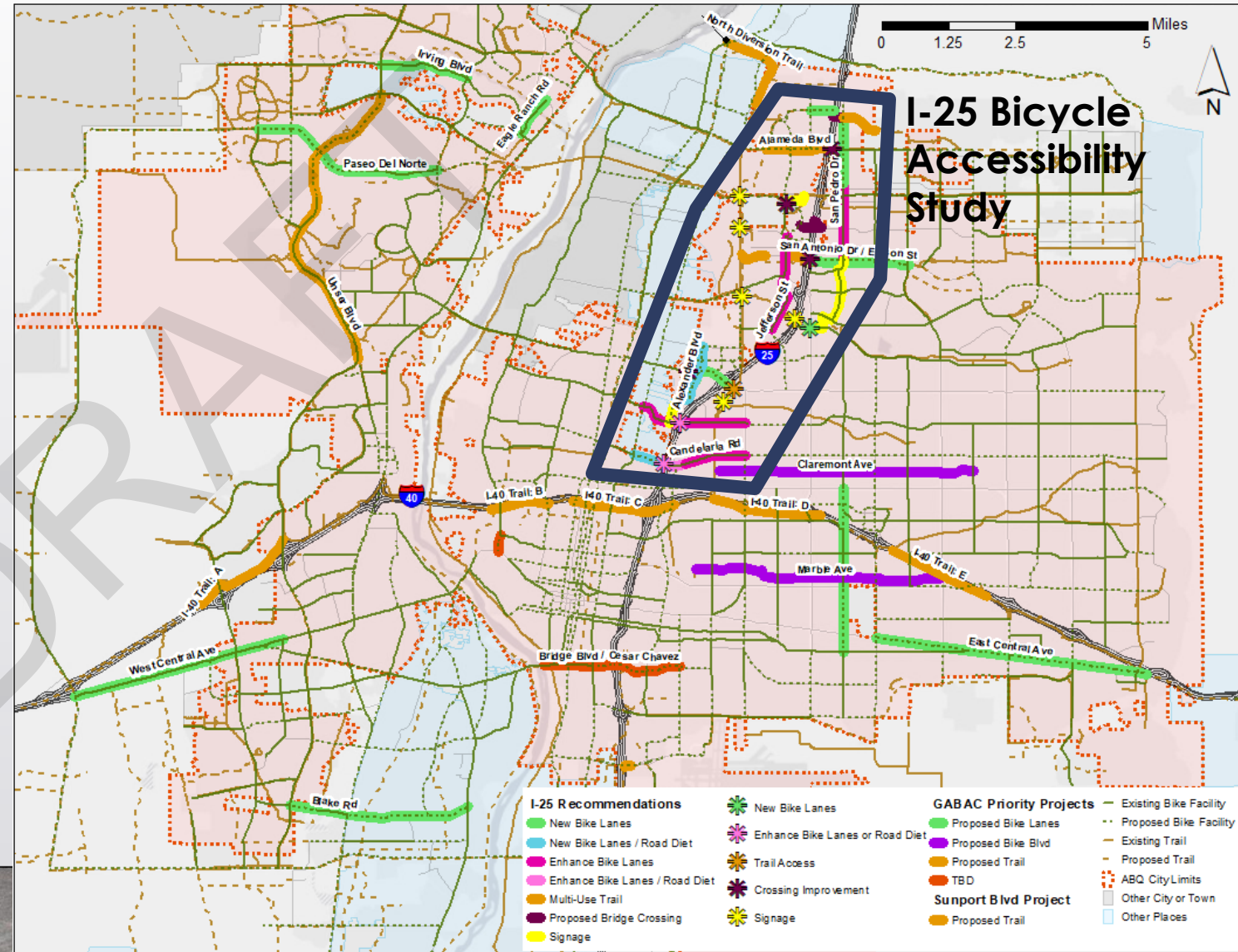
Bikeway Projects in Progress

- **West Central Ave (Unser to 98th):** Design in progress
- **Blake Rd:** Funding obtained
- **Montgomery/Montaño Interchange:** Design in progress
- **Comanche Rd Interchange:** Design in progress
- **Alexander Blvd:** Road diet and bike lanes are in design



Bikeway Projects in Progress

- **Rio Grande Blvd (Central to Mountain):** Final design under discussion
- **Irving Blvd:** Traffic Calming Study nearly complete
- **Avenida Cesar Chavez:** Study in progress
- **Paseo del Norte:** Design in progress east of Calle Norteña
- **Unser Blvd:** Widening project will include bikeways





Low-Cost High Feasibility Projects

Tier	Source	Corridor / Location	Termini	Improvement Type
1	I-25 Study	Bear Canyon Arroyo - Osuna Rd	Both sides of San Mateo Blvd along Osuna Rd NE	New Bike Lanes
1	I-25 Study	Osuna Rd to San Pedro Dr	Via Seagull St, Academy Rd, and McKinney Dr	Signage
1	I-25 Study	North Diversion Channel Trail	El Pueblo Rd / Rail Runner Station	Signage
1	I-25 Study	North Diversion Channel Trail	Journal Center Access Point(s)	Signage
2A	I-25 Study	Alameda Blvd	Museum Dr to NB Frontage Rds	Multi-Use Trail
2A	I-25 Study	Alexander Blvd	Griegos Rd to Carmony Rd	Signage / Bike Route
2A	GABAC	Claremont Ave	Richmond Dr to Moon St	Bike Blvd
2A	I-25 Study	Jefferson St & Lang Ave	Mid-block crossing	Crossing Improvement
2A	I-25 Study	North Diversion Channel Trail	Bear Canyon Arroyo Trail/Brige	Signage
2A	I-25 Study	North Diversion Channel Trail	Paseo del Nordeste Trail	Signage
2A	GABAC	Rio Grande Blvd	Central Ave to Mountain Rd	TBD
2A	I-25 Study	S Renaissance Blvd	Montaño Rd to Alexander Blvd	New Bike Lanes
2A	I-25 Study	San Antonio Dr / Ellison St	Frontage Rds	Crossing Improvement
2A	I-25 Study	San Diego Ave / La Cueva Waterway	San Mateo Blvd to I-25 Frontage Rd	New Bike Lanes



Low-Cost High Feasibility Projects

Tier	Source	Corridor / Location	Termini	Improvement Type
2B	I-25 Study	Alameda Blvd	Alameda Blvd / NB Frontage Rd	Crossing Improvement
2B	I-25 Study	Bear Canyon Arroyo	Either side of the Bear Canyon Arroyo Bridge	Signage
2B	GABAC	East Central Ave	Louisiana Blvd to Tramway Blvd	Buffered Bike Lanes
2B	I-25 Study	Montgomery Blvd / Montano Rd	Access to North Diversion Channel	Trail Access
2B	I-25 Study	Montgomery Blvd / Montano Rd	Montaño Rd to Renaissance Blvd	Crossing Improvement
2B	I-25 Study	San Antonio Dr / Ellison St	San Antonio Dr east of I-25 to Wyoming	New Bike Lanes
2B	I-25 Study	San Diego Ave / La Cueva Waterway	San Pedro Dr to Louisiana Blvd	Multi-Use Trail
2B	GABAC	San Pedro Dr	Zuni Rd to Menaul Blvd	Buffered Bike Lanes
2B	GABAC	Unser Blvd	North of Western Trail Dr to Rainbow Blvd	Bike Lanes

Application of Evaluation Process to Pedestrian Projects

- Evaluation process initially intended for ranking bike gap closure projects
- BHI asked by GAATC to consider application of process for pedestrian projects
- Criteria can generally be adapted; some modifications to point generating thresholds



Adapting Evaluation Criteria for Pedestrian Projects

- Safety
- Transportation Equity
- Connectivity
- Facility Improvements
- Level of Use
- Land Use Context



Adapting Evaluation Criteria for Pedestrian Projects

Safety Criteria

- High Fatality Injury Network
- Total Crashes
- Mode-specific crashes
 - Bicyclist-involved Crashes
 - Pedestrian-involved Crashes

Transportation Equity

- Based on Vulnerable Communities Index
- Characteristics of project area
- Can be applied to pedestrian projects without change



Adapting Evaluation Criteria for Pedestrian Projects

Connectivity

- Network Improvements
 - Apply criterion as is
 - Points awarded for projects that:
 - Fill in gap in network
 - Extend infrastructure to new areas
 - Improve existing routes
- Access to Destinations
 - Based on proximity to major/minor destinations
 - *Pedestrian projects*: use smaller radii around destinations

Facility Improvements

- Apply criterion with modifications to improvement types
- Bikeways:
 - Change/improvement to facility type
 - Compare existing to proposed facility
- Pedestrian Facilities:
 - Maximum points for new crossing or facility that meets or exceeds desired DPM criteria
 - Improvements to existing facility



Adapting Evaluation Criteria for Pedestrian Projects

Level of Use

- Bikeways: Based on Strava data
- Pedestrian projects: Utilize *Pedestrian Composite Index* - MRCOG measure for targeting improvements where pedestrian activity is most likely

Land Use Context

- Comp Plan Center Designation
 - Based on access or proximity
 - *Pedestrian projects*: Apply smaller radius
- Employment Density
 - Apply criterion as is
 - Based on level of activity in project location



Next Steps

- Finalize Bikeway Evaluation Process Documentation
 - Analysis of projects on *priority bike gap closure list*
 - User guide
 - Memo on application of process to pedestrian projects
- Create/update priority lists:
 - Trail projects
 - Bikeway gaps
 - Pedestrian gaps
- Apply evaluation process for review by GAATC and GARTC



Additional Information

- Additional Resources (Meeting Minutes Page of the GAATC page of website)
 - Summary presentations on Bikeway Evaluation Process
 - Project ranking lists
 - Summary report from I-25 Bicycle Accessibility Study
- <https://www.cabq.gov/municipaldevelopment/our-department/engineering/greater-albuquerque-active-transportation-committee>



Questions?

- Debbie Bauman – dbauman@cabq.gov
- Aaron Sussman – asussman@bhinc.com



List of Low Cost High Feasibility Projects

Projects Identified in I-25 Bicycle Accessibility Study (2021) and GABAC Bike Gap Closure Priority List (2019)

Tier	Source	Corridor / Location	Termini	Improvement Type	Existing Facilities
1	I-25 Study	Bear Canyon Arroyo - Osuna Rd	Both sides of San Mateo Blvd along Osuna Rd NE	New Bike Lanes	Bike Lanes / None
1	I-25 Study	Osuna Rd to San Pedro Dr	Via Seagull St, Academy Rd, and McKinney Dr	Signage	Bike Lanes / None
1	I-25 Study	North Diversion Channel Trail	El Pueblo Rd / Rail Runner Station	Signage	Trail
1	I-25 Study	North Diversion Channel Trail	Journal Center Access Point(s)	Signage	Trail
2A	I-25 Study	Alameda Blvd	Museum Dr to NB Frontage Rds	Multi-Use Trail	None
2A	I-25 Study	Alexander Blvd	Griegos Rd to Carmony Rd	Signage / Bike Route	None
2A	GABAC	Claremont Ave	Richmond Dr to Moon St	Bike Blvd	Bike Route
2A	I-25 Study	Jefferson St & Lang Ave	Mid-block crossing	Crossing Improvement	None
2A	I-25 Study	North Diversion Channel Trail	Bear Canyon Arroyo Trail/Brige	Signage	Trail
2A	I-25 Study	North Diversion Channel Trail	Paseo del Nordeste Trail	Signage	Trail
2A	GABAC	Rio Grande Blvd	Central Ave to Mountain Rd	TBD	None
2A	I-25 Study	S Renaissance Blvd	Montaño Rd to Alexander Blvd	New Bike Lanes	None
2A	I-25 Study	San Antonio Dr / Ellison St	Frontage Rds	Crossing Improvement	None
2A	I-25 Study	San Diego Ave / La Cueva Waterway	San Mateo Blvd to I-25 Frontage Rd	New Bike Lanes	None
2B	I-25 Study	Alameda Blvd	Alameda Blvd / NB Frontage Rd	Crossing Improvement	Bike Lanes / None
2B	I-25 Study	Bear Canyon Arroyo	Either side of the Bear Canyon Arroyo Bridge	Signage	None
2B	GABAC	East Central Ave	Louisiana Blvd to Tramway Blvd	Buffered Bike Lanes	None
2B	I-25 Study	Montgomery Blvd / Montano Rd	Access to North Diversion Channel	Trail Access	None
2B	I-25 Study	Montgomery Blvd / Montano Rd	Montaño Rd to Renaissance Blvd	Crossing Improvement	None
2B	I-25 Study	San Antonio Dr / Ellison St	San Antonio Dr east of I-25 to Wyoming	New Bike Lanes	None
2B	I-25 Study	San Diego Ave / La Cueva Waterway	San Pedro Dr to Louisiana Blvd	Multi-Use Trail	None
2B	GABAC	San Pedro Dr	Zuni Rd to Menaul Blvd	Buffered Bike Lanes	Buffered Bike Lanes / None
2B	GABAC	Unser Blvd	North of Western Trail Dr to Rainbow Blvd	Bike Lanes	Bike Lanes



Bernalillo County GARTC Staff Report

January 10, 2022

Bernalillo County Staff Update

Project Updates (New text from last update in BLUE):

Bridge Blvd

Bridge Blvd Phase I (from Coors Blvd along Tower Rd to west of Goff Rd)	Anticipated Completion April 2022
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Bridge Blvd Phase II (Young Ave to Atrisco Riverside Drain)	Anticipated start of construction after Phase I completion
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Bridge Blvd Phase III (West of Goff Rd to Young Ave)	Funding in place
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Sunport Blvd Extension

Woodward Rd	Under construction
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Gap to Transit St.	Not yet resolved
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Isleta Drain Master Plan

Public meetings 1/6 and 1/8 Project website: <https://www.isletadrainplan.org/>

Coors Blvd Road Safety Audit (Coors Blvd to Blake Rd)

Underway

Rio Bravo Gap Project

Rio Bravo Blvd from 2 nd St to S. Diversion Channel	Near final design
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Bridge Near National Hispanic Cultural Center

Not yet resolved

El Camino Real NHT

Next month the final draft report will be available for public comment

Isleta Blvd Reconstruction (Durand Rd to I-25)

At 30% design. Next step is public input.

2nd St. Reconstruction (South Diversion to Rio Bravo Blvd)

Funding in place, in preliminary design

Alameda Drain Trail Phase IV

Funding in place

Frost Rd Trail (Candy Ct-Vallecitos Rd)

Upcoming construction

Paradise Hills Neighborhood Sidewalk ADA Compliance

Ongoing