



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

February 12, 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**

- | | | |
|---|--|---|
| [] Ryan Mast (Vice Chair)
NE Quadrant | [] Dr. Naomi George
SE Quadrant | [] Vacant
NW Quadrant |
| [] Vacant
SW Quadrant | [] Vacant
Pedestrians + Transit
Users | [] Josiah Hooten
Bicyclists |
| [] Vacant
Represent individuals
w/a Disability | [] Aaron Hill (Chair)
Youth (Under 24) | [] Lanny Tønning
Older Adults (over 60) |

- **Staff introductions**

- **Members of the public introductions**

- **Approval of February 12, 2024 Meeting Agenda**

- **Approval of January 8, 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) before the meeting (**must be received by 4 pm on February 12, 2024**) OR use the virtual raise hand feature during the meeting.
 - Participants will be an “Attendee” in the Zoom Webinar until the public comment period begins. The Zoom moderator will move you into the meeting room as a “Panelist” when it’s your turn to provide public comments. Please accept the Promotion to “Panelist.” You will be able to turn on your video and microphone to provide public comments. After completing public comment, an attendee will be returned to an “Attendee” of the Zoom Webinar where they can continue to observe the meeting.

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- **Discussion / Action Items**

- **Brief overview of Bernalillo County's RAISE grant application for Bridge Blvd. Phase 3**, Richard Meadows, AICP, Bernalillo County
 - **Action Item:** Review and approve letter of support from GAATC (draft letter attached)
- **GAATC committee members discuss and edit the draft GAATC memo to City Council with recommendations for 4th Street from Menaul to Candelaria**
 - **Action Item:** Approve memo to City Council with GAATC recommendations for 4th Street from Menaul to Candelaria (draft memo attached)

- **Presentations**

- **City of Albuquerque Bikeway and Trail Facilities Plan Update**, Valerie Hermanson, AICP, City of Albuquerque Department of Municipal Development, and Aaron Sussman, AICP, Toole Design Group
- **Mid-Region Council of Governments (MRCOG) Regional Transportation Safety Action Plan**, Willy Simon, MRCOG, and Caeri Thomas, Map It Consulting

- **Staff Reports**

- | | |
|--|---------------------|
| • Municipal Development (DMD) | • Planning |
| ○ Traffic Engineering | • ABQ RIDE |
| ○ Transportation Engineering/Vision Zero | • Sustainability |
| • Council Services | • Bernalillo County |
| • Parks and Recreation | • 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:** March 11, 2024, 4 – 6 pm
- **Adjourn**

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Committee Members Present

Naomi George

Josiah Hooten

Lanny Tanning

Committee Members Absent

Aaron Hill (Chair)

Ryan Mast

Staff Members Present

Carrie Barkhurst (ABQ RIDE)

Tara Cok (MRCOG)

Matthew Cox (Council Services)

Valerie Hermanson (DMD)

Albert Lee (Sustainability)

Julie Luna (BernCo)

Richard Meadows (BernCo)

Whitney Phelan (Parks and Rec)

Jenae Robertson (TYLin)

Willy Simon (MRMPO/MRCOG)

Cheryl Somerfeldt (Parks and Rec)

Aaron Sussman (Toole Design)

Caerllion Thomas (Map It Consulting)

Seth Tinkle (CABQ Planning)

Visitors Present

Alex Applegate

Dianne Cress

Parker Garcia

Scot Key

Jeff Phipps

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Steve Pilon

Alex Riegler

Joseph Sabatini

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GAATC members present requested that Valerie run the meeting. Valerie Hermanson called the meeting to order at 4:05 pm.

- **Approval of February 12, 2024, Meeting Agenda**

Naomi George (motion); Lanny Tanning (second)

Yes: Josiah Hooten, Naomi George, Lanny Tanning

- **Approval of January 8, 2024, Meeting Minutes**

Naomi George (motion); Lanning Tanning (second)

Yes: Josiah Hooten, Naomi George, Lanny Tanning

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

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 - Alex Applegate: Hi, everyone, I am Alex Applegate, Chair of the Transportation and Housing Working Group of the Environmental Justice Caucus. I want to announce that the legislation session ends on Friday, and it is too late for us to support any capital outlays that the city has requested. This is a shame, as many of us know legislators on a first-name basis and have asked us to help them spend their money. I propose for the City of Albuquerque to bring their request to the public much earlier next year- giving us more of an opportunity to request additional outlays from their representatives with the city’s support. This will increase the amount of money the city gets from transit and biking projects allowing us to feel like we are a part of the city’s improvement. And I’m afraid I have to leave early; I give my apologies. Thank you.
 - Scot Key: Good afternoon. How long are we going to keep doing these Zoom rooms? This is painful. I want to thank the committee for taking up the RAISE Grant application letter of support. As a South Valley resident, the bridge project is very important, and I am thankful that the committee is going to pass along its support. Speaking of letters, the 4th Street letter is hard not to fall into as a trap but continues to be fallen into a lot. For instance, the letter says that pedestrians are being killed at the highest rate, but really comes

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down to bike lanes. So, the trap is that we know this is happening, however, we tend to show up for meetings when bike lanes or cyclists are involved. I do not remember a letter about pedestrian-only issues by this committee. I do remember 4th Street, where there was a lack of any real discussion about the numerous bus stops along that street. Also, the idea that 4th Street is not always about traveling down on a bike lane, but crossing the street, in terms of the dangers. Thank you.

- Joseph Sabatini: I was hoping to listen to the 4th Street discussion and then provide comments. We have the Near North Valley Neighborhood Association and its committee on the development of the Brown property. The historical information about why we are having this discussion relative to the development of the former Brown property is because we continue to have reservations about changing out the business parking in front of this one parcel and continue to have reservations about 4th Street as a viable bike corridor anyway, as well as the crossing issue that was just mentioned. I walk there and I bike in the area, and I'd rather go to 2nd myself. Thank you.
- Steve Pilon: Looking at the agenda today, I was disappointed in the discussion of this online webinar format versus the usual Zoom format not being on the agenda. That is what I came specifically for. Are we going to consider getting off this confusing and alienating webinar format? Thank you.

- **Discussion / Action Items**

- **Brief overview of Bernalillo County's RAISE grant application for Bridge Blvd. Phase 3**, Richard Meadows, AICP, Bernalillo County and
 - **Action Item:** Review and approve letter of support from GAATC (draft letter attached)
 - **Background:** The bridge project consists of four phases:
 - 1st phase: Completed over 1 year ago
 - 2nd phase: Young Avenue to Rio Grande River, currently under construction
 - 3rd phase: Middle of corridor, around Five Points area
 - Received CMAQ funding in 2018, through the State of New Mexico
 - *Eliminated alternative:* Originally, the preferred alternative from the previous Bridge Corridor Plan from 10 years ago was to *place a roundabout*. However, after 3 public meetings, there was public opposition. Including our consultant Horrocks. They modeled the traffic and traffic forecasts, realizing this would *not* work due to less traffic north/south, making it difficult for them to insert themselves into the roundabout. This brings congestion and safety concerns.
 - *Other alternatives (favoring**):*

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- “No-build” alternative- keeps configuration the same
 - ***“Hybrid” alternative- remove one of the fifth leg on the roundabout to provide limited (not closed) access intersection
- 4th phase: Bridge crossing the Rio Grande (still under planning)
- **Obstacle:** Due to the decision to *not* build an intersection, *the CMAQ funding must be returned*, either partially or the full amount. The *challenge* given this decision is that there is **not enough funding for phase 3**.
- **Solution:** Applying for RAISE Grant. **We are asking for a letter of support of the intersection on different countermeasures and the safety benefits, including the entire corridor (main bike countermeasures*):**
 - Buffered bike lanes, protecting as they approach intersection*
 - Flex posts, no driveways*
 - Rubber curbs*
 - Proposed HAWK signal pedestrian crossings along corridor
 - Improved Sidewalks
 - Enhanced bus signals with arrival time
 - Adaptive signals (communicates in real-time)
- **Steps include:**
 - **1.** The committee shall approve the letter of support
 - **2.** The Chair or Vice Chair will sign
 - **3.** Send the document back to Richard to accompany the RAISE Grant application
- The committee reviewed the draft letter and made no changes.
- **GAATC Approval of 2024 RAISE Grant Letter of Support to Bernalillo County:**
Lanny Tanning (motion); Naomi George (second)
Yes: Josiah Hooten, Naomi George, Lanny Tanning
- **GAATC committee members discuss and edit the draft GAATC memo to City Council with recommendations for 4th Street from Menaul to Candelaria**
 - **Action Item:** Approve memo to City Council with GAATC recommendations for 4th Street from Menaul to Candelaria (draft memo attached)
 - **Objective:**
 - **1.** Strengthen the language and message with public input that includes the goals, asks and action items of the committee and discuss on a future action item in our GAATC meetings.
 - **2.** We need to identify the “high yield” talking points on this project and relay those comments in either bullet-points or paragraph form (ex: emphasize pedestrian safety)- so far only reduction of speed is mentioned.
 - **3.** Making 4th Street bikeable (depending on where folks sit with the memo)

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- **Q&A, Comments for GAATC draft memo to City Council with Recommendations for 4th Street, from Menaul to Candelaria:**
 - Lanny Tinning: As much as I would agree with the thinking in this, we had so many public comments that were that were concerned about vehicle access and then changing it to a Bike Boulevard. We need to review those and discuss how it fits in and assuage some of those concerns. Otherwise, it just looks like we listen to public and do what we want. And that doesn't work in long run. We need to make those objections, less objectionable.
 - Naomi George: I'm not sure after viewing the discussion if we'll feel that the strength of the comments and discussion were in favor or not in favor of the addition of bike lanes. I completely agree, the letter does a great job of incorporating the concerns. It's not black and white, there's a gray area and many potential workable solutions that we might want to point towards. So, I think one thing to rework in here would be, to review, incorporate the best sense of the public comments, and discussion from the previous meeting minutes and additional comments. Then, word toward more inclusive concerns of people.
 - Valerie Hermanson: It sounds like you all would like to continue to work on this memo?
 - Naomi George: Yes. I would like to work on it and get it on the agenda for the subsequent month. I'm not sure I remember what the timeline is to submit this.
 - Valerie Hermanson: Our Council Services Planner had to hop off the meeting, so I am unsure of the timelines for this project.
 - Naomi George: Valerie, why don't we put forward a motion to defer voting until next month when we can review and present a more accurate document?

- **Motion to Move Draft Memo as Action Item to March GAATC Meeting:**

Naomi George (motion); Lanny Tinning (second)

Yes: Josiah Hooten, Naomi George, Lanny Tinning

- **Presentations**

- **City of Albuquerque Bikeway and Trail Facilities Plan Update**, Valerie Hermanson, AICP, City of Albuquerque, Department of Municipal Development, and Aaron Sussman, AICP, Toole Design Group
- **Overview:** City of Albuquerque brought on WSP and Toole Design Group to update the 2015 Bikeway and Trail Facilities Plan. We began the process to update the plan in 2022. Throughout the process, we've checked in with GAATC at key points in updating the plan and this is the third presentation to GAATC about this plan update. The Chair and Vice Chair also participated in the Stakeholder Working Group.

The plan update is meant to align with the all ages, abilities, and backgrounds approach to creating bike facilities. This is a different way for the city to approach bikeway planning and the plan update is meant to better align with national and

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emerging best practices. This plan update will identify proposed bikeways and trails. Once approved, this plan will be what the City references when for example, we work on the annual Complete Streets maintenance program and if there are opportunities to add any proposed bikeways. Today's presentation will be sharing highlights updates on where we are in the process to update the plan and next steps.

- **General Plan Priorities:**
 - On-street bikeways and paved multi-use trails city-wide
 - Safer options to all ages, abilities and background
 - Consider transportation infrastructures to be more connected with everyday destinations
- **Public Outreach Takeaways:**
 - Majority of trips are recreational → increases opportunities for types of trips taken by bicyclists
 - Safety is a *high priority* → major concerns with speeding, conflicts in major intersection, etc.
 - User comfort level increases with greater separation from vehicles
- **Plan Update Goals:**
 - Creating equitable opportunities for bicyclists that appeal to all ages and abilities
 - Creating a connected network of low-stress corridors
 - Creating useful networks and providing access to everyday destinations
 - Ensuring we are integrated with City departments (ex: Council Services, Parks and Recreation) and regional planning (ex: MRCOG, NMDOT, Bernalillo County)
 - Incorporating the updated prioritization process that uses data-driven approaches
 - Being implementable that ensuring projects are feasible and maintainable over time
- **Network Design Principles: Goals for Network Design** – Identify infrastructure improvement that create a robust, city-wide network that achieve...:
 1. Connected network of low-stress corridors
 2. Useful network providing access to everyday destinations (ex: commercial districts, schools, transit, etc.)
 3. Implementable through feasible and maintainable infrastructure projects, plausible near-term
 - **Low-Stress Networks:**
 - Low-stress trails provide strong regional connections
 - Neighborhood streets appeal to wide-range of bicyclists, except at crossings
 - Most major roads that cross barriers are high-stress, even with bike lanes
 - **Low-Stress Network Facility Types:**
 - High traffic volume and 35+ MPH speeds = Separated bike lane or shared use path
 - Mid traffic volume and 25-35 MPH speeds = Buffered bike lane
 - Low traffic volume and 0-25 MPH speeds = Shared bike lane or

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bike boulevard

- *Finding the right settings and facility types can be in many different forms depending on surrounding context – traffic volume and vehicle speed

- **Low-Stress Network Challenges:**

- Separated bike lanes are **not always** practical/feasible
- Albuquerque would need separated bike lanes throughout the majority of the city due to high traffic volumes and speeds
- Best practice in Albuquerque for creating low-stress conditions for bike lanes and buffered bike lanes would include:
 - 6,500 vehicles per day
 - 30 MPH speeds or slower
 - Many roads in Albuquerque exceed this threshold
- We need to be very mindful of how and where recommendations are made

- **Low-Stress Network Street Crossings:**

- Critical for bicycle comfort and low-stress connections along paved multi-use trails and bike boulevards
- HAWK signals have been implemented along Central Avenue and Lomas – foundational as part of the network for bike boulevards and paved multi-use trails
- Context-appropriate treatments based on City of Albuquerque and Trail Crossings Guide

- **Implementable Networks:**

Street Reconfiguration

- Restriping
- Crossing treatments
- Behind-the-curb improvements
- Lower costs and complexity
- Frequent opportunities to implement along with resurfacing projects
- Period: Plausible near term

Street Reconstruction and Trail Construction

- Curb and gutter relocation
- Right-of-way acquisition
- Drainage impacts
- Higher costs and complexity
- Standalone projects with fewer opportunities for implementation
- Period: NOT plausible near term

- If we want low-cost, high-impact projects, we need to be very thoughtful of how often we recommend projects with more comprehensive reconstruction.
- Street reconfiguration is easier to implement that DOES NOT require reconstruction.
- Street reconstruction and trail construction DOES require standalone projects.

- **Draft Bikeway and Trail Network:**

- The full- draft Network is available on the website, under the “Documents and

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Materials” tab.

○ **City Improvement Recommendations:**

- Identify each facility type
- Implementation timeline (plausible near-term vs. long-term)
- Means of implementation

• **Network Components:**

- New bikeways (expanding bike boulevards, adding separated feasible separated bike lanes)
- Enhanced crossings of paved multi-use trails and bike boulevards
- Enhancements to existing bikeways (upgrading facilities:
 - buffered bike lanes → separated bike lanes
 - bike route → bike boulevard
- Increased user comfort through speed reduction

• **Network Spines/Recommendations:**

- Identify corridors that support longer distance travel by bicycle and connecting multiple neighborhoods
- Some spines are parallel to one another because:
 - They have different implementation timeframes
 - Different facility types accommodate different users
- These spines are distributed geographically across the city
- Network spine example that connects different roadways:
 - Comanche Road to Candelaria Road, Tramway Boulevard to Paseo del Bosque (east of I-25 to west of I-25)
 - This utilizes parts of existing trails (Paseo del Nordeste and North Diversion Channel trails) and stitch together a spine across the city using:
 - Roads diets
 - Separated bike lanes

○ **Public Input:**

- The public input phase took place from October 21 to November 30, 2023
- Almost 300 projects were uploaded to an online survey tool, asking the public which projects should be prioritized
- Over 660 participants joined in the survey
- More than 1,200 unique web page views were available
- This input will be built-in on the project

○ **Project Priorities Map Survey (top 5 selected projects):**

<u>Street</u>	<u>Location</u>	<u>Proposed Facility</u>
1. University Boulevard	Avenida Cesar Chavez to Lomas Boulevard	Separated bike lane
2. Indian School Road	Broadway Boulevard to San Pedro Drive	Separated bike lane – improve existing facility
3. San Pedro Drive	Gibson Boulevard to Osuna Road	Buffered bike lane
4. Las Lomas	University Boulevard to	Buffered bike

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Road / Campus Boulevard	Monte Vista Boulevard	lane / enhance bike route
5. Comanche Road	San Mateo Boulevard to Tramway Boulevard	Separated bike lane

○ **Evaluation Criteria:**

- There are 9 criteria that fall into one of the 6 categories (% out of 100)
 - 15% - Safety Category consists of:
 - Bicyclist-involved crashes
 - High-Fatal and Injury Network
 - 20% - Equity Category consists of:
 - Vulnerability index
 - 15% - Access Category consists of:
 - Destinations
 - Comp Plan Centers
 - 30% - Network Improvement Category consists of:
 - Facility needs
 - User comfort
 - Network spine
 - 10% - Level of Use Category consists of:
 - Potential for bicycle trips
 - 10% - Community Input Category consists of:
 - Community input

○ **Next Steps: General Means of Implementation:**

- Reconfiguration vs. reconstruction dichotomy
- Opportunistic manner (opportunities to place bikeways)
 - Annual Complete Streets Resurfacing program decides, for example, to widen bike lanes, add buffers, etc.
 - Major roadway improvement projects
- Proactive manner (the city uses its resources to implement what is required)
 - Implementing bike lanes / buffered bike lanes
 - Intersection improvements
 - Enhanced crossings, etc.

○ **Policy Recommendations**

▪ **What is Working?**

- *Complete Streets Annual Maintenance Program* has led to dozens of miles of new and improved bikeways over the last few years
- *Esperanza Bicycle Safety Education Center* is a great resource for encouraging people to bike
- *Bicycle and Trail Crossing Guide* is used as a reference and guide to identify where HAWK signals or RFPs are necessary at crossings
- *City of Albuquerque E-bike Policy*
- *Integration of City and regional planning efforts*

▪ **Recommendations for Further Enhancements:**

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- *Updates to Development Process Manual* (guidance on how roadways and bikeways should be designed)
 - Coalescing existing Plans and programs into a *regional transportation demand management program* (ex: Bike-thru-Burque week) and encourage others to find alternative modes to vehicle travel
 - Better *signage / wayfinding* on Bike Boulevards and paved multi-use trails
 - *Maintenance plan* to identify needed resources and equipment for plan update
 - *Additional funding / staff resources*, looking at many low-cost, high impact projects that still require support for planning, design and implementation
 - With the additional funding (mentioned above), the City will create more *proactively develop projects*
- **Next Steps:**
 - Feedback on full draft Plan
 - Posted online for public review soon (Valerie will keep the group informed on timelines)
 - Holding a 30-day public comment period
 - Future Conditions Story Map
 - Existing Conditions Story Map is already posted online
 - Future Conditions will allow you to look around the proposed network in more detail
 - You can also view the prioritization results
 - Final informational public meeting will be held
 - Date to be determined and Val will keep GAATC informed on upcoming timelines
 - Plan approval at Environmental Planning Commission (EPC) and then EPC will (hopefully) recommend sending it to City Council for final approval
- **More information:**
 - Project website: www.abqbikeplan.com
 - Draft documents and materials
 - Existing conditions map story
 - Draft network
- **Q&A, Comments for City of Albuquerque Bikeway and Trail Facilities Plan Update Presentation**
 - Lanny Tanning: I really like the "What is Working?" part of the presentation. I believe we need to tell the public more about what we're doing right while making the improvements.
 - Naomi George: First of all, wonderful presentation. I have not had a chance to review what's available on the ABQ Bike Plan in detail. I believe it'd be helpful, both in terms of the current story and the future story. And I appreciate so many of the points you made as being critical. One thing I'm curious about from a City Planning Perspective how the thresholds are set? In terms of what is an appropriate number of pedestrians, non-motorized vehicles, and public transit-friendly policies and actions and where the city

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thinks, "the traffic has to move this fast, has to be this free, it has to have this many lanes." Where are opportunities for GAATC members to weigh-in on the architecture of the plan as well? The last comment, I'm not sure that I agree with the emphasis on the importance of public relations efforts. Given where we're at with safety, I'm not sure that I'm convinced the right blend of getting more. I think it's more important for those walking, in wheelchairs, with strollers, biking, and so on, to be in certain places. It's still unsafe in a lot of places. But the point that isn't made, is there a better use of your research resources.

- Lanny Tinning: I agree, this is an important part of the discussion. Sometime, we need to talk about a plan for communications that focuses on telling people what's good, what's available to them. A plan about what we are prepared to illuminate and a phased introduction into what the future looks like for them. Rather than pushing the opposite.
- Aaron Sussman: I can answer or speak on a couple of those points. Val, I'm going to defer to you on the question about sort of the right level of city investment. But I think that we're very cognizant of the fact that not all parts of Albuquerque are safe to bike in or along, currently. This is a major part of our focus- implying the level of traffic stress assessment. You're welcome to dig into it, it's a new tool in our existing condition Story Map, walking through the level of traffic stress analysis, stripping away the network to show what comes up as a low-stress facility. Even some of those low-stress facilities, there's debate, we'd like to have even more comfort and higher quality facilities. But the network and full set of lines on a map, doesn't all work equally for everybody across the city. So, we've tried to take a very critical look at that set of conditions. Targeting the types of improvements, high-level impact that are plausible and implementable. There's a strong focus on crossings. The logic of focusing on crossings is that they provide benefits for pedestrians and bicyclists, including those accessing transit. So, there are co-benefits embedded in our approach beyond just having a nice distribution of lines on the map. We've taken this mission very seriously.
- Naomi George: I hadn't had a chance to look at it before. I'm pulling through it right now. For instance, a threshold I'd be worried about is the Carlisle Boulevard discussion on bike lanes for on-street parking facilities, bike lanes, on page six. There are posted speeds of 30 MPH or lower. From a pedestrian or bike crossing standpoint, we don't travel that fast. I will not walk with my kids or bike on it. I think these would be high use areas. So, how do we come up with 30 miles per hour? I don't think it meets my threshold yet. I'm not sure about other members of that committee or the public? And am I misreading the document?
- Aaron Sussman: My apologies, I'm not sure I'm able to comment

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on that specific example and I'm not entirely sure which portion of Carlisle you're looking at. But I mean generally, we know there are a lot of streets with existing bike lanes that many people do not find comfortable or appealing to bike alone. So, we've been trying to identify opportunities to improve the conditions to make them more comfortable and lower stress. And if not possible, given the constraints of the roadway, identify a parallel low-stress option. Without being able to speak to this very specific example, that's the general approach that we've taken.

- Valerie Hermanson: We do have one other presentation. Naomi, please feel free to reach out to me if you have location-specific questions, and I'm happy to investigate them with Aaron, and get back to you. Then, I'll follow up with the committee once our draft plan is released and we're looking for public input.

- **Mid-Region Council of Governments (MRCOG) Regional Transportation Safety Action Plan**, Willy Simon, MRCOG, and Caerllion Thomas, Map It Consulting
- **Overview:** MRCOG created a *Regional Transportation Safety Action Plan (RTSAP)* back in 2018 that [our] Metropolitan Transportation Board adopted. We are now looking to update it. Some things have been added to make it more useful to member agencies and replicate what is working well.
- **Goals:**
 - Set a regional vision for safety, in alignment with local, state and tribal efforts (ex: Vision Zero Action Plan)
 - Create a framework for regional collaboration to advance transportation safety
 - Set members up for success for future funding opportunities (applying for federal Grants)
- **Public Outreach:**
 - **Tools:**
 - Emails, MPO Newsletters
 - Social media posts
 - Peach jar digital flyers at APS
 - **Activities:**
 - **Focus Groups:**
 - Schools focus group – November 28th
 - Tribal focus group – December 9th
 - Rural focus group – January 8th
 - Public Health and Equity focus group – January 16th
 - **Outreach Events:**
 - CiQlovía – October 22nd
 - Sierra Club E-bike Fair – October 28th
 - Street film – film screening – November 6th
 - GIS Day at UNM
 - Rio Grande HS – December 4th
 - Village of Cub walking audit – January 16th
 - Transit Equity Day – February 3rd

Upcoming:

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- GAATC – monthly
 - Survey is still available (later in presentation)
- **Broad Survey Questions:**
 - **Why do you think our region ranks so high fatalities and injuries?**
 1. “One of my favorite sayings about New Mexico is that nobody is in a hurry to do anything unless they are driving.”
 2. “The roads promote speeding and offer very little separation between cars and pedestrians / cyclists. And also, there is an intensely aggressive driving culture, people speed drive recklessly, and don't seem to care about the presence of pedestrians and cyclists.”
 - **How do you think we can best address this problem?**
 1. “Prioritize vulnerable users in design.”
 2. “Money for bike and pedestrian infrastructure.”
- **Crash Data:**
 - Data analysis contains data from 2015 to 2022
 - During pandemic, driving went down 23% - expecting to have lower crash rates
 - Vehicle miles traveled declined, while fatal crashes went up, in 2020, increasing fatality rates per 100 million vehicle miles traveled.
 - In 2021, acceleration in fatalities in our region
 - Data from 2022 shows that things are moving in the right direction
 - Years of data will need to continue to be collected
- **Regional Crash Data:**
 - Fatal crashes have increased from 125 in 2017 to 184 in 2021
 - Small urban and rural areas contain about 20% of the population, include 25% of fatal crashes
 - Most pedestrian involved crashes occur in urban metro areas, but only account for 2% of overall crashes, they count for 30% of fatalities in the region
- **Bike and Pedestrian Data:**
 - Pedestrian fatalities are on an upward trajectory
 - Bicyclist fatalities has declined for several years in a row
 - Only 2 occurred in 2022 in MRCOG region
- **Single Vehicle Crashes Data, 2022:**
 - Numbers are surging in the region for *fatal* single vehicle crashes
 - Increased speeding and aggression
 - Small urban and rural areas have increased amounts of fatal rollover crashes
 - Small urban and rural areas only contain about 20% of the population, including 25% of the fatal crashes
- **Equity Analysis, MRCOG Vulnerability Index:**
 - Found the number of fatal crashes and injury crashes per 100,000 people that occur in census tracts
 - As markers such as poverty and low car ownership, etc. go up, the amount of injured and killed per 100,000 people go up.
- **Light Conditions When Fatal Crashes Occur:**
 - 75% of fatal pedestrian crashes occur during dark time
 - For bicyclists, dusk is dangerous time
- **2024 RTSAP Plan Elements:**

Next Meeting: Monday, March 11, 2024



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA



February 12, 2024, | 4:00 – 6:00 PM

- Segments on the High Fatal and Injury Network are developed with this Plan
- Potential road diets by looking at volumes and number of lanes
- High impact projects region so agencies can apply for future funds
- Highlighting safety strategies/countermeasures searchable, categorized
- Contains comprehensive equity assessment of crash impacts
- Area safety profiles and concerns
- Rank projects by prioritizing
- **Area Profile Analyses**
 - Looking at top 5 intersections related to the high crash rates
 - Provide any community input received (from survey or outreach) to make sure residents are aware to avoid to bike / walk
- **Strategies List:**
 - Standalone strategy list (excel spreadsheet)
 - Highlights FHWA countermeasures
 - Filtered by category
 - Links to associated resources
 - FHWA countermeasures explained and formatted with illustrations
 - You can click on resource links to look how to implement
- **Safe Streets and Roads for All Opportunity:**
 - Bipartisan Infrastructure Law (BIL) established Safe Streets and Roads for All (SS4A)
 - \$5 billion available over 5 years (2022-2026)
 - Over \$3 billion still available
 - Aim is for RTSAP to serve as qualifying Action Plan for winning implementation grants (federal funds)
- **Next Steps:**
 - Anticipated completion of first draft by March 30, 2024
 - Anticipated adoption of Board by May 2023
 - Encourage all to take survey, it will close Friday, February 16, 2024
 - **Link for Survey:** RTSAP Link:
<https://live.metroquestsurvey.com/?u=ip0x0r#!/?p=web&pm=dynamic&s=1&popup=WTD>
 - Contact:
 - Willy Simon: wsimon@mrcog-nm.gov
- **Q&A, Comments for Mid-Region Council of Governments (MRCOG) Regional Transportation Safety Action Plan**
 - Naomi George: I think you've got a wonderful presentation, a lot of fantastic stuff in here. One question about how you're able to look data for deaths and injuries. We've raised the concern of lack of public safety emphasis in the wrong direction. On how safe the roadways are, versus how much the roadways need to accommodate ambulance and emergency vehicles. Can it look at that pedestrian injury data, by comparing how often an accident occurred on a specific road? Or how dangerous those roads are and that they may not be the benefit of public safety of a fast emergency vehicle.
 - Willy Simon: I don't think we've done a specific analysis about ambulances would be impacted. A lot of studies have been done on road diets and effectiveness. But the bus lanes and the two-way left turn lanes reserved some room for emergency vehicles to use. And for example, on Central Avenue, we're going to

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reference some of Engineer Nick Ferenchak's work, at University of New Mexico. He has done research about Albuquerque Rapid Transit, before and after the project. He and his team found that there was a reduction in crashes after bus lanes were installed and infrastructure changes were made along Central, restricting free left turns. So, we may reference some of that material. Some will say it's made it difficult for them to travel the route but with the bus lane, and emergency first responders always have access to that bus lane- which is free of congestion helps them respond quickly. So, I think a lot of those projects can be helpful to emergency responders. Maybe we can reference that ART study and say these sorts of strategies reduce crashes, without impacting emergency vehicles.

- Lanny Toning: My only question is like the ones I've asked before. And it's obviously not part of this but one of the things that has grown over a period of time, is the amount of people who use phones while they're driving. And we don't have any information available on the incidents involving accidents between cars and pedestrians, where cellphones are in use. And believe that would be a nice data point to start seeking out, I'm not even sure how to do that. I talked about inviting APD come and tell us if they ever asked people. But anyhow, I think it's a valid question. Because a lot of us have a bicycle friend who recently was hit by somebody who apparently was using her phone.
 - Willy Simon: In the crash reports, there is a top contributing factor where the where the first responder can say that it was a case of distracted driving. But relying on witness testimony. I don't think they can determine if someone was using their cell phone. So, it's expected that there be a lot more related to distracted driving than currently being reported. We can investigate that. Val conducts a monthly fatal crash review meeting that includes DMD, APD, and MRCOG. Don't first responders say they can suspect distracted driving, but they have to rely on witness testimony?
 - Valerie Hermanson: Correct. And distracted driving crashes are probably undercounted within the data along with high-speed crashes. Anytime there's a fatal crash involving any mode, whether it be a person walking, biking, driving, or a passenger in a vehicle, APD has a fatal crash unit that will further investigate the causes of the fatal crash. I believe they can pull cell phones and get a better idea whether distracted driving was a factor.
 - Also, related, Lanny, I did invite APD to come present and speak about this topic along with top contributing factors for bicycle and pedestrian crashes. They'll be at the March meeting to talk about crash data and also distracted driving.
 - Willy Simon: If you look at the trends for pedestrian crashes in the country, there was long decline until about 2012 / 2013, where it bottomed out and nationwide it's been on the rise since then. Obviously, it's probably a combination of many factors, but people have made the point that there was some universal smartphone adoption, starting around that time. It coincides with the rise in

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pedestrian deaths around the country.

- **Staff Reports**

- Municipal Development (DMD)
 - Traffic Engineering
 - Transportation Engineering/Vision Zero, Valerie Hermanson
 - We received some questions during the past meeting's public comment period, so I wanted to follow up. I also responded in the January meeting minutes.
The city does not maintain a distribution list of funding opportunities. As Ryan mentioned in the last meeting, members can individually sign up for those types of alerts.
 - Response to the Capital Outlay, my understanding is that the staff does not make Capital Outlay requests and typically the City's Administration and/or City Council members or their staff will make these requests. If there is interest, I can work to identify the appropriate staff to come present at a future meeting about City Capital Outlay requests related to safe streets.
 - Next meeting, we plan to discuss the GAATC meeting format. We recognize that there has been a public comment on this. We tried to have it on the February agenda and as you can see we're already running out of time so our Chair recommended that we move it to the March meeting to allow for adequate public input and discussion among GAATC committee members.
 - I've prepared a GAATC presentation/training about what GAATC's roles and responsibilities are, Open Meetings Act, and our Zoom meeting format.
 - Included with the meeting packet. NMDOT asked that I share the flyer for a public meeting for the I-25 Gibson Interchange Reconstruction Project on February 22, from 5:00-7:30 pm at East San Jose Elementary School. Link: [NMDOT Gibson Interchange Project: i25gibson.com](https://www.nmdot.gov/projects/i25-gibson-interchange-reconstruction)
- Council Services (absent)
- Parks and Recreation, Cheryl Sommerfeldt, Whitney Phelan:
 - North Diversion Channel Trail project: anticipated design starting May 2023. Project limits are restricted between Tucker and Indian School, only that area will be rehabbed.
 - Lighting under tunnels will be looked into (under Menaul I40 bridge and Indian School Bridge)
 - Tom Bullock Trail project has installed 18 light poles west of Louisiana bridge.
 - Additional 2 light poles will be installed on east side of bridge
 - Completed negotiations with PNM to move up wires so we can continue the trail to San Pedro.
 - Calabacillas Arroyo:
 - Long term study is taking place to add a trail to that corridor.
 - Public involvement has not started yet.
 - Lighting added to underpass at Central and Paseo del Bosque and Av. Dolores Huerta

Next Meeting: Monday, March 11, 2024



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- E-bikes ordinance will be going forward hopefully in March 2024.
 - Feedback from previous meeting is being used.
 - If there are future public input opportunities, they will be shared.
 - Planning – no updates
 - ABQ Ride, Carrie Barkhurst
 - Speaking on behalf of the Metropolitan Redevelopment Agency, they have prepared a report called “Advancing Inclusive Growth” this is related to the Rail Trail project. They wanted to study that to make sure any development that happened didn’t harm the community. Looking at how we can invest and grow equitably.
 - Survey link: <https://www.cabq.gov/mra/rail-trail-1/community-engagement-equitable-development>
 - Sustainability
 - Thank you to everyone who provided online feedback about the Climate Pollution Reduction Grant.
 - We are working to finalize Climate Action Plan and Implementation Grant for the application.
 - Bernalillo County, Julie Luna:
 - Bernalillo County pedestrian based bicycle safety action plan has surveys.
 - We are looking for comments on unincorporated County areas.
 - Link: https://app.maptionnaire.com/q/4ln4pku9b9u7?utm_source=gaatc
 - MRCOG - no updates
 - NMDOT District 3 – no staff present
-
- **Next Meeting:** March 11, 2024, 4 – 6 pm
 - Meeting Adjourned at 6:00 pm

Next Meeting: Monday, March 11, 2024



Tim Keller, Mayor



DRAFT



City of Albuquerque Bikeway and Trail Facilities Plan

GAATC

February 12, 2024



General Plan Priorities

- Recommend and prioritize **on-street bikeways** and **paved multi-use trail** projects across the city
- Focus on making biking a safer and more appealing option for people of **all ages, abilities, and backgrounds**
- Consider transportation infrastructure **connections to everyday destinations**; high-quality bikeways and trails can also be used for recreational purposes
- Consider **feasibility** and **means of implementation**





Public Outreach: Key Takeaways

- Majority of trips continue to be for **recreational purposes** → opportunity to increase types of trips taken by bicycle
- **Safety is a *high* priority** among respondents; concerns include drivers going too fast and conflicts at major crossings
- User **comfort level** increases with greater separation from motor vehicles

Plan Update Goals

Equitable opportunities for bicycling that appeal to users of all ages and abilities

Connected network of low-stress corridors

Useful network providing access to a range of everyday destinations

Integrated with City and regional planning processes

Prioritized using a data-driven process

Implementable through technically feasible and maintainable infrastructure projects



Network Design Principles

Goals for Network Design

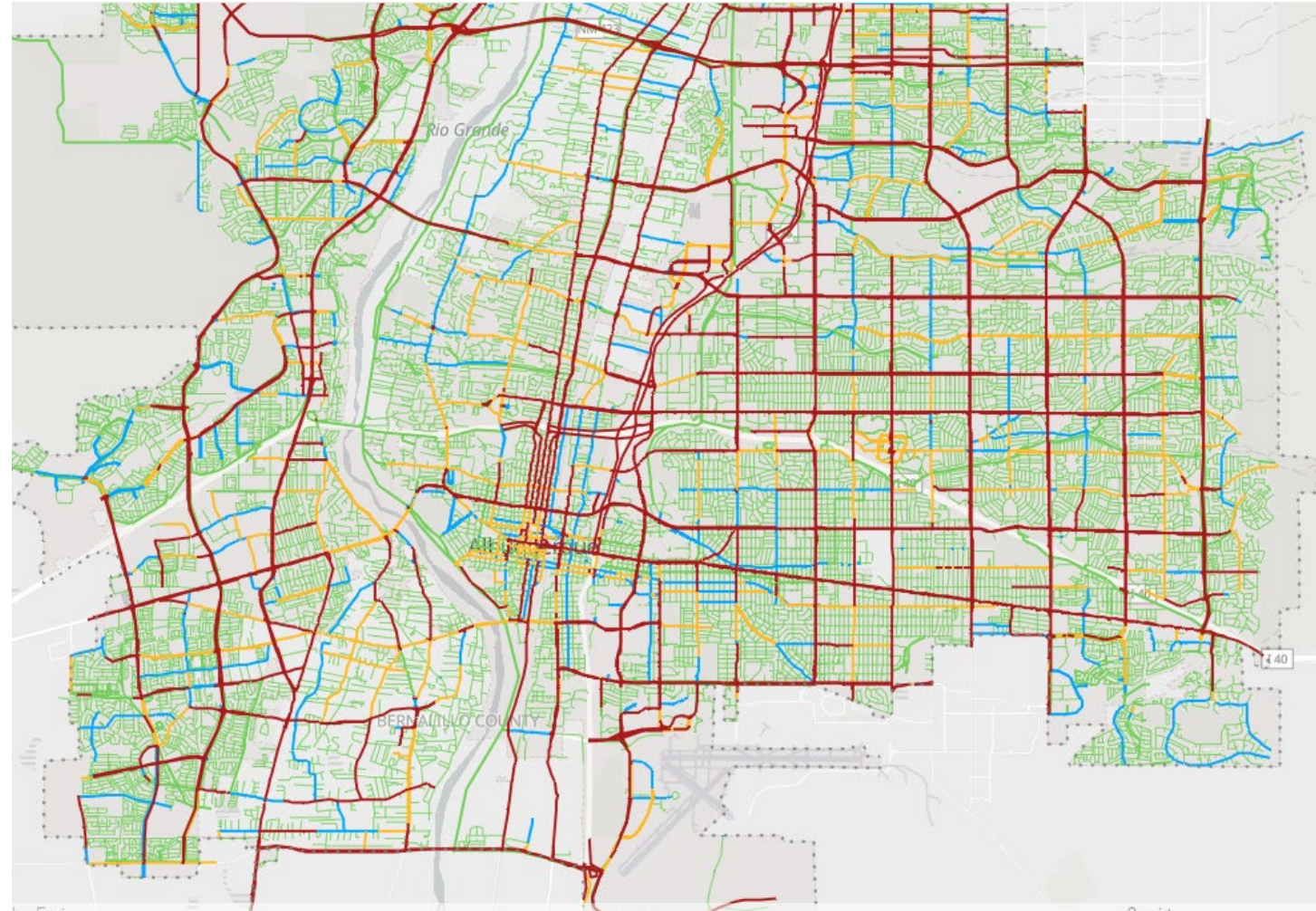
- Identify infrastructure improvements that create a robust, citywide network that achieve the following goals:
 - **Connected** network of **low-stress** corridors appealing to people of all ages and abilities
 - **Useful** network providing access to a range of everyday destinations (commercial districts, schools, transit, etc.)
 - **Implementable** through technically feasible and maintainable infrastructure projects that are plausible in the near term



A Low-Stress Network

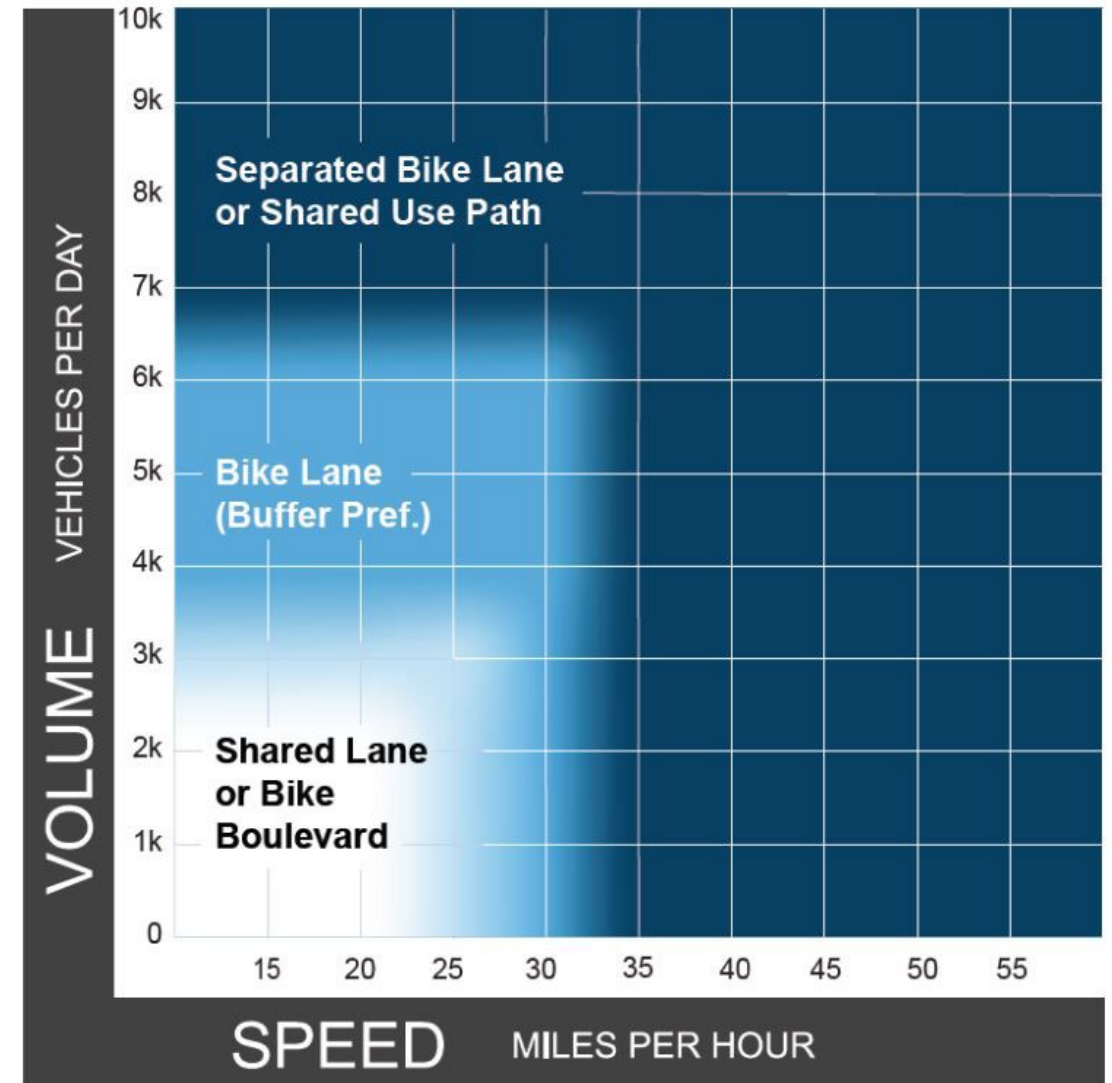
- Low-stress trails provide strong regional connections
- Many neighborhood streets appeal to a wide range of bicyclists – except at crossings
- Most major roadways that cross barriers are higher-stress, even with bike lanes

Level of Traffic Stress Analysis



A Low-Stress Network: Facility Types

- Plan Update recommends infrastructure improvements to create a robust *low-stress* network
- Low-stress facilities can take a variety of forms
- Appropriate facility types depend on traffic volumes and vehicle speeds



A Low-Stress Network: Challenges

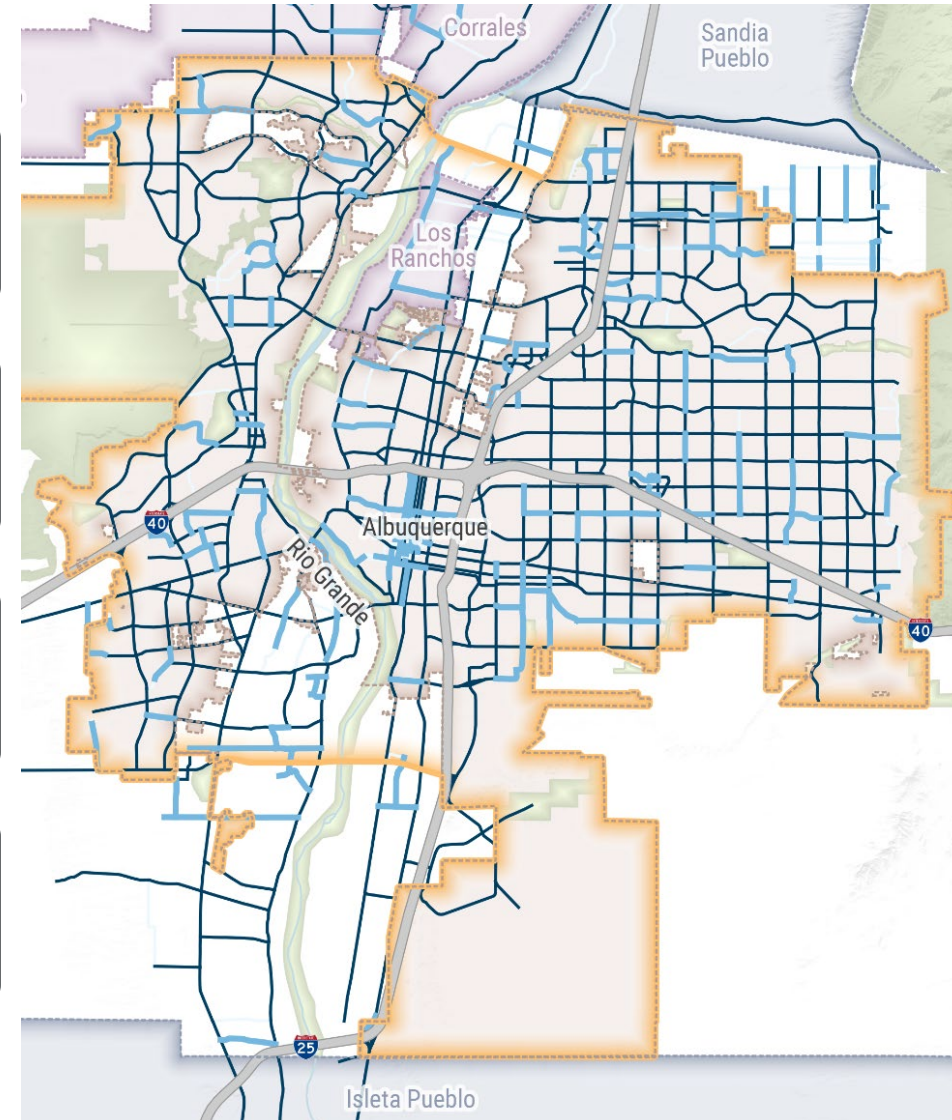
- Separated bike lanes are not always practical or feasible
- Best practice for creating low-stress conditions for bike lanes and buffered bike lanes:
 - 6,500 vehicles per day or less
 - 30 MPH operating speeds or slower
- Many major roads exceed those thresholds

On-Street Facilities

Bike lanes

Buffered bike lanes

Separated bike lanes



A Low-Stress Network: Street Crossings

- Critical for bicycle comfort and low-stress connections along **paved multi-use trails** and **bike boulevards**
- Context-appropriate treatments based on City of Albuquerque *Bicycle and Trail Crossings Guide*



An Implementable Network

Street reconfiguration:

- Improvements within existing curb lines or within available space behind the curb
 - Restriping
 - Crossing treatments
 - Behind-the-curb improvements
- Lower costs and complexity (typically)
- Frequent opportunities to implement restriping as part of resurfacing projects
- **Timeframe: Plausible in the near term**

Street reconstruction and trail construction:

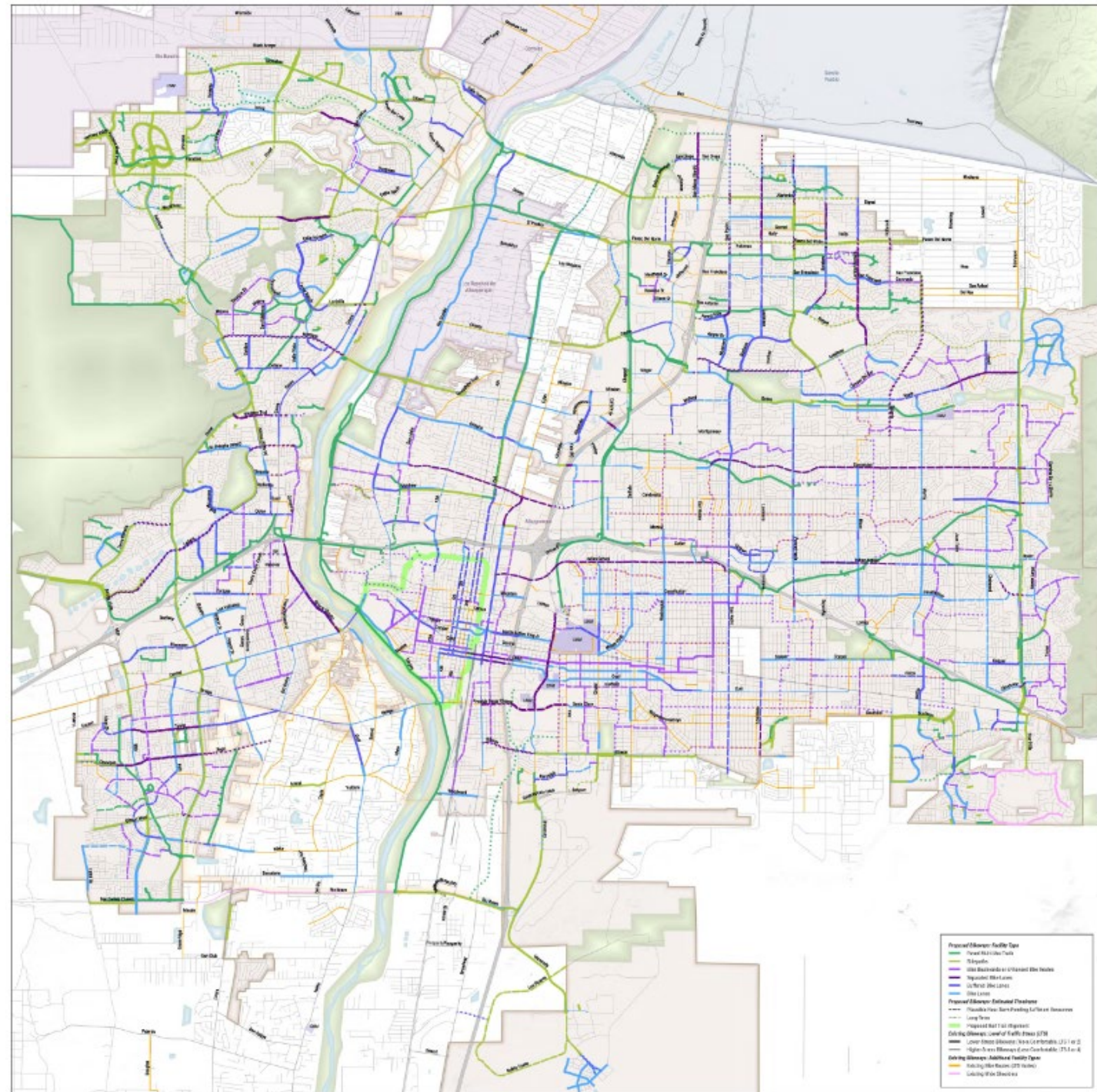
- Projects that significantly change street geometry or construct new multi-use trails
 - Curb and gutter relocation
 - Right-of-way acquisition
 - Drainage impacts
- Higher costs and complexity
- Standalone projects with fewer opportunities for implementation
- **Timeframe: NOT plausible in the near term (i.e., long-term)**



Draft Bikeway and Trail Network

Draft Network

- Recommendations include:
 - Facility type
 - Implementation timeframe (plausible near-term versus long-term)
 - Means of implementation
 - Planning-level cost estimates
- Go to the Documents & Materials tab to see full *draft* network



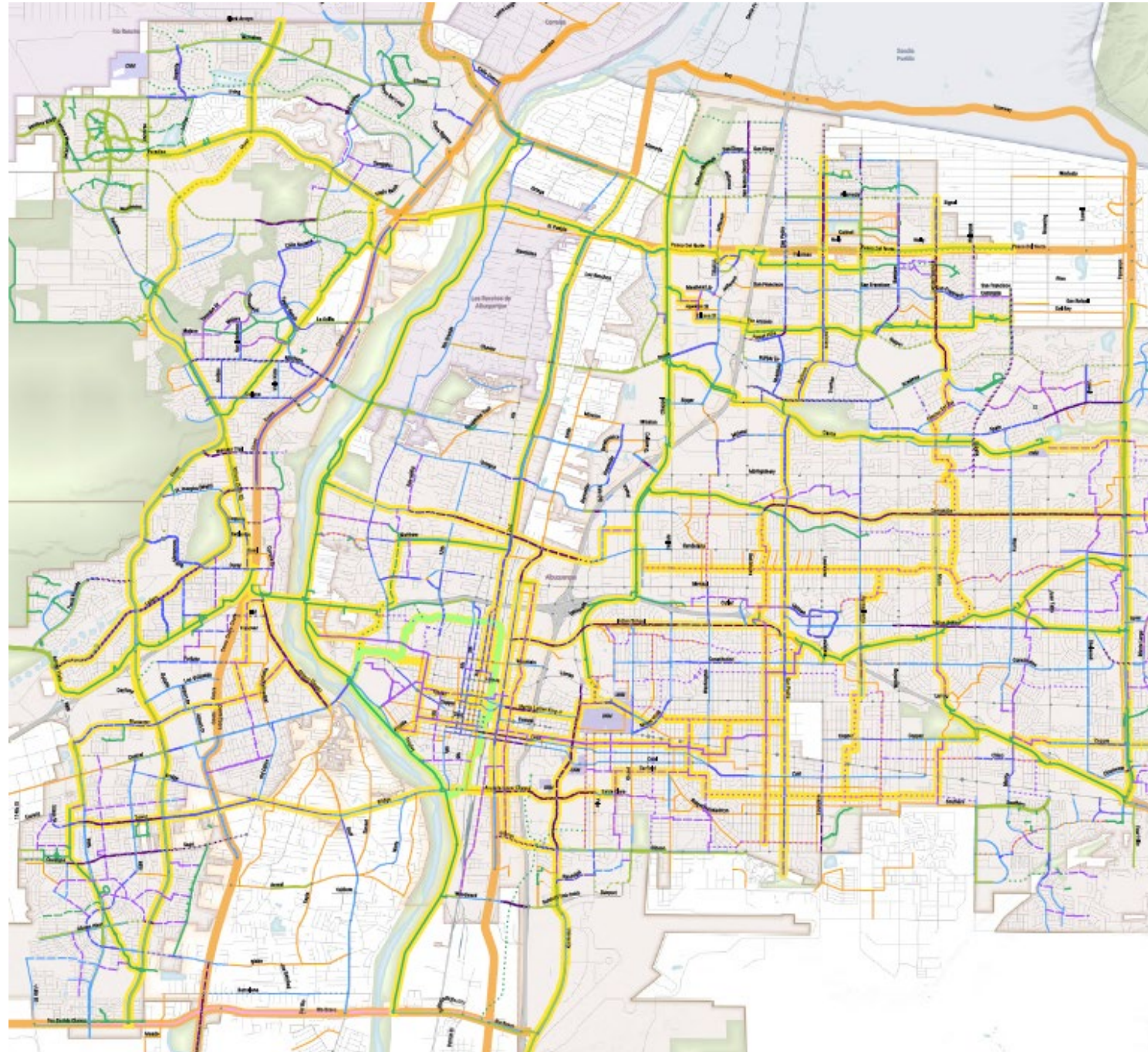
Network Components

- New bikeways
 - Expanding the network of bike boulevards
 - Separated bike lanes, where feasible and based on LTS results
- Enhanced crossings of paved multi-use trails and bike boulevards
- Enhancements to existing bikeways
 - Upgrade in facility type
 - Buffered bike lanes → separated bike lanes
 - Bike route → bike boulevard
 - Increased user comfort through speed reduction



Network Spines

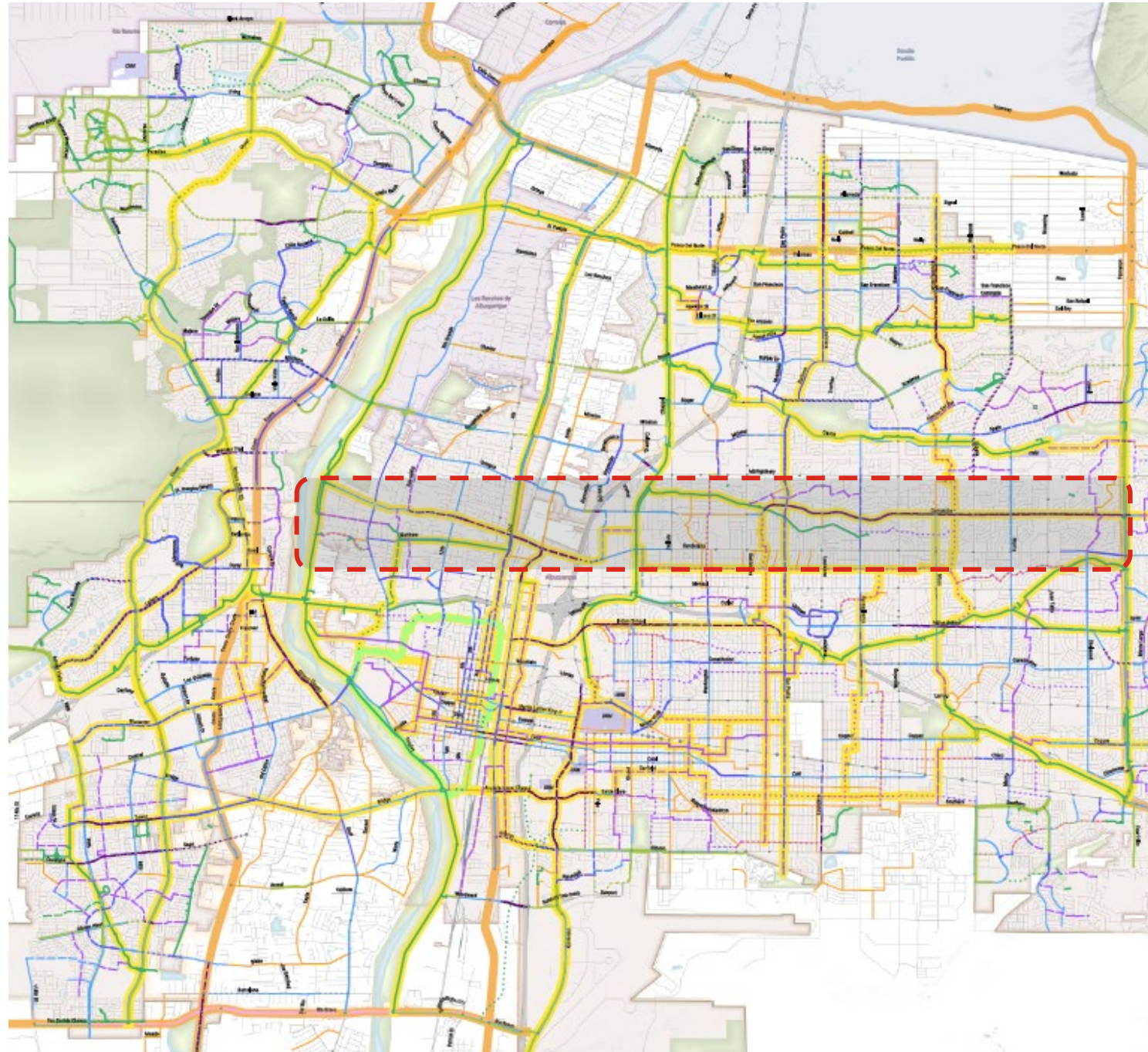
- Corridors that support longer-distance travel by bicycle and connect several neighborhoods
- Some spines are parallel to each other
 - Different potential implementation timeframes
 - Different facility types to accommodate preferences of different users
- Distributed across the city



Network Spines

Comanche Rd + Candelaria Rd:

- Tramway Blvd to Paseo del Bosque trail
- Utilizes existing Paseo del Nordeste and North Diversion Channel trails
- Mostly plausible in the near term



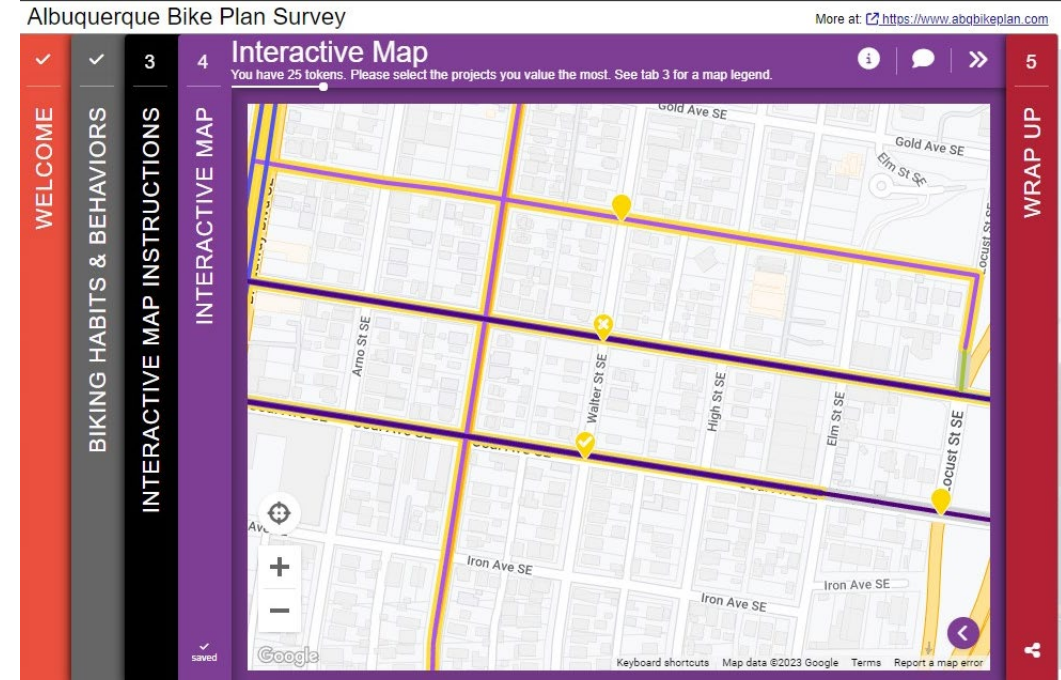
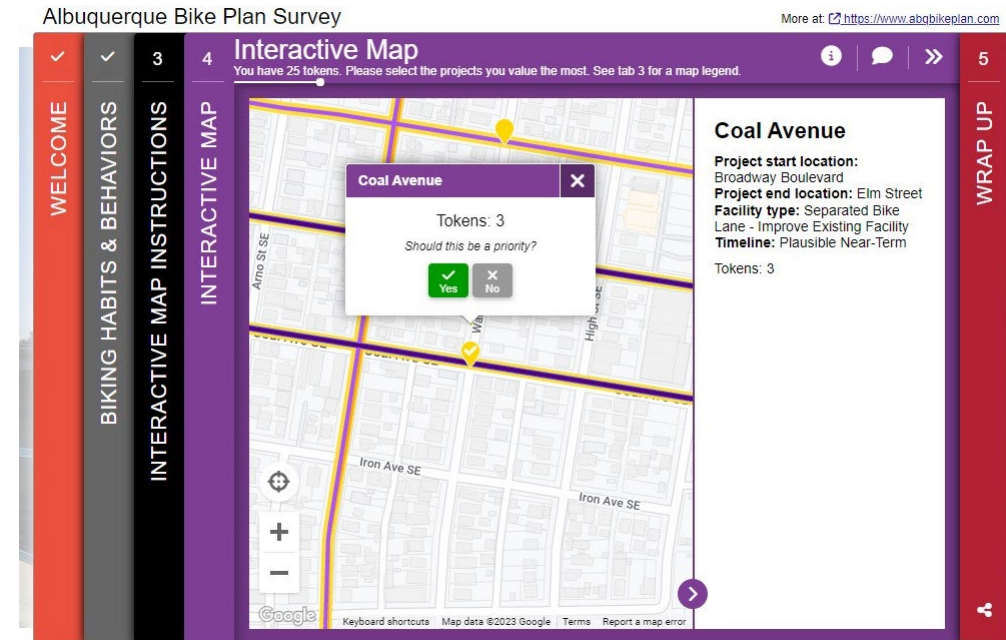
Public Input

Project Priorities Map Survey

- Available through project website from October 21 through November 30, 2023
- Hardcopy maps at pop-up events during Bike Thru Burque Week
- 662 participants
- 1,250 page views

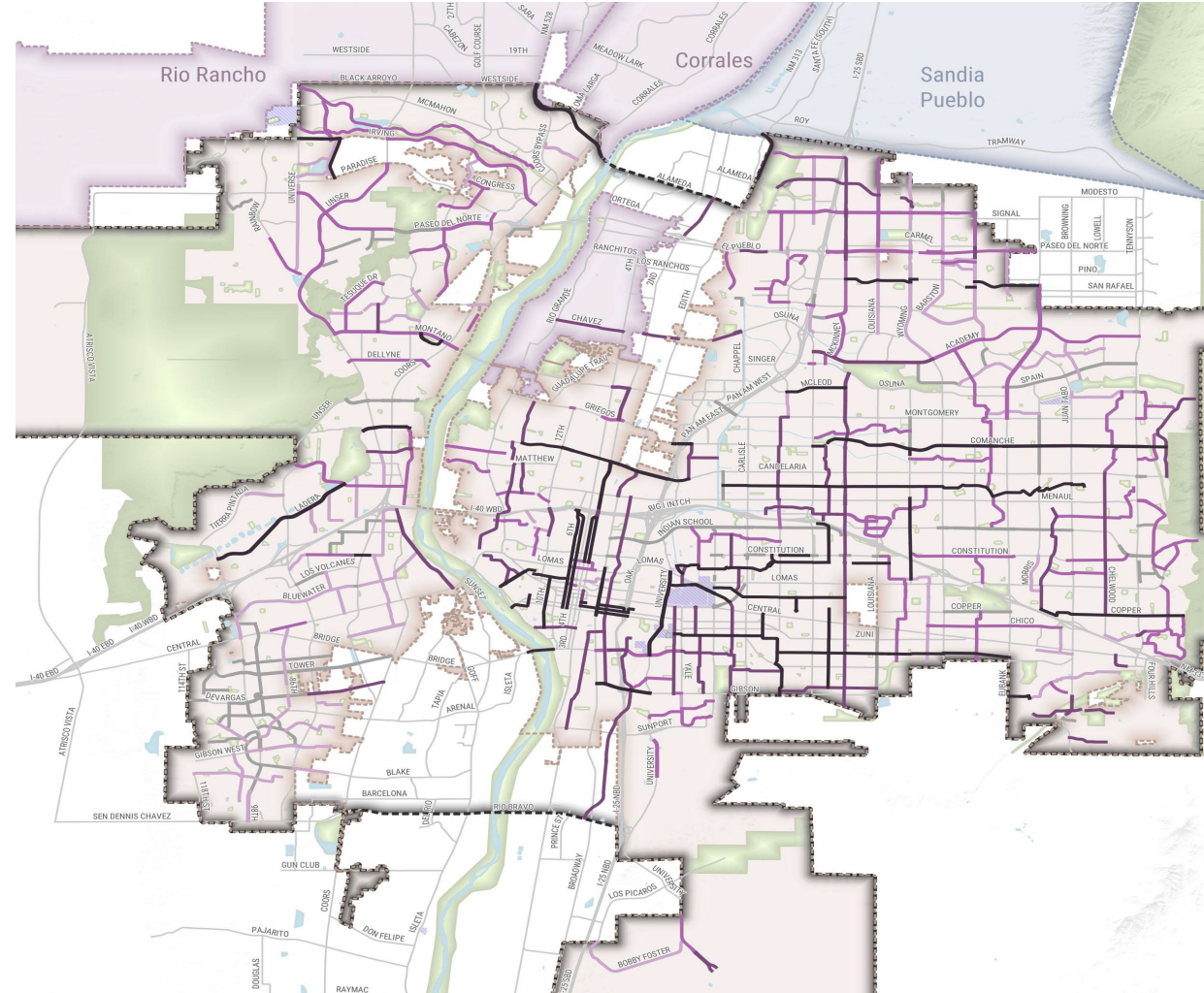


**ONE
ALBUQUERQUE**
municipal
development



Project Priorities Map Survey

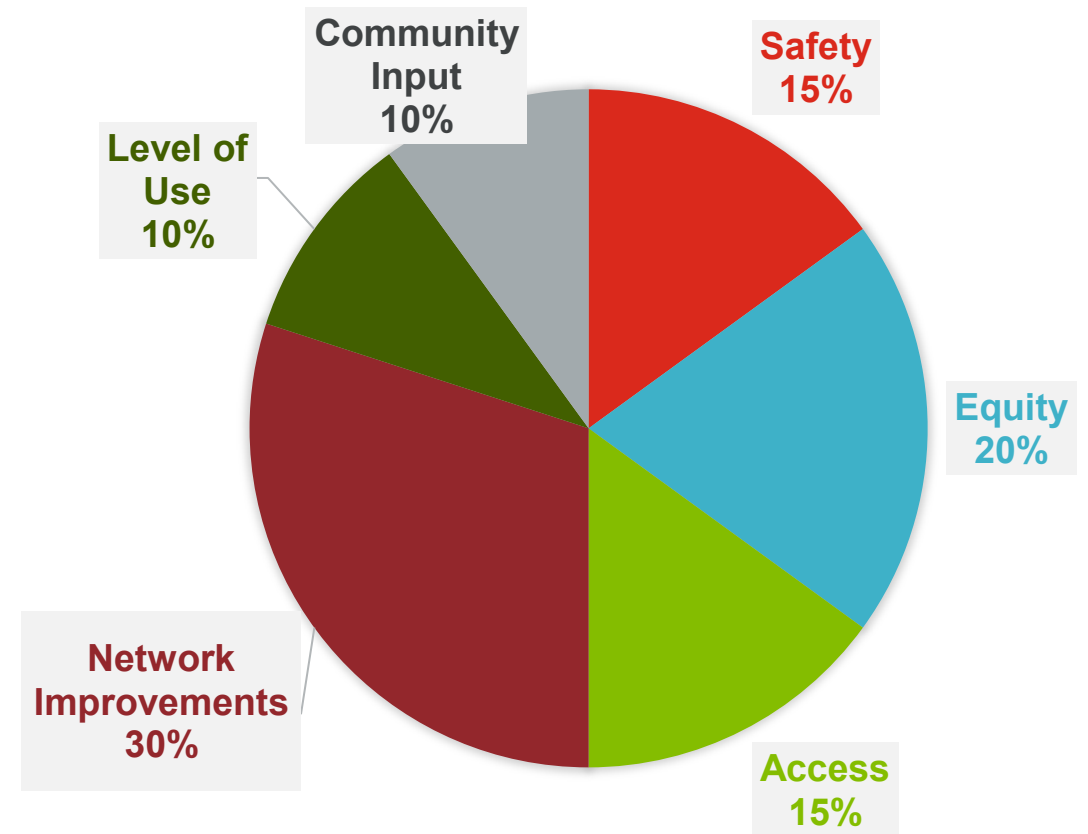
	Street	From	Proposed Facility
1	University Boulevard	Avenida Cesar Chavez to Lomas Boulevard	Separated Bike Lane
2	Indian School Road	Broadway Boulevard to San Pedro Drive	Separated Bike Lane - Improve Existing Facility
3	San Pedro Drive	Gibson Boulevard to Osuna Road	Buffered Bike Lane
4	Las Lomas Road / Campus Boulevard	University Boulevard to Monte Vista Boulevard	Buffered Bike Lane / Enhanced Bike Route
5	Comanche Road	San Mateo Boulevard to Tramway Boulevard	Separated Bike Lane



Prioritization

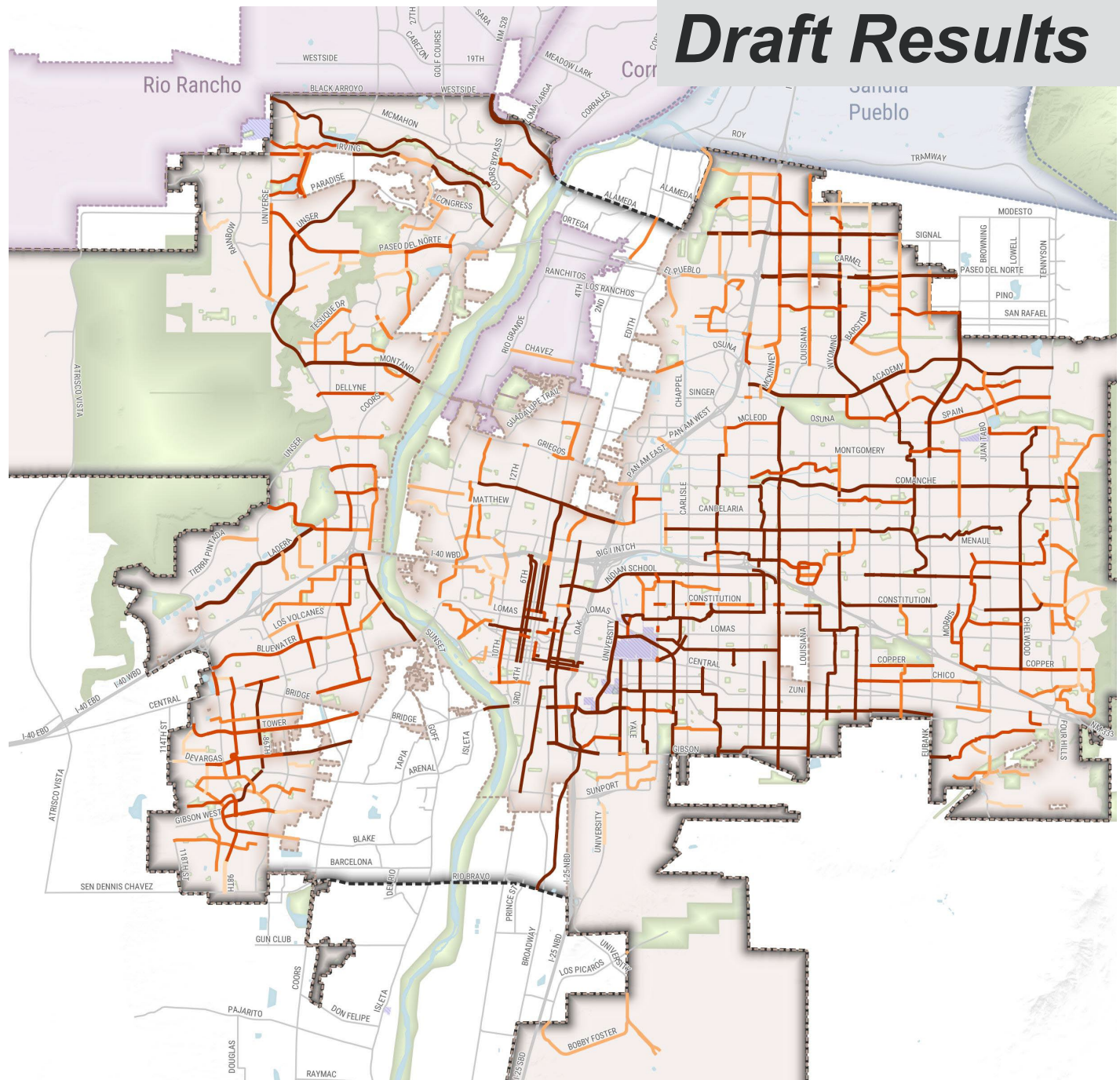
Evaluation Criteria

Category	Criteria
Safety	Bicyclist-Involved Crashes
	High Fatal and Injury Network
Equity	Vulnerability Index
Access	Destinations
	Comp Plan Centers
Network Improvements	Facility Needs
	User Comfort
	Network Spine
Level of Use	Potential For Bicycle Trips
Community Input	Community Input



Prioritization Results

Prioritization results to be considered alongside project timeline (near-term versus long-term), cost estimates, and technical challenges during project selection



**Where Does the City
Go From Here?**

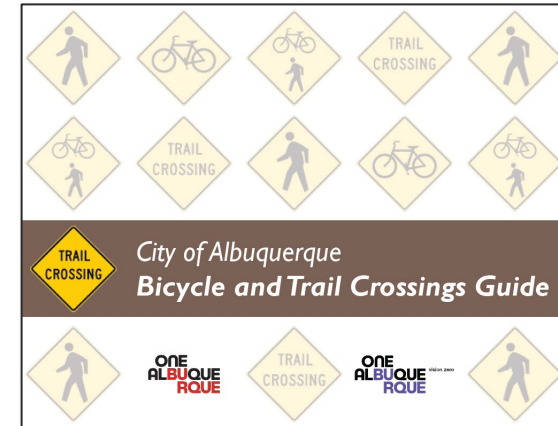
General Means of Implementation

Opportunistic		Proactive
<i>Can be Accomplished via Complete Streets Resurfacing</i>		<i>Targeted / Standalone Project</i>
Reconfiguration	▪ Bike lanes ▪ Buffered bike lanes ▪ Enhanced bike routes	▪ High-priority bike lanes and buffered bike lanes ▪ Intersection and signal improvements ▪ Separated bike lanes ▪ Bike boulevards (enhanced crossings)
Reconstruction	▪ City-led major roadway improvement projects integrating bikeways ▪ Sidepaths accompanying new development ▪ Street construction accompanying new development	▪ High-priority sidepaths ▪ High-priority projects that require roadway widening or median narrowing

Policy Recommendations

Continue doing things that are working

- Complete Streets Annual Maintenance Program
- Esperanza Bicycle Safety Education Center
- Bicycle and Trail Crossing Guide
- City of Albuquerque e-bike policy
- Integration of City and regional planning efforts



Policy Recommendations

- Updates to the Development Process Manual
- Regional transportation demand management program
- Signage/wayfinding plan
- Maintenance Plan
- Additional funding/staff resources
- Proactive project development

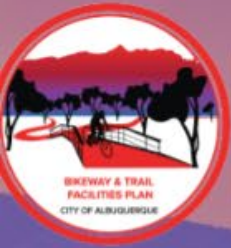


Next Steps

Next Steps

- **Feedback on Full Draft Plan**
 - Posted online for public review in February
 - 30-day public comment period
- **Future Conditions Story Map**
- **Informational public meeting**
(date to be determined)
- **Plan approval**
 - Environmental Planning Commission
 - City Council





Project Background

What is the Bikeway & Trail Facilities Plan Update?

The Bikeway & Trail Facilities Plan Update will build upon and revise the City's [2015 plan](#) to reflect Albuquerque's growth as a city, recent investments in bikeways and multi-use trails, and national best practices in network planning and bikeway design. The Plan Update will recommend bikeway and paved multi-use trail projects across the city to make biking a safer and more appealing option for people of all ages, abilities, and backgrounds. Learn more about the Plan Update, how bikeways can benefit Albuquerqueans, and how the Plan Update advances other City and regional goals.

¿Qué es el plan para la mejora de ciclovías y senderos compartidos?

El plan para la mejora de ciclovías y paseos compartidos desarrollará y revisará el plan anterior (2015) para reflejar el crecimiento de la ciudad de Albuquerque e incorporar las inversiones en la infraestructura para ciclistas. Además, el plan considerará las mejores prácticas en el diseño y la planificación de las ciclovías y hará recomendaciones sobre proyectos específicos por todas partes de la ciudad. Últimamente, el objetivo es crear más oportunidades para personas de todas edades y habilidades a andar en bicicleta.

Haga clic [aquí](#) para participar en una encuesta y un mapa interactivo sobre las condiciones para ciclistas en Albuquerque. Contacte a asussman@tooledesign.com para más información en español.

- **Project website:**
www.abqbikeplan.com
- Draft documents & materials
- Existing conditions story map
- Draft network

T'OOLE
DESIGN



Thank you

www.ABQBikePlan.com

abqbikeplanupdate@cabq.gov





Regional Transportation Safety Action Plan

*Roadway safety plan for all
modes in the Albuquerque
Region*

2024 REGIONAL TRANSPORTATION SAFETY ACTION PLAN (RTSAP) GOALS

“When it comes to roadway deaths, we have a crisis that’s urgent, unacceptable – and preventable”

– US DOT Secretary Buttigieg



groundworkstudio



To set a regional vision for safety that is in alignment with local, state & tribal efforts



To create a framework for regional collaboration to advance transportation safety for all



To set our members up for success for future funding opportunities

Project Lead: Willy Simon

The background image shows the interior of a public bus. Rows of blue seats with a colorful, abstract pattern are visible. Yellow handrails are mounted above the seats. The bus is moving, as indicated by the blurred view through the windows. A solid blue rectangular overlay is positioned on the left side of the image, containing the text 'PUBLIC OUTREACH' in white, uppercase letters.

PUBLIC OUTREACH



RTSAP Feedback Gathered

Outreach tools

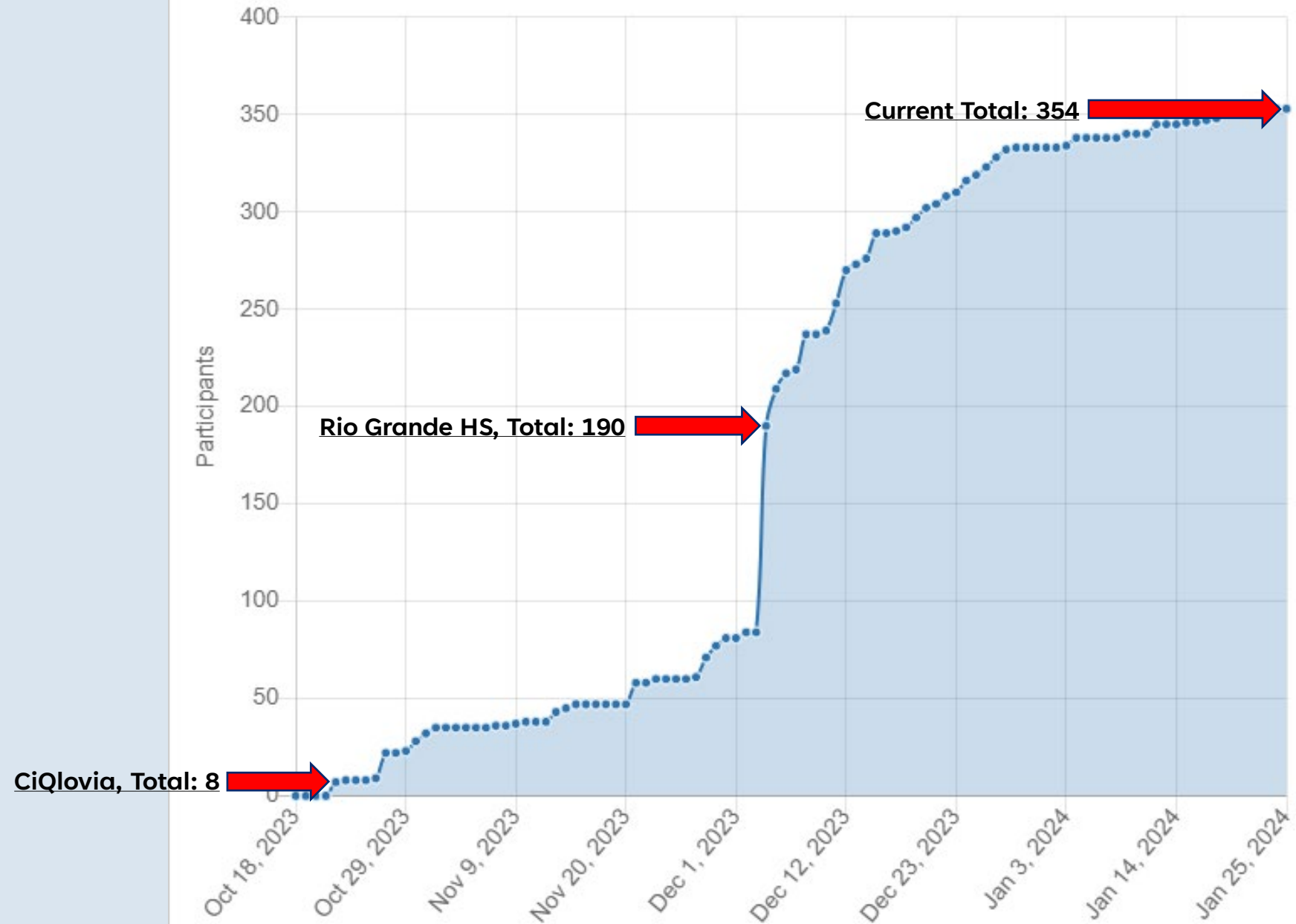
- Emails, MPO Newsletter
- Social media posts
- Peach Jar digital flyers at APS

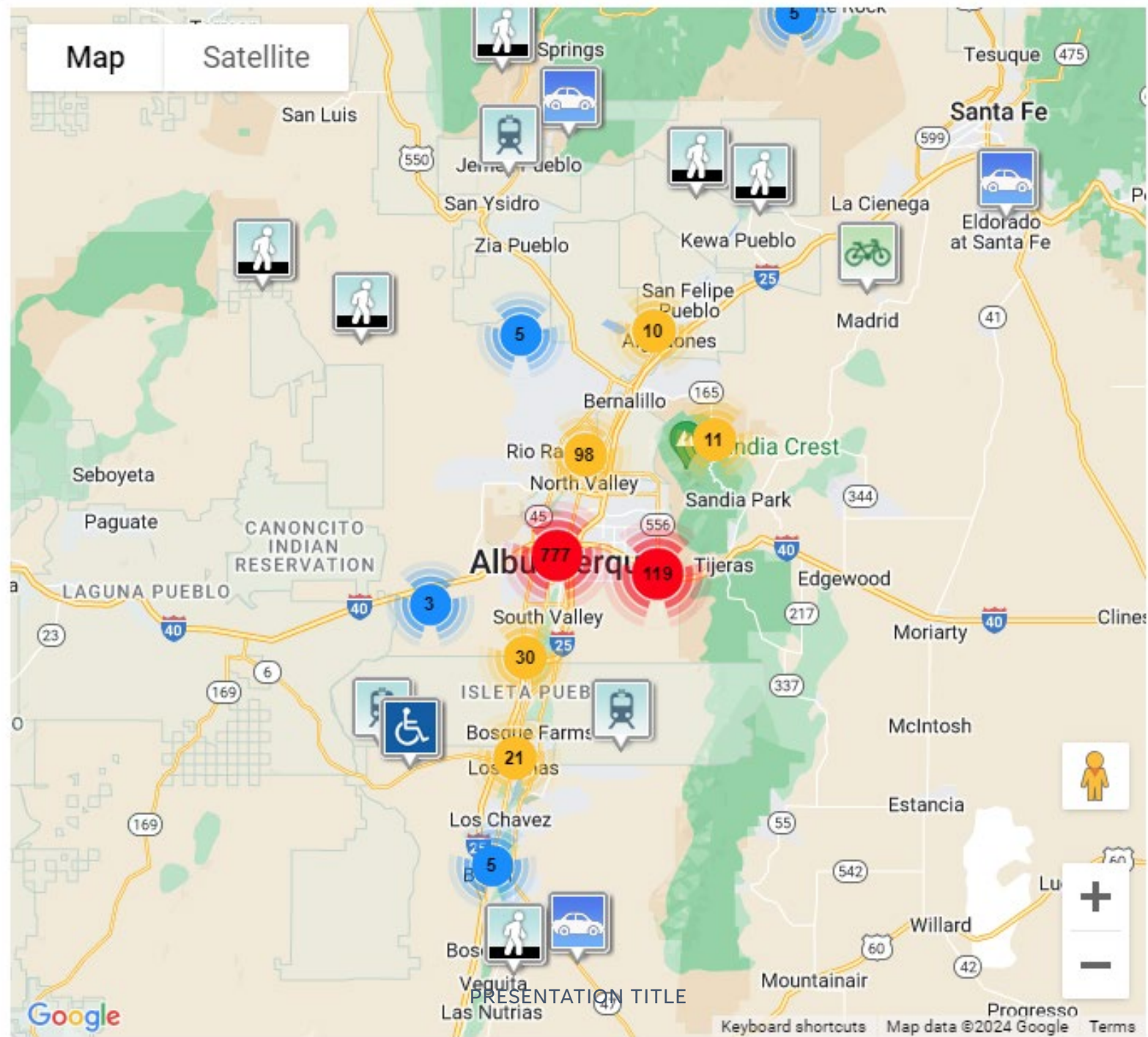
Outreach Activities – approximately 195 total attendance

- Focus Groups
 - Schools Focus Group – November 28th
 - Tribal Focus Group – December 9th
 - Rural Focus Group – January 8th
 - Public Health & Equity Focus Group - January 16th
- Outreach Events/Activities
 - CiQlovía – October 22nd
 - Sierra Club E-bike Fair – October 28th
 - Street Film – Film Screening – November 6th
 - GIS Day at UNM
 - Rio Grande HS – December 4th
 - Village of Cuba walking audit – January 16th
 - Transit Equity Day – February 3rd
- Upcoming outreach events
 - GAATC – Monthly



Cumulative Traffic





Why do you think our region ranks so high in fatalities and injuries?

- One of my favorite sayings about New Mexico is that nobody is in a hurry to do anything...unless they are driving.
- We collectively prioritize cars and speed over everything else - even people's lives. We also are very slow to make changes to our streets compared to other cities.
- There is still too much emphasis on moving cars. Especially in city commercial districts and small town centers, pedestrians need to take priority. This is also true of bicyclists.
- It's a combination of road design and driving culture. The roads promote speeding and offer very little separation between cars and pedestrians/cyclists AND also there is an intensely aggressive driving culture. People speed, drive recklessly, and don't seem to care about the presence of pedestrians and cyclists.

How do you think we can best address this problem?

- Prioritize vulnerable users in design
- More money for bike and pedestrian infrastructure
- Slow cars down. Protect pedestrian and cyclist routes from cars - create buffers for sidewalks and protected bike lanes. Create more protected crossings and mid block crossings. Enforce speeds. Slow cars down.
- We need to dig deeper into the policies, and how we set speed limits, the 85th percentile is backward, and we need to enforce slower safer speeds city, county, and region-wide.
- I honestly don't know how we can address the root causes of mental illness, addiction, anger, and ignorance in our city through a transportation safety plan, but I suppose education is the best place to start and designing roadways to keep pedestrians and bicyclists safe.

CRASH DATA



WHAT DID COVID19 TEACH US?

LOWER TRAFFIC VOLUMES ≠ FEWER FATALITIES

Year	Fatal Crashes	AMPA VMT Annual (billions)	Fatality Rate per 100 Mil VMT
2015	72	7.49	0.96
2016	114	7.74	1.47
2017	110	7.83	1.41
2018	118	8.30	1.42
2019	127	8.62	1.47
2020	129	6.67	1.93
2021	171	7.86	2.18
2022	135	7.76	1.74

The Fatality rate per vehicle mile traveled in the AMPA climbed again in 2021

Still unclear why post pandemic period has seen an explosion in fatal crashes in the region

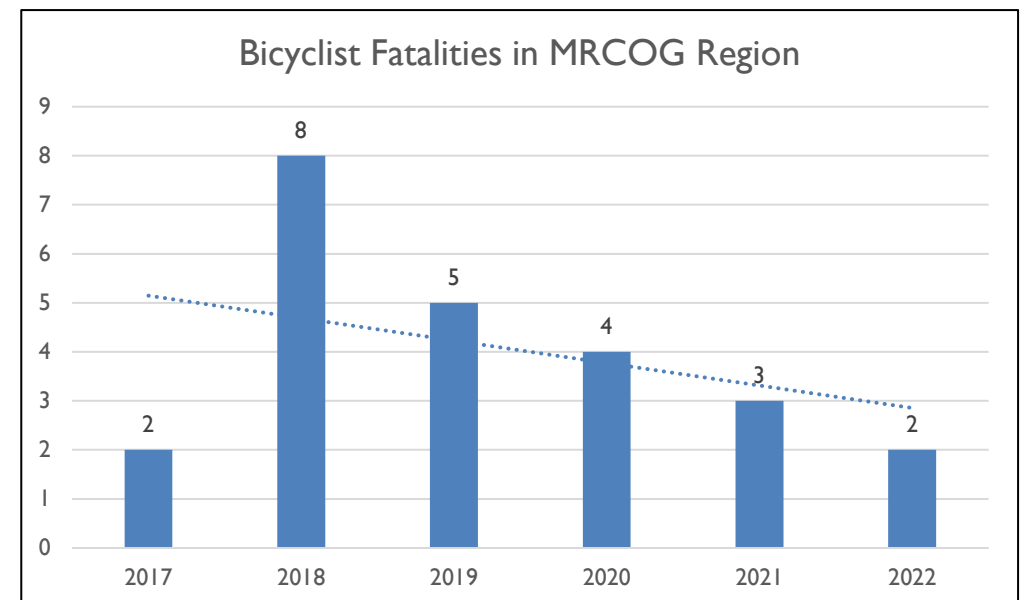
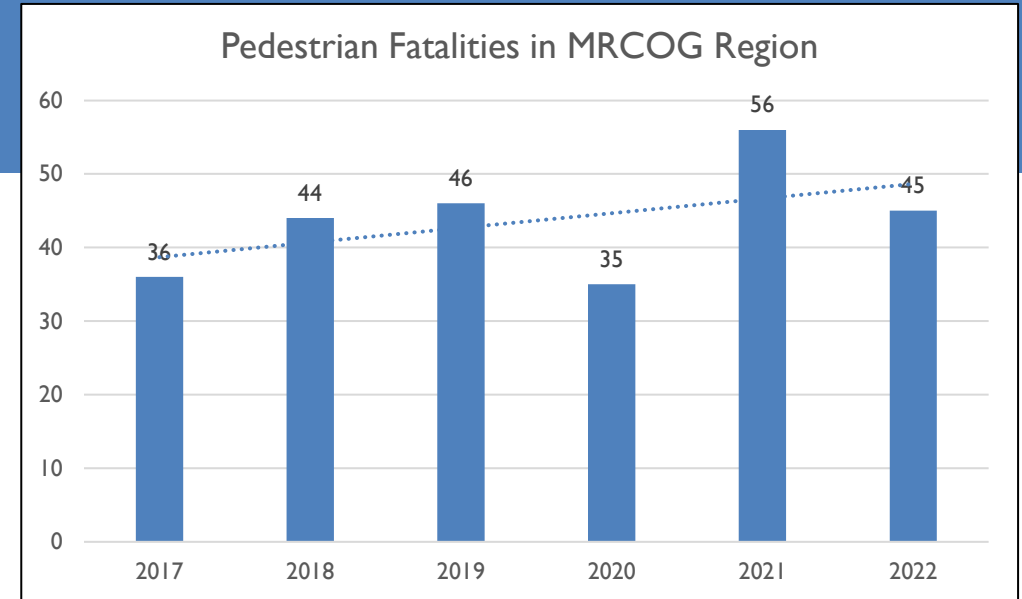
WHAT DOES THE REGIONAL CRASH DATA TELL US?

Year	Total MRCOG Fatalities	Pedestrian Fatalities
2015	83	20
2016	137	37
2017	125	36
2018	142	44
2019	141	46
2020	144	35
2021	184	56
% Change '20 to '21	28%	60%

- The latest crash data show some disturbing trends. Despite the number of overall crashes decreasing, ***fatal crashes have increased from 125 in 2017 to 184 in 2021.***
- The small urban and rural areas that only contain 20% of the population, include 25% of the fatal crashes.
- Of the pedestrian involved crashes, most are in the urban metro area and even though they only account for ***2% of the overall crashes, they include 30% of fatalities.***

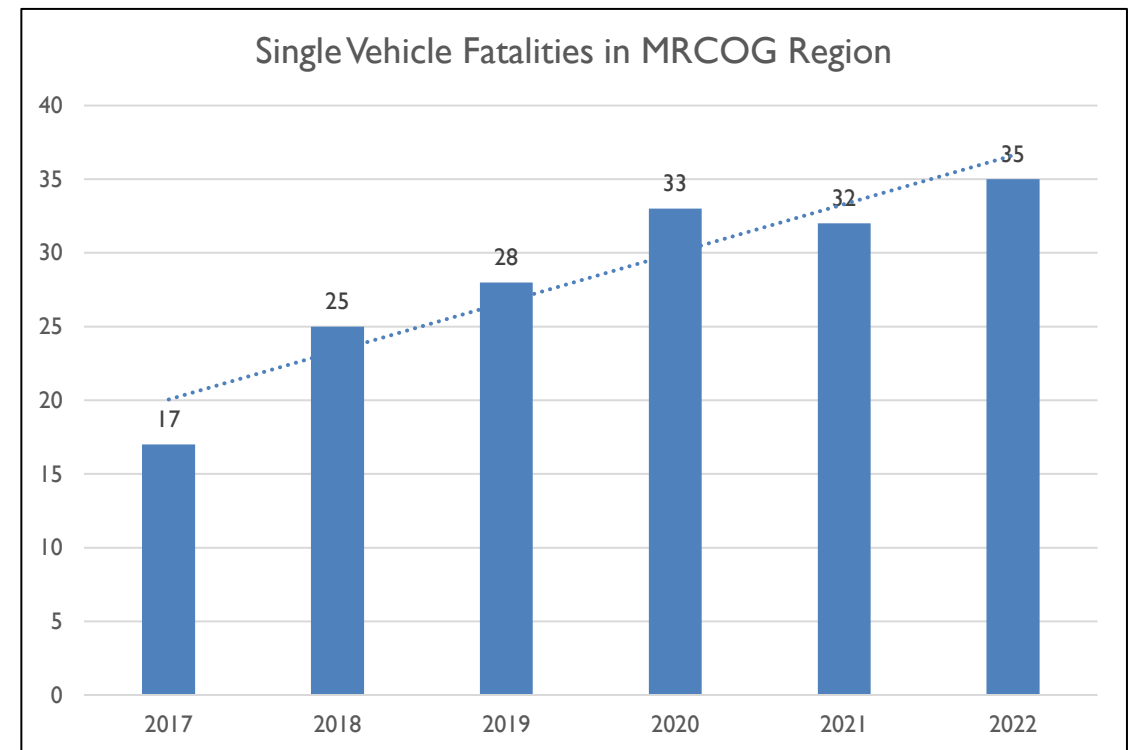
BIKE AND PEDESTRIAN CRASH DATA

- Pedestrian Fatalities are on an upward trajectory
- Bicyclist fatalities have declined for several years in a row

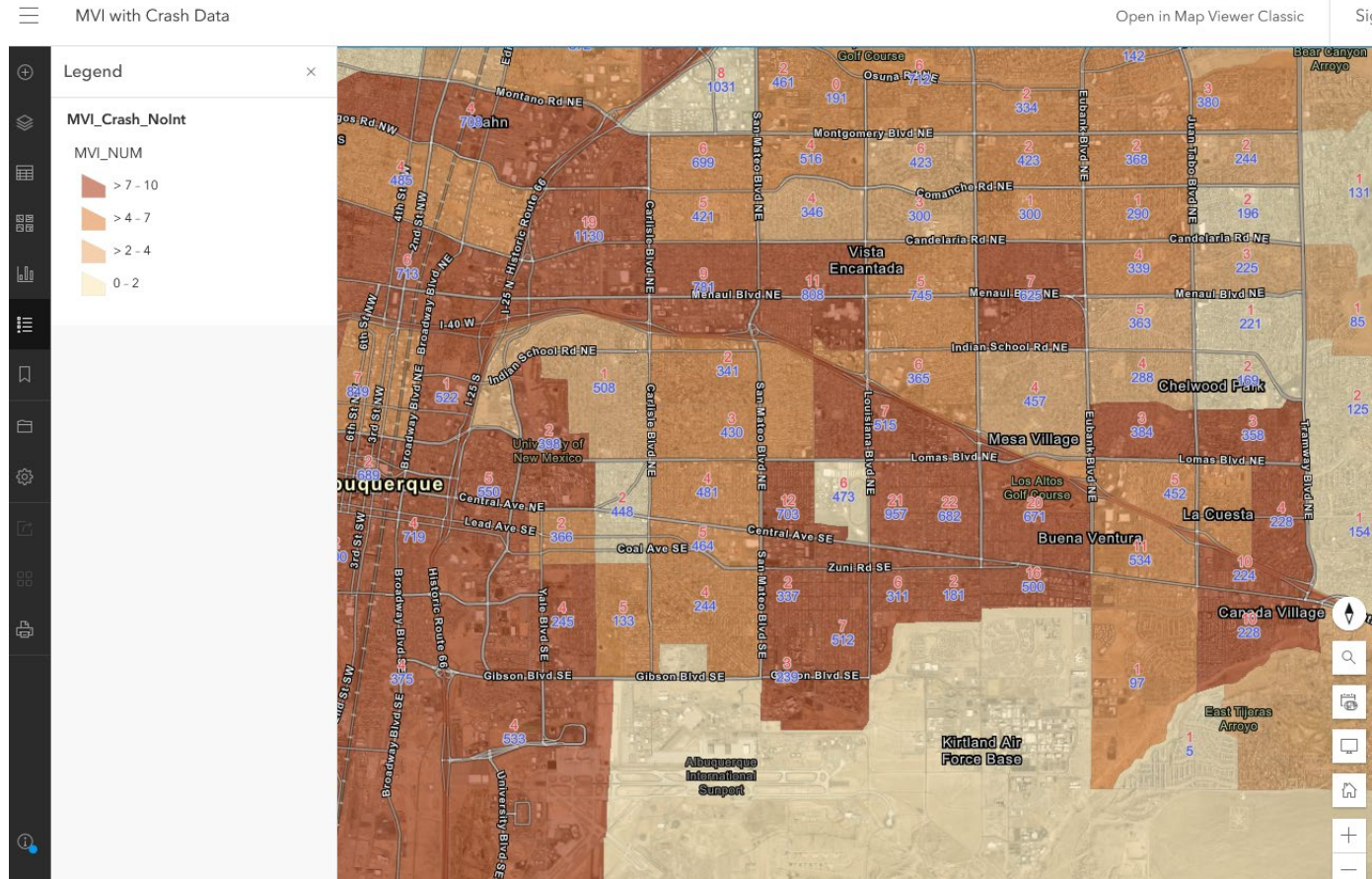


ROADWAY CHARACTER OR DRIVING AGGRESSIVELY? OR BOTH? SINGLE VEHICLE CRASHES SURGING IN REGION

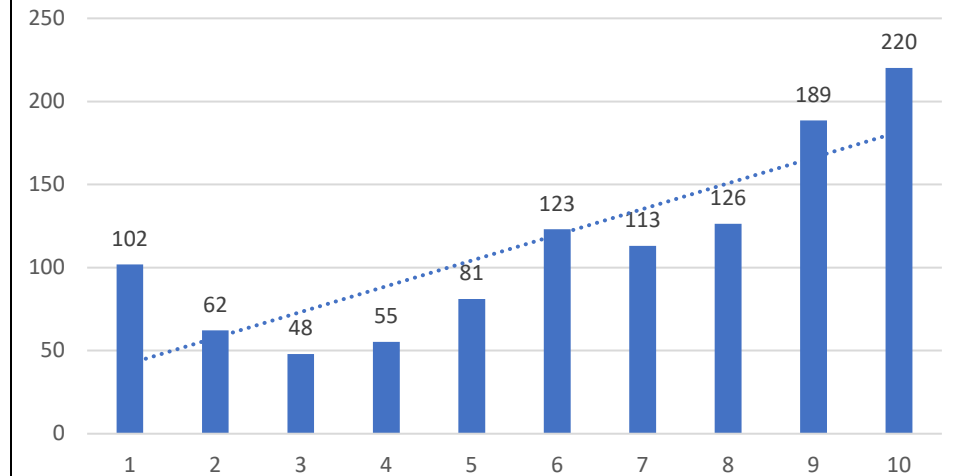
- There is a trend of more single vehicle fatal crashes in the region (currently exploring roadway type, speeding, and urban versus rural trends).
- The small urban and rural areas have higher amounts of fatal rollover crashes (usually single vehicle and speeding related) compared to the large urban area.
- The small urban and rural areas that only contain 20% of the population, include 25% of the fatal crashes.



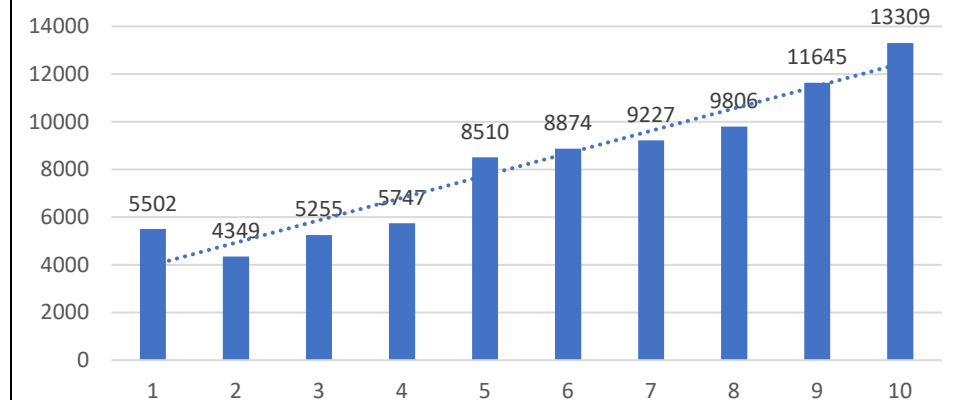
EQUITY ANALYSIS: MRCOG VULNERABILITY INDEX



Killed Per 100k by Tract MVI 2017-2021



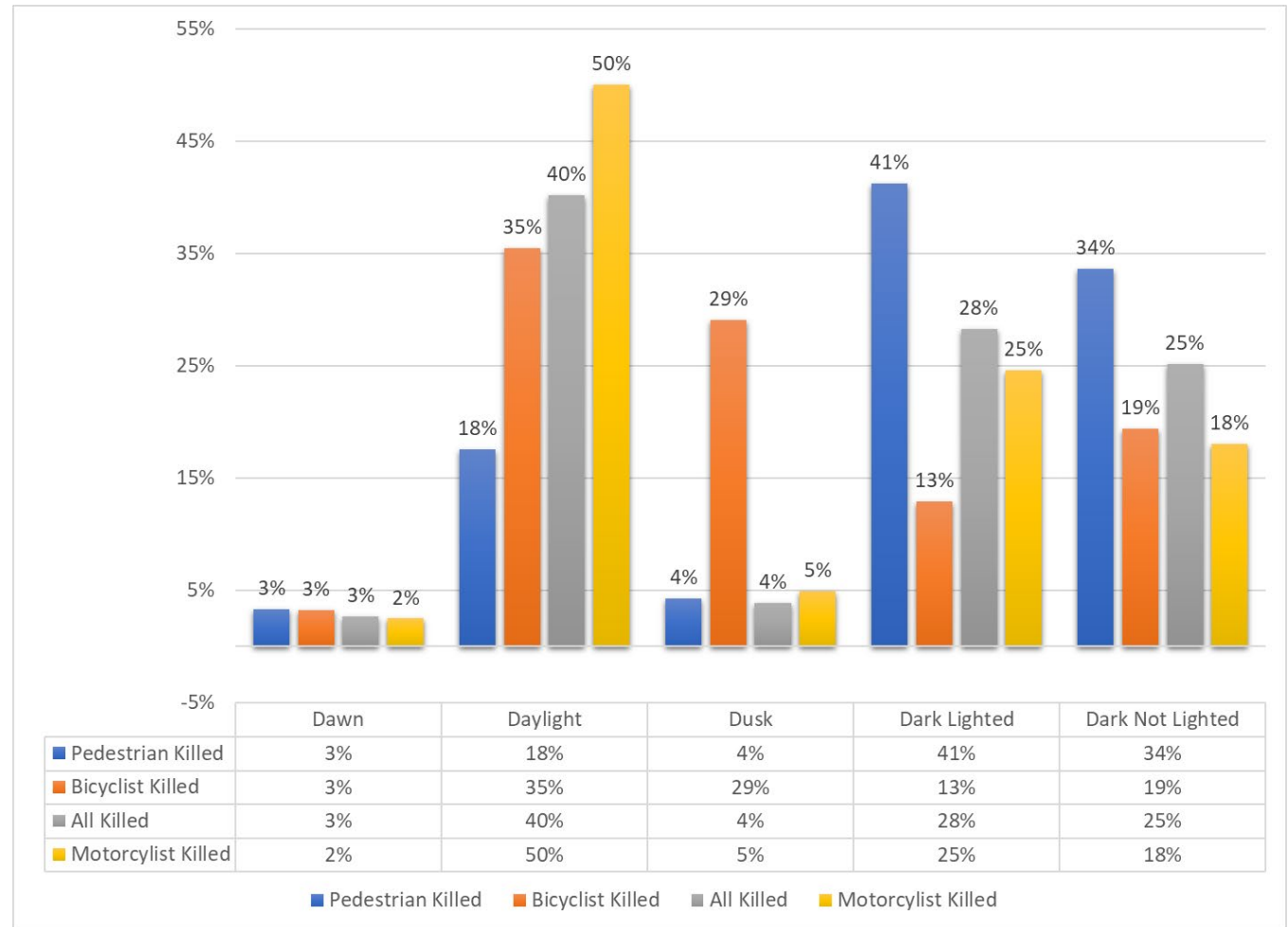
Injured per 100k by Tract MVI 2017-2021



LIGHT CONDITIONS

- 75% of fatal pedestrian crashes occur during the dark time of the day and are more common in vulnerable communities.
- For bicyclists, dusk is a particularly dangerous time.

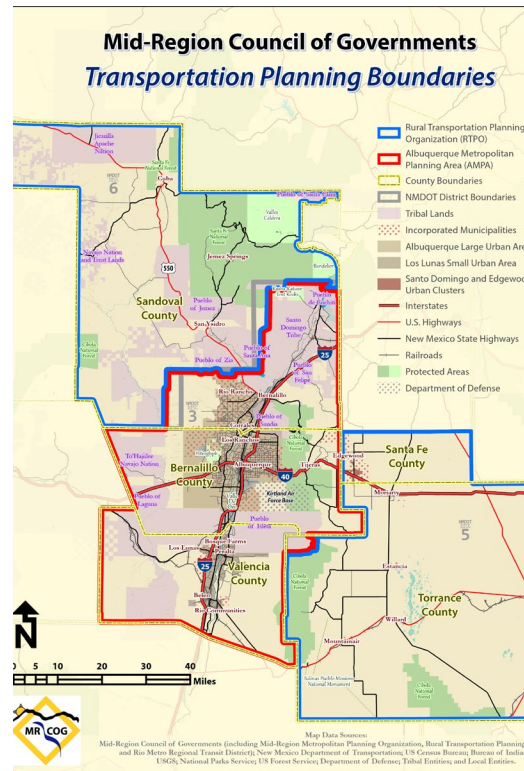
The lighting that is available along the street tends to be geared towards vehicular traffic and does not provide good lighting for pedestrians.





2024 RTSAP PLAN ELEMENTS

WHAT IS IN THE 2024 RTSAP PLAN?



[Southaven, MS] Annual Crashes by Severity

SEVERITY	2016	2017	2018	2019	2020	TOTAL	%
Fatal	3	7	5	3	2	20	0.2%
Life-Threatening	5	6	3	9	30	53	0.5%
Moderate Injury	53	43	39	123	155	413	3.8%
Complaint of Pain	552	559	544	434	303	2,392	21.7%
Property Damage Only	1,644	1,645	1,678	1,640	1,485	8,100	73.6%
Unknown	0	1	7	17	0	25	0.2%
Total	2,257	2,278	2,276	2,226	1,975	11,012	100.0%

[Southaven, MS] Annual Crashes by Collision Type

COLLISION TYPE	2016	2017	2018	2019	2020	TOTAL	%
Angle	292	374	417	286	399	1,968	17.9%
Rear End	1,087	1,079	998	960	795	4,919	44.7%
Run Off Road	147	141	179	157	147	771	7.0%
Head On	13	11	18	6	11	59	0.5%
Sideswipe	278	291	301	313	242	1,425	12.9%
Other	339	382	363	397	358	1,839	16.7%
Unknown	1	0	0	7	23	31	0.3%

[Southaven, MS] High Crash Intersections (2016-2020)

INTERSECTION	CRASHES
Church Road @ I-55 Northbound	402
Goodman Road @ Airways Boulevard	301
Goodman Road @ Gehwell Road	245
Church Road @ I-55 Southbound	240

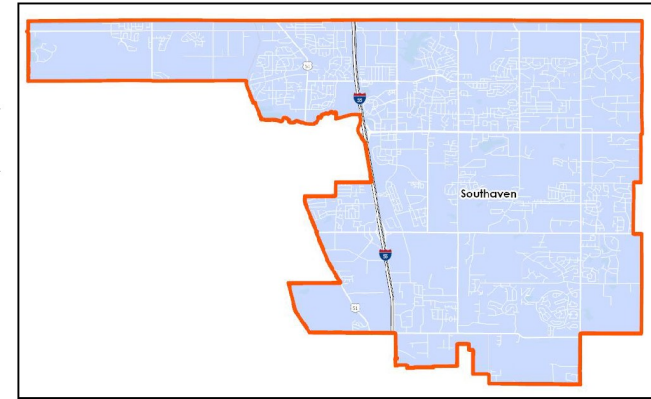
- High impact projects for the region so agencies can apply for future funds.
- Safety strategies/countermeasures searchable, categorized, and tailored to local agencies.
- Comprehensive equity assessment of crash impacts, strategies and projects/programs.
- Area safety profiles and concerns.

AREA PROFILE ANALYSES

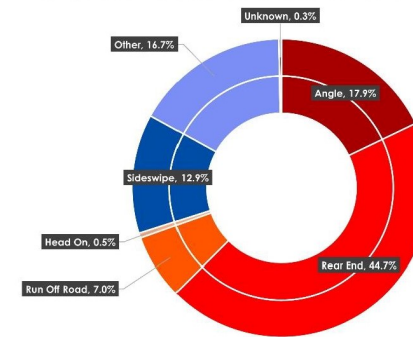
1. Severity by Year (Fatal and Injury)
2. Crashes by Mode (Pedestrians, Bicyclists, Autos, Motorcyclists)
3. Time of Day and/or Light Conditions
4. Class by Severity
5. HFIN Intersections – Top 5 to 10
6. HFIN Corridors – Top 5 to 10
7. Assess Alcohol/Drug Involved crashes
8. Highlight unique data points such as Roll Overs in rural areas
9. Community Input Highlights
10. Site Visits

SOUTHAVEN

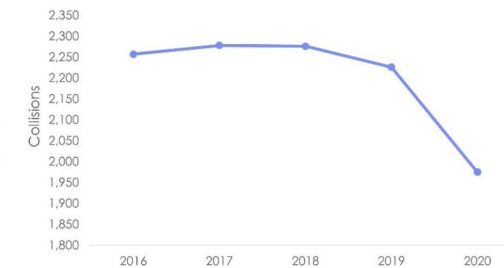
The City of Southaven is located in the south-central portion of the region, in DeSoto County, MS. A total of 11,012 traffic crashes occurred in Southaven between 2016 and 2020. The total number of crashes decreased over the 2016-2020 period, peaking in 2017. Though most of these crashes resulted in property damage only, 22 fatalities and 21 serious injuries were caused by traffic incidents. Rear End crashes made up the most common collision type; collectively, Angle, Rear End, and Other (including Left Turn, Animal, Parked Vehicle involved) type collisions accounted for 79.3% of all crashes in this jurisdiction between 2016 and 2020.



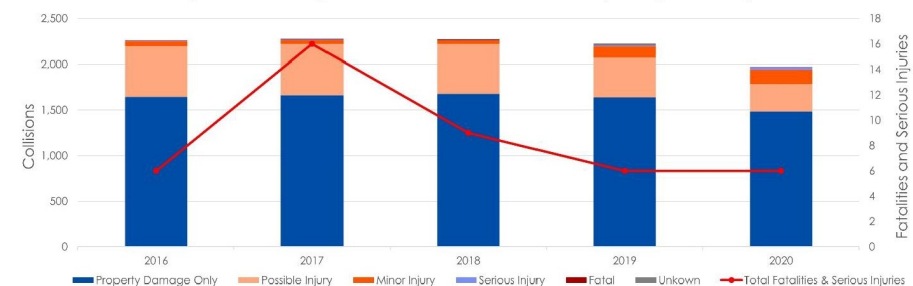
[Southaven, MS] Crashes by Collision Type (2016-2020)



[Southaven, MS] Traffic Crashes (2016-2020)

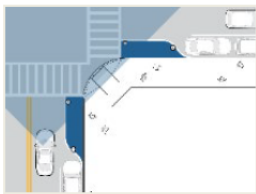


[Southaven, MS] Crashes, Fatalities, and Serious Injuries (2016-2020)



STRATEGIES LIST

- Standalone strategy list (Excel spreadsheet)
 - highlighting FHWA countermeasures
 - filter by categories
 - links to associated resources
- FHWA Countermeasures explained in more detail and formatted with illustrations within in the document

Crossings & Signals				
Tool	Crossing Signs & Markings	Travel Lane Signs & Markings	Parking Restrictions at Crossings / Daylighting	Hardened Centerlines & Turn Wedges
				
Purpose	Alert drivers to expect pedestrians crossing and indicate preferred crossing locations for pedestrians.	Inform road users of regulations and warnings to facilitate safe flow of all road users.	Improve sightlines between drivers and pedestrians or bicyclists crossing the street.	Reduce vehicle turning speed and increase driver yielding to pedestrians.
Expected Crash Reduction	Varies	Varies	30% for pedestrian-vehicle crashes	Expected reductions in crashes and speeds of turning vehicles
Timeline				
Cost	\$ \$\\$ \\$\\$\\$ \\$\\$\\$\\$ ✂	\$ \\$\\$ \\$\\$\\$ \\$\\$\\$\\$ ✂	\$ \\$\\$ \\$\\$\\$ \\$\\$\\$\\$ ✂	\$ \\$\\$ \\$\\$\\$ \\$\\$\\$\\$ ✂

STRATEGIES LIST

Broad Categories:
 Data Collection and Analysis
 Design and Engineering
 Education and Awareness
 Organizations

- Broad Categories:
 - Data Collection and Analysis
 - Design and Engineering
 - Education and Awareness
 - Campaigns
 - Policies and Programs
 - Traffic Technologies
- More Detailed Categories:
 - Bicyclists
 - Campaigns
 - Education
 - Intersections
 - ITS
 - Pedestrians
 - Railroad
 - Roadways
 - Roadways / Lane Departures
 - Schools
 - Speed
 - State Legislation
 - Traffic Enforcement
 - Transit
 - Crossing

- More Detailed Categories:
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 - Schools
 - Speed
 - State Legislation
 - Traffic Enforcement
 - Transit
 - Crossing

RTSAP Strategies	Description	Categories	Secondary Categories	CM	CMF	Website Resources
Access Management Plans	Inventory existing access management and develop a plan to make improvements that will reduce the number of conflicts between modes.	Policies and Programs	Planning / Engineering			https://ops.fhwa
Active Railroad Grade Crossing	Active warning and control devices such as bells, flashing lights, and gates, in addition to passive warning devices such as crossbucks (the familiar x-shaped signs that mean yield to the train), yield or stop signs and pavement markings.	Design and Engineering	Railroad			https://railroads.dot.gov/grade-crossings-overview#:~:text=0and%20pavement
ADA Transition Plans	Support the development and implementation of ADA transition plans.	Policies and Programs	Planning / Engineering			https://highway.dot.gov/inventory-map#:~:text=Accommodating%20Transition%20abilities
Advanced Signal Timing	Allocates right-of-way to intersection traffic based on mode and fluctuations in demand over the course of each day, week, and year.	Traffic Technologies	Intersections			https://mrcog-nj.gov
Advanced Vehicle Detection	Uses technology to acquire vehicle counts, speed of each individual vehicle, traffic analysis, and vehicle categorization.	Traffic Technologies	Intersections			https://www.state.nj.gov
Animal Collisions	Evaluate animal collision locations for wildlife crossing placements.	Data Collection and Analysis	Planning / Engineering			https://largeland.com
Anti-Speed Campaigns	Develop educational campiagns coupled with enforcement that emphasize the importance of not speeding.	Education and Awareness Campaigns	Traffic Enforcement			https://www.ca.gov/2018speeding-hazards
Appropriate Speed Limits for all Roadway Users	Review current speed limits and establish non-statutory speed limits or designate reduced speed zones. FHWA is encouraging agencies to look at a range of factors such as pedestrian and bicyclist activity, land use context, and intersection and driveway density.	Design and Engineering	Speed	Yes		https://highway.dot.gov/speed-limits-all-users
Automated Pedestrian Detection	Detects the presence of pedestrians as they approach the curb to initiate the Walk Signal without any action required on the part of the pedestrian.	Design and Engineering	Pedestrians			http://www.pednet.org
Auxiliary Lane Presence	A lane adjoining the travelled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement.	Design and Engineering	Roadways			
Backplates with Retroreflective Borders	Backplates for Signal Heads that have retroreflective borders making them more visible and conspicuous. Also supports better orientation for older and color vision deficient drivers.	Design and Engineering	Intersections	Yes	15%	https://highway.dot.gov/retroreflective-borders
Barrier Removal Program	Develop a program to remove barriers from sidewalk access such a utility poles and enforcing no parking in bicycle lanes.	Policies and Programs	Planning / Engineering			https://safety.fhwa
Before and After Speed Studies	Before and after studies are used to estimate the impact of a specific measure on road safety improvements. Often used with changes in roadway configuration such as a 4 lane to a 3 lane.	Data Collection and Analysis	Speed			
Bicycle and Pedestrian Count Program	Develop multimodal traffic count program to evaluate demand (including latent demand) for all modes of travel.	Data Collection and Analysis	Pedestrians / Bicyclists			https://www.pedbikeinfo.org/topics/countingestimating.cfm
Bicycle and Pedestrian Refuge	Protected spaces placed in the center of the street to facilitate crossings. Allows bicyclists and pedestrians to navigate only one direction of traffic at a time.	Design and Engineering	Pedestrians / Bicyclists			
Bicycle and Pedestrian Safety and Education Center	Consider development of a safety educational center along with educational materials and services emulated after Albuquerque's Espananza Bicycled Education Center programs.	Education and Awareness Campaigns	Pedestrians / Bicyclists			https://www.cabq.gov/parksandrecreation/recreation/bike/esperanza-bicycle-safety-education-center

SAFE STREETS AND ROADS FOR ALL OPPORTUNITY

- Bipartisan Infrastructure Law (BIL) established Safe Streets and Roads for All (SS4A)
 - \$5 Billion available over 5 years (2022-2026)
 - Over 3 Billion is still available
 - Our aim is for RTSAP to serve as qualifying Action Plan for winning implementation grants
- Implementation Grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities. Implementation Grants may also include demonstration activities, supplemental planning, and project-level planning, design, and development. Applicants must have an eligible Action Plan to apply for Implementation Grants. The Department encourages including demonstration activities in an application.



THANK YOU!

- Please take our survey!
 - Survey closes this Friday.
- Contact Willy Simon with Questions
 - Email: wsimon@mrcog-nm.gov



REGIONAL TRANSPORTATION SAFETY ACTION PLAN 2023



AN UNACCEPTABLE AMOUNT OF DEATH AND INJURIES

The Albuquerque metropolitan area is the second most dangerous for pedestrians in the nation. Pedestrian fatalities only account for 2% of the overall crashes, but 30% of fatalities.

The Mid Region Metropolitan Planning Organization has pledged to take action. MRMPO's vision is to increase mobility and to decrease fatalities and injuries.

Take the RTSAP survey and share your ideas on how we can best address the problem.

RTSAP Survey



<https://bit.ly/RTSAP>





I-25 GIBSON



INTERCHANGE RECONSTRUCTION PROJECT

Join the NMDOT on Feb. 22 for a Public Meeting!

The New Mexico Department of Transportation (NMDOT) is planning improvements to I-25 at the Gibson Boulevard interchange and between Sunport Boulevard and Avenida Cesar Chavez in Albuquerque as part of the I-25 Gibson Interchange Reconstruction Project.

The purpose of the project is to update aging infrastructure, enhance safety and improve efficiency for all modes of transportation, including drivers, cyclists, and pedestrians.

Date: Feb. 22, 2024

Time: 5 to 7:30 p.m.

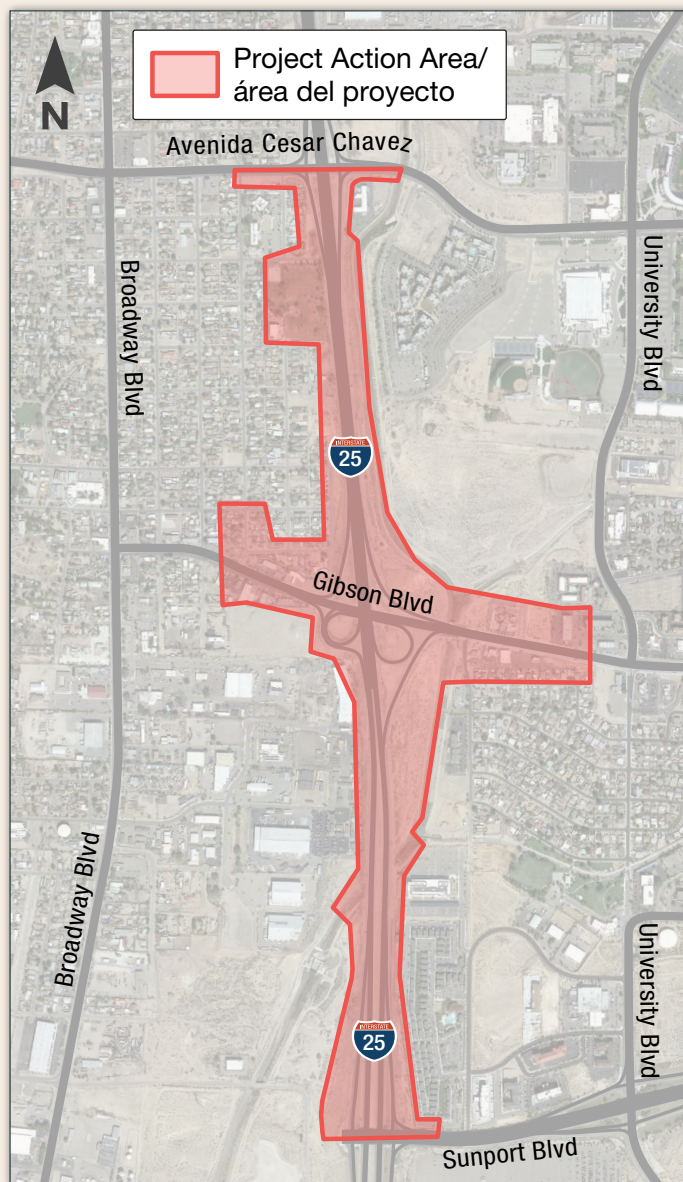
Location:

East San Jose Elementary School
415 Thaxton Ave. SE
Albuquerque, NM 87102

The NMDOT invites you to hear from the project team about the design concept, learn about potential changes to the transportation network, and provide helpful input as the team refines the design. A presentation and Q&A will be hosted at 5:30 p.m., with an open house format before and after and the project team available to answer questions.

The meeting will kick off a public comment period that will continue through March 24, 2024. If you cannot attend in person, the materials and recording of the presentation will be added to the website.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) or language translation services during this meeting should notify the project team five days in advance at **505-535-4442** or **info@i25gibson.com**. All meeting materials will be translated into Spanish in advance.



STAY INFORMED → *by signing up for updates at i25gibson.com!*

*Vea el
reverso para
Español*

CONTACT INFORMATION

Hotline: 505-535-4442 | Email: info@i25gibson.com | Website: i25gibson.com



PROYECTO DE RECONSTRUCCIÓN DEL ENLACE (PASO A DESNIVEL) EN I-25 Y GIBSON

¡Acompaña al NMDOT el 22 de febrero en una reunión pública!

El Departamento de Transporte de Nuevo México (NMDOT) está planeando mejoras en el Distribuidor vial de la I-25 con Gibson Boulevard y entre Sunport Boulevard y la Avenida César Chávez en Albuquerque como parte del Proyecto de reconstrucción del enlace (paso a desnivel) en I-25 y Gibson.

El objetivo del proyecto es rehabilitar la infraestructura vieja, aumentar la seguridad y mejorar la eficiencia para todos los modos de transporte, incluidos conductores, ciclistas y peatones.

Fecha: Feb. 22, 2024

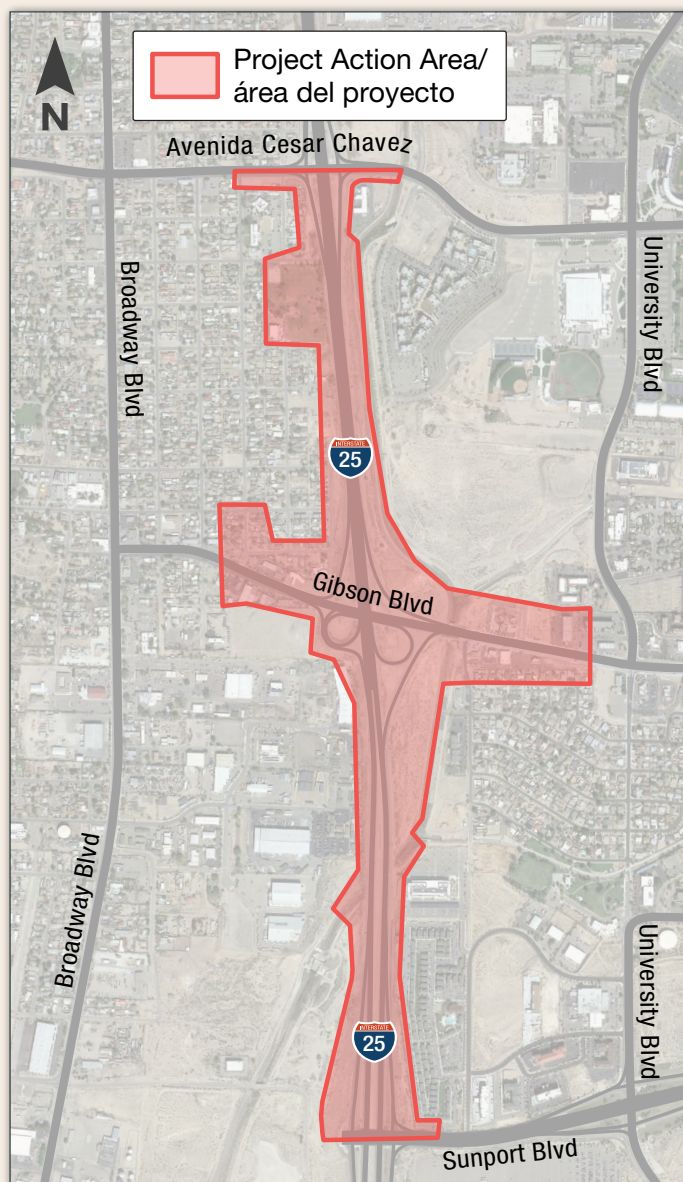
Hora: 5 to 7:30 p.m.

Lugar: East San Jose Elementary School
415 Thaxton Ave. SE
Albuquerque, NM 87102

El NMDOT le invita a escuchar al equipo del proyecto sobre el diseño conceptual, a conocer los posibles cambios en la red de transporte y a proporcionar retroalimentación a medida que el equipo perfecciona el diseño. A las 5:30 p.m. habrá una presentación y un foro de preguntas y respuestas, con un formato de jornada de puertas abiertas antes y después, y el equipo permanecerá disponible para responder a sus preguntas.

La reunión dará inicio a un periodo de comentarios públicos que continuará hasta el 24 de marzo de 2024. Si no puede asistir en persona, los materiales y la grabación de la presentación se añadirán a la página web.

En cumplimiento de la Ley de Estadounidenses con Discapacidades, las personas que necesiten adaptaciones especiales (incluidas ayudas y servicios auxiliares de comunicación) o servicios de traducción/interpretación de idiomas durante esta reunión deberán notificarlo al equipo del proyecto con cinco días de antelación llamando al **505-535-4442** o a info@i25gibson.com. Todos los materiales de la reunión se traducirán al español con antelación.



¡INFORMADO! MANTENTE



¡Suscríbete a las actualizaciones en i25gibson.com!

INFORMACIÓN DE CONTACTO

Línea directa: 505-535-4442 | Correo electrónico: info@i25gibson.com

Página web: i25gibson.com