



City of Albuquerque

Department of Municipal Development

Timothy M. Keller, Mayor

Jennifer Turner, Director

Greater Albuquerque Active Transportation Committee (GAATC)

Meeting Minutes

June 8, 2026 | 4:00 – 6:00 PM

- **Call to order**

The Greater Albuquerque Active Transportation Committee Meeting of June 8, 2026, was called to order by Chair Carver at 4:00 pm.

- **Introductions**

Committee Members Present

- Chair Adrian Carver
- Alex Applegate
- Dr. Naomi George arrived at 4:04 pm
- Frank Horine
- Andrew Keleher
- Melinda Montoya
- Joseph Moriarty
- Scott Quakkelaar

Committee Members Absent

- Vice Chair Sebastian Bentley

Staff Members Present

- Robert Messenger, Planning Department
- Deepa Bansal, Council Services
- Debbie Bauman, Department of Municipal Development (DMD)
- Misa Bloom, Planning Department
- Aziza Chavez, Council Services
- Tara Cok, Mid-Region Council of Governments (MRCOG)
- Charles Davis, City Legal
- Bridgette Garrett, DMD
- Valerie Hermanson, DMD
- Albert Lee, Office of Sustainability
- Julie Luna, Bernalillo County
- Danyel Mayer, Council Services
- Davin Nelson, Bernalillo County
- Whitney Phelan, Parks and Recreation Department (PRD)

Visitors Present

- Ben Garland
- Daniel Majewski, Pland Collaborative
- Peter Rice, Downtown ABQ News
- Andrew Sutliff, WSP
- Marcos Gonzales, WSP

- **Review and Approval of June 8, 2026 Meeting Agenda**
 - Motion: Member Applegate moved to approve the June 8, 2026 agenda.
 - Second: Member Montoya seconded.
 - Yes: Member Carver, Member Applegate, Member George, Member Horine, Member Keleher, Member Moriarty, Member Montoya, Member Quakkelaar
 - Absent: Member Bentley
 - Abstained:
 - Motion approved 8-0-1

- **Review and Approval of May 11, 2026 Meeting Minutes**
 - Motion: Member Applegate moved to approve the May 11, 2026, meeting minutes.
 - Second: Member Montoya seconded.
 - Yes: Member Carver, Member Applegate, Member Horine, Member Keleher, Member Montoya, Member Quakkelaar
 - Absent: Member Bentley
 - Abstained: Member Moriarty, Member George
 - Motion approved: 6-0-3

- **Public Comments** - None

- **Agenda Item #1**
 - Presentation: West Central Complete Streets Project, Bridgette Garrett, Department of Municipal Development, City of Albuquerque and Andrew Sutliff, WSP
 - Shared information about past improvements near Central and Unser, including the first part of this project on Central between 90th Street and Sarracino Place on the north side of the street. That project narrowed driving lanes, added buffered bike lanes, a paved bi-directional sidepath, and street and pedestrian lighting. This project is building on the previous one and is from 98th Street to Sarracino Place and includes improvements on both the north and south sides of the street. The project aligns with the City's Vision Zero Year-in-Review (Action Plan Update), which prioritizes safe multimodal street design and improvements on High Fatal and Injury Network (HFIN) corridors within highly vulnerable communities.
 - For eastbound Central, the project is proposing narrowing driving lanes, adding a 6' separated bike lane, and a sidewalk with a pedestrian buffer. On the frontage road, the project proposes adding a 10' bi-directional sidepath, a 25-mph speed limit, and wider lanes to accommodate larger vehicles. For westbound Central, existing driving lanes will be narrowed, and the buffered bike lane will continue. At the intersection of Central and 98th Street, the project proposes building a protected bicycle intersection, which will shorten the crossing distance for vulnerable road users (VRUs), slow driver turning movements, provide head start signal timing for VRUs, and increase visibility and yielding space for drivers and VRUs.
 - The project team is requesting GAATC's support for this important project. GAATC expressed support for the project and requested including an action item with a resolution at its July meeting.

- **Agenda Item #2**

- Presentation: Proposed Rio Grande Trail through Albuquerque, Daniel Majewski, Pland Collaborative
 - Shared information and background about the Rio Grande Trail, which, once created, will run the entire stretch of New Mexico from the southern border to the northern border. It was created by the New Mexico State Legislature in 2015. The idea was to create a multi-use trail along the Rio Grande or, where possible. In 2018, a consulting firm created a master plan, and Pland was hired to further assess and ground-truth the proposed alignment and adjust where needed. When this was founded in 2015, and with the 2018 master plan, very little to no Tribal engagement occurred. Pland is working to reach out to different tribes. Some of the Tribes are neutral, some are supportive, and some are opposed, including Sandia Pueblo, which is why they're proposing routing the trail through Albuquerque. See the map attached with the original and proposed alignments. They're calling the alignment through Albuquerque the Bosque Trail to Harris Canyon connection. The alignment they are proposing includes more multi-use trail than the 2018 Master Plan, and they tried to think through the level of comfort for people using the alignment.
 - The project team is requesting GAATC's support for the proposed alignment through Albuquerque. GAATC expressed support for the project and the proposed alignment. GAATC suggested including an action item with a letter of support at a future meeting.
 - More information: <https://riograndetrailnm.org/>

- **Staff Reports**

- Department of Municipal Development: Staff's understanding is that there was an evaluation looking into all 58 of the city's boards and committees and whether some needed to be dissolved, merged, or have their ordinances updated. From that evaluation, there was a recommendation to merge GAATC and GARTC, which promoted the legislation O-26-28, which has been postponed until City Council's June 15 meeting. The legislation will create a temporary task force comprised of 3 GARTC members and 3 GAATC members and a seventh member who will serve as the chairperson and be selected by the 6 members. Ultimately, the task force will prepare a report and recommendation to the Administration and City Council. The current legislation states the report would be due by July; however, in the last Council meeting, there was discussion about amending this language to provide the task force additional time. Staff is prepared to have a special meeting or to have the selection of the 3 GAATC members for the task force at the July meeting. Staff recommends waiting to see what action is taken at the City Council meeting.

Chair Carver invited Danyel Mayer from Council Services to the meeting to further explain everything.

- Council Services: Danyel Mayer was a member of an advisory task force to review the two boards and prepare a report that proposed merging GAATC and GARTC (O-26-1). She stated that a survey was sent to the Departments and each Committee's Chair in 2025 requesting feedback, and that they based their recommendations on it. Danyel stated that Paul Olson filled out one survey and the other one was anonymous. She also shared that Councilor Fiebelkorn is drafting an amendment that would allow the task force to propose not merging.

GAATC expressed concern about the lack of coordination with them. Alex Applegate was the Chair at the time and did not recall receiving a questionnaire. Regardless, GAATC feels the whole committee should have been consulted on such a big decision. GAATC expressed concern about the distinction between recreation and transportation, which largely separates the two committees, and noted that GAATC is not concerned with off-street trails and is focused on on-street facilities (another difference). Chair Carver requested that the legislation be deferred again, so that the committee can be included in the conversation and so that City Council can have a deeper consideration for what is being proposed.

- Other updates: Council staff submitted an application to amend the Comprehensive Plan extending a Main Street designation on Central beyond Wyoming all the way to Tramway Blvd. This item will be on EPC's July 16 agenda. Ultimately, the goal is to encourage better urban design on East Central and to guide future development as per standards of the Comp Plan and the IDO. Main Streets are highly walkable and lively streets, with wider streets, landscape buffers, and separated bike lanes.
- Planning Department: Bicycle Carnival Event for the Near North Valley and North I-25 Community Planning Area (CPAs) assessments on June 24th from 5 – 7 pm at the Los Duranes Community Center. This celebration/event will have food, family-friendly and bike-themed activities, and allow input for recommended policies and actions. Contact Robert Messenger for more information rmessenger@cabq.gov
- Parks and Recreation Department: Work begins soon on the North Diversion Channel Trail rehabilitation project.
 - PRD is also finishing the obligation process for the Alameda Drain Trail Phase 5, which will continue along Matthew and follow the drain south to almost Rio Grande.
 - Related to the conversation of merging GAATC and GARTC, staff shared that GARTC is also not in support of this proposed merger, and some members have initiated their own letters to City Councilors. Before 2021, GABAC (previous iteration of GAATC) would have combined meetings quarterly, but not a lot of business was conducted in these meetings due to the mismatch of recreation and transportation. GARTC felt their voice was lost in these meetings, and in 2021, they voted to stop meeting quarterly.
- Bernalillo County Public Works: Upcoming Bernalillo County Projects:
 - Alameda Drain Trail Phase 6 (Design) – this is a multi-use trail along the 2nd St NW corridor from Vista Azul Lane to Alameda Blvd.
 - Isleta Drain Trail Phase 1 (Design) – this is a multi-use trail from Central Ave to Blake Re along the Isleta Drain in the South Valley
 - Isleta Blvd Reconstruction Phase 1 – Isleta Blvd from Malpais Rd to Luchetti Rd will be reconstructed with bicycle lanes and sidewalks. This project will go to construction shortly.
 - Isleta Blvd Reconstruction Phase 2 (Design) – Isleta Blvd from Luchetti Rd to Don Felipe Rd is under design to include bicycle lanes and sidewalks.
 - 4th St NW Road Diet – This project will go to construction shortly. It will reconstruct the four-lane cross-section of 4th St NW to three lanes, with bicycle lanes and sidewalks from just south of Ortega Rd to Alameda Blvd.
 - Bridge Blvd Phase 3 (Design) – Bridge Blvd from Lura Rd to Young Ave will be reconstructed to include buffer bicycle lanes, sidewalks, medians for access management, and reconstructed intersections.
- Next Meeting: July 13, 2026, 4 – 6 pm
- Adjourn: 5:38 pm



WEST CENTRAL COMPLETE STREETS

CPN 632194; NMDOT CN A302335

Greater Albuquerque Active Transportation Committee (GAATC)
June 2026



Presentation Overview

- Review of past investments and previously completed projects on West Central
- Next section of improvements on West Central – Sarracino Place to 98th Street
 - How this project aligns with and furthers Vision Zero goals
 - Proposed improvements
 - Timeline and Funding
- Request
- Q&A

Unser Boulevard Reconstruction



Before



After

- Roadway realignment & widening
- Intersection & signal improvements
- Added buffered bike lane
- Added a paved bi-directional sidepath
- Sidewalk and ADA improvements

Central Avenue Median Landscaping – 106th to Unser



- Reconstructed medians
- Added plants, gravel, and irrigation

West Central – 90th Street to Sarracino Place



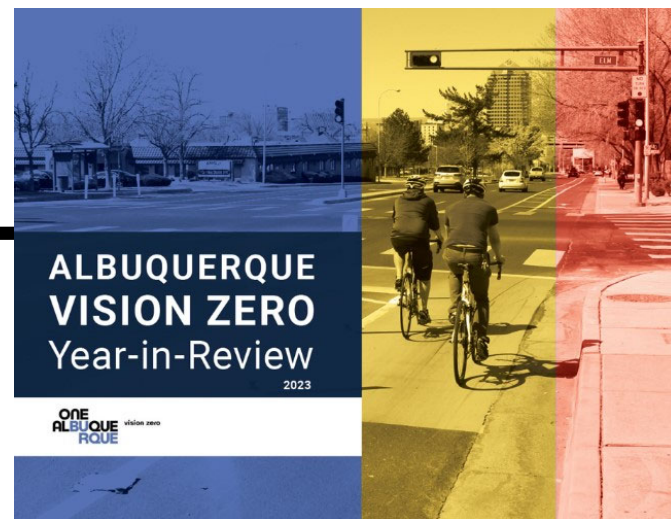
- Narrowed driving lanes
- Added buffered bike lane
- Added a paved bi-directional sidepath
- Street & pedestrian lighting

West Central – Sarracino Place to 98th Street



Plan: Vision Zero

- 2023 Vision Zero Year-in-Review – served as Action Plan Update (approved at Council November 2023)
 - Prioritizes
 - 32 actions
 - High Fatal and Injury Network (HFIN)
 - 4 Themes:



Safe Multimodal Street Design (and safe speeds)

Prioritize the safety of all road users by designing for safe speeds and using complete streets design principles

Shift to Active Modes

Promote opportunities for people to safely walk, ride a bike, use mobility devices, and take transit

Culture of Safety

City leaders, planners and engineers, and road users set priorities and make decisions that improve roadway safety

Data and Transparency

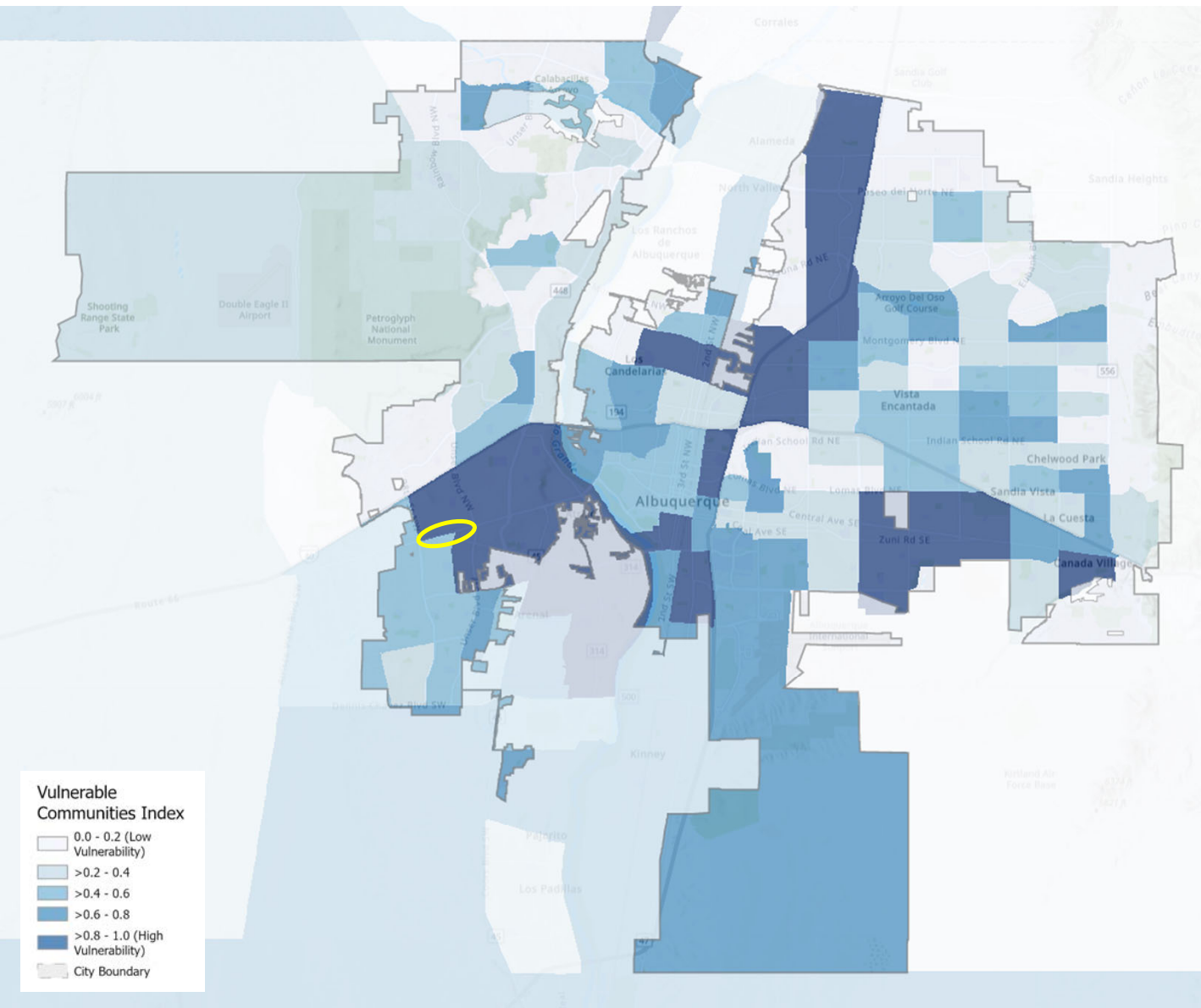
Improve the timeliness and quality of data for better decision-making and allocation of resources

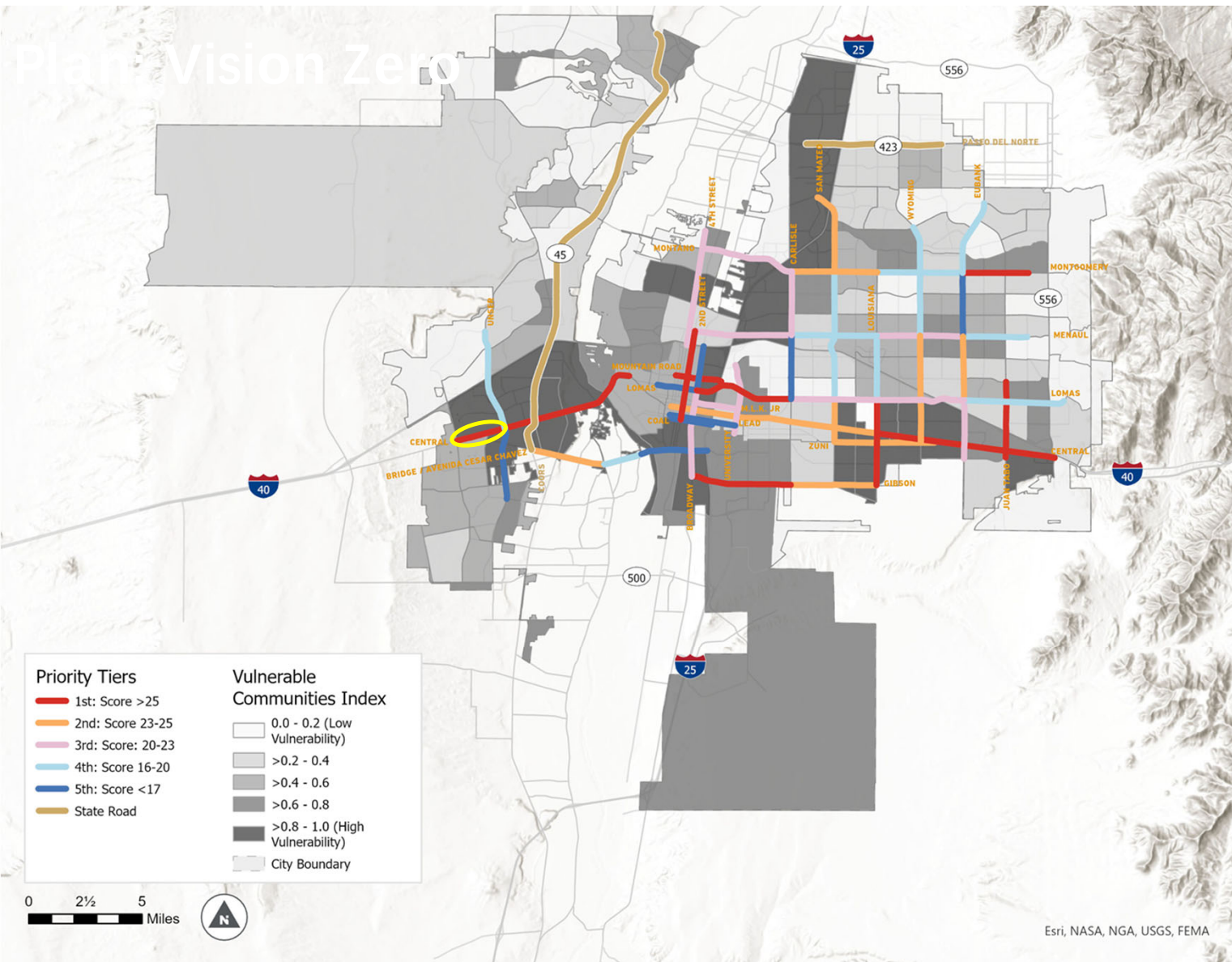
Vulnerable Communities Index

- Social Vulnerability Index developed by the Centers for Disease Control and Prevention (CDC)

Vulnerability Indicators

- Per capita income
- Population 65+
- Population 17 and under
- People with a disability
- Non-white population
- Limited English proficiency
- Multi-family (10+ units)
- Households with no vehicle





Prioritized High Fatal and Injury Network (HFIN)

41%

of fatalities occurred on these 24 corridors (2015-2019)

16%

of road miles in Albuquerque

90%

are Principal Arterials

Proposed Improvements

■ Eastbound Central Avenue

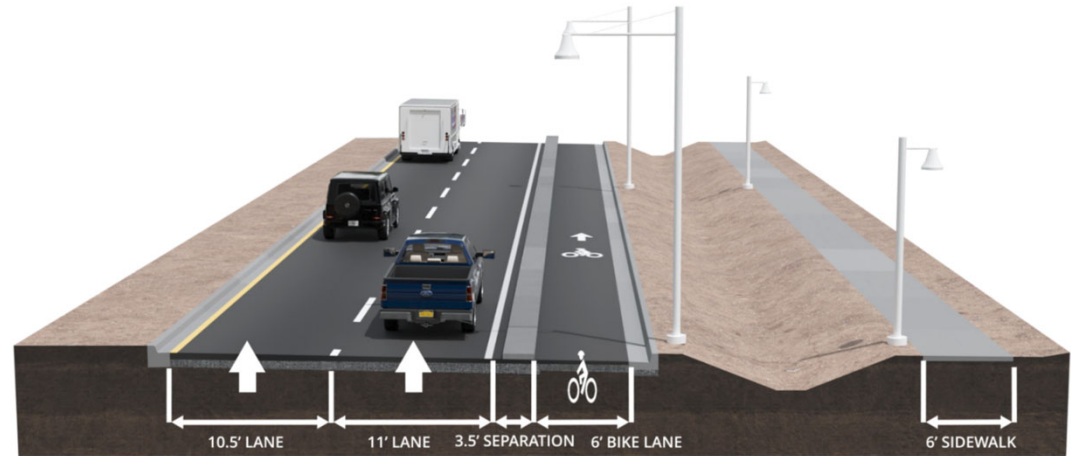
- Existing driving lanes narrowed
- 6' wide separated bike lane
- Sidewalk with pedestrian buffer

■ Frontage Road

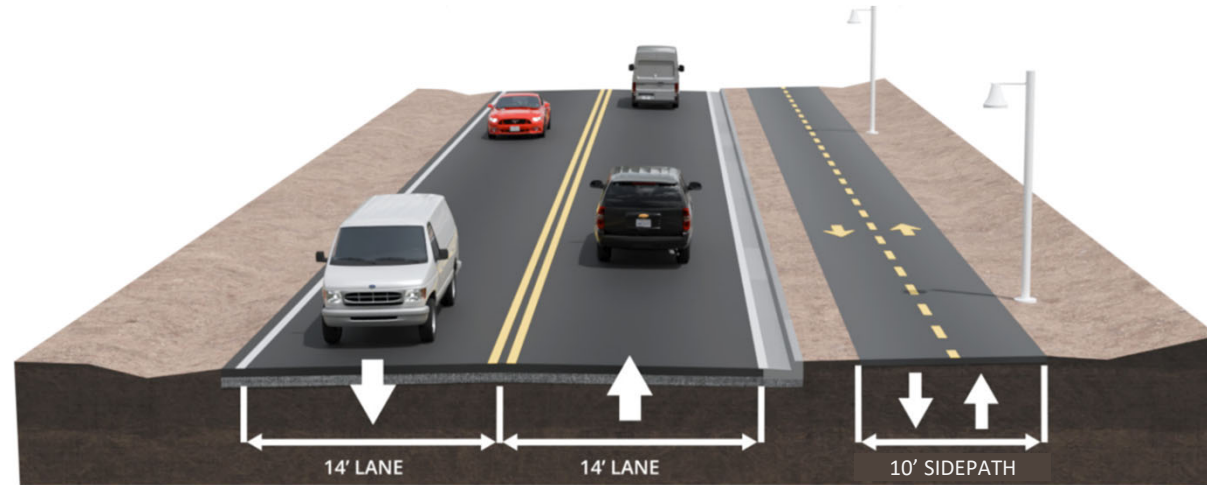
- 10' wide bi-directional sidepath
- 25 MPH Speed Limit for Frontage Road
- Wider lanes accommodate shared use

■ Westbound Central Avenue

- Existing driving lanes narrowed
- Buffered bike lane



Central Avenue Eastbound Lanes
(Between 98th Street and 86th Street)



Central Avenue Frontage Road (Between 98th Street and 90th Street)

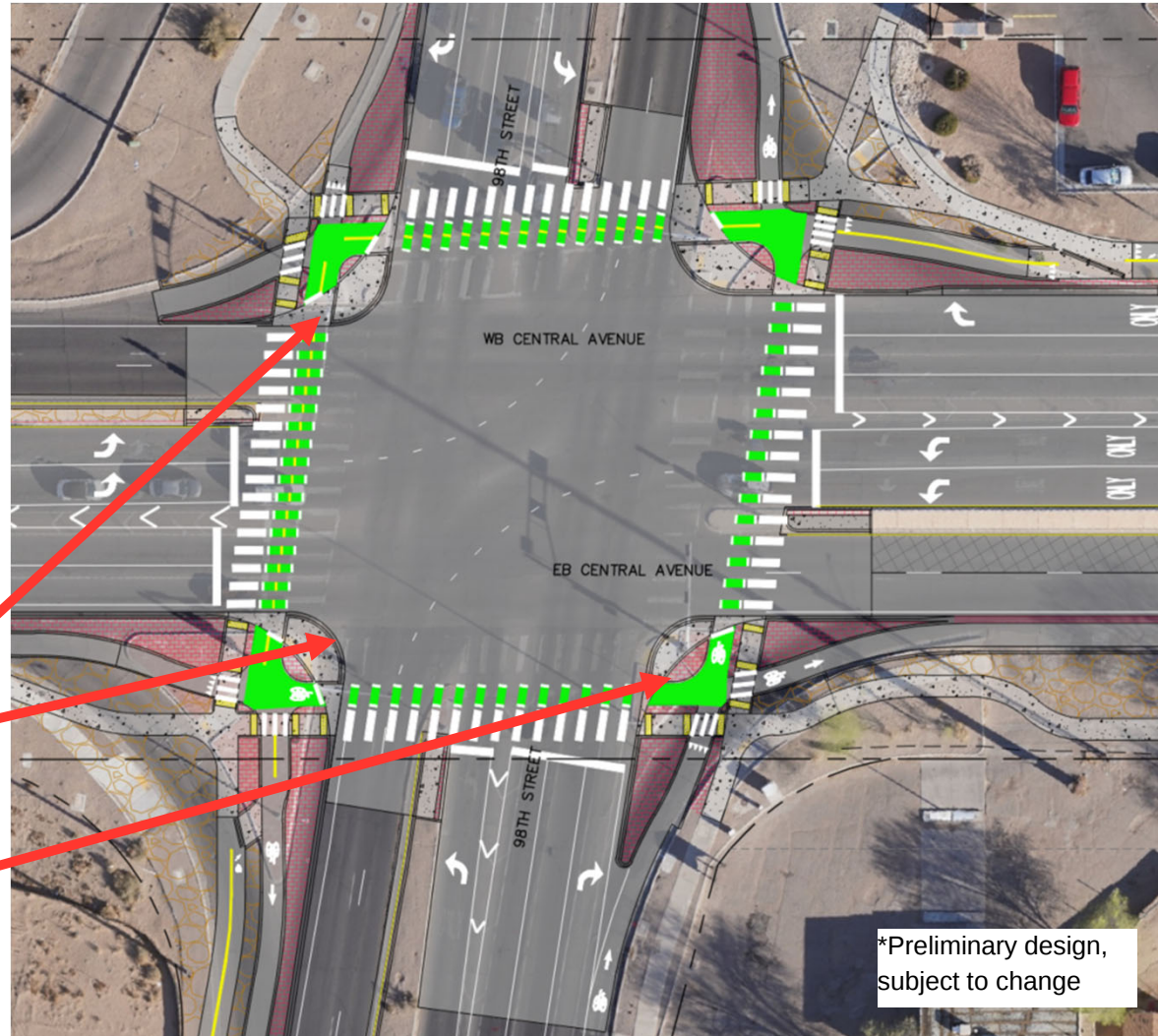
Protected Intersection at 98th Street

■ Why here?

- Identified as a priority intersection on the HFIN
- High speeds at current conflict points
- Long crossing distance leaves Vulnerable Roadway Users (VRUs) exposed

■ Benefits

- Shorten exposed crossing distances for VRUs
- Slows vehicle turning movements
- Signal timing provides VRU head starts
- Increase visibility and yielding space for drivers



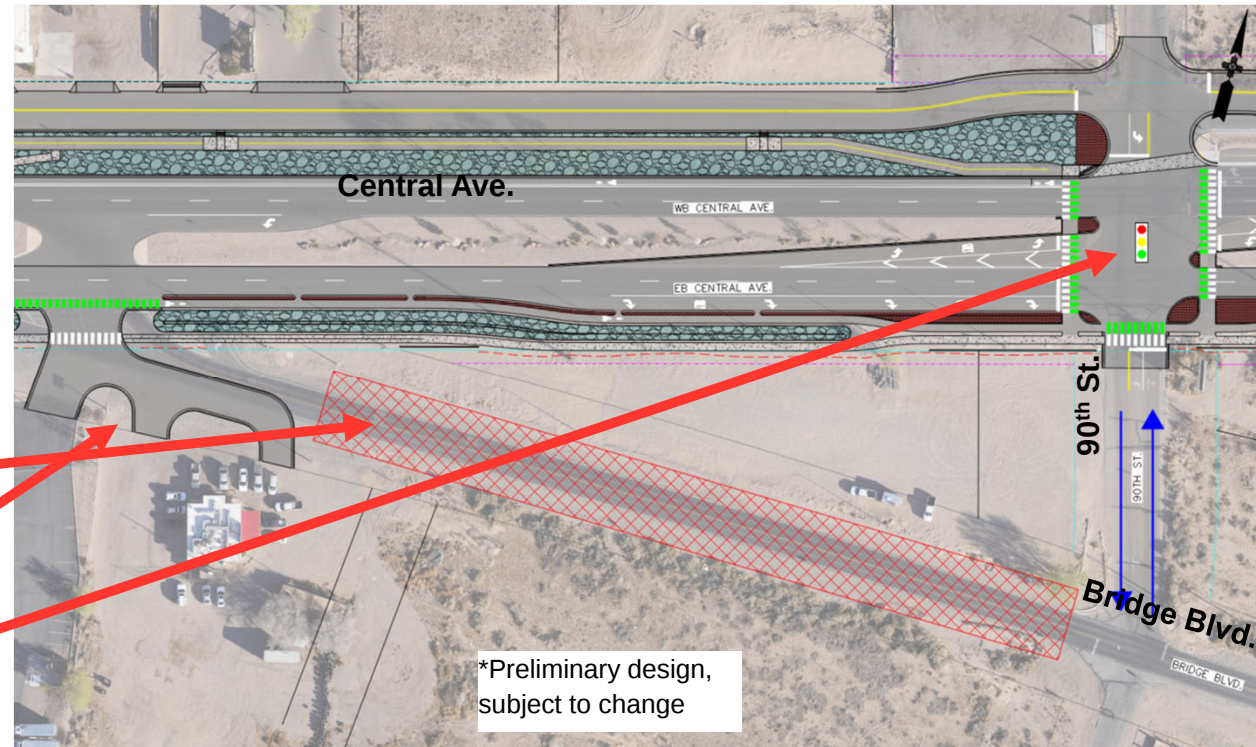
Bridge Boulevard & 90th Streets Intersections

Existing configuration issues

- Poor visibility for drivers turning onto Central
- No eastbound deceleration lane or turn lane
- Wide pavement opening
 - Longer crossing distance for VRUs
- No pedestrian crossing for accessing businesses or bus stops

Proposed improvements

- Closing Bridge Boulevard between Central Avenue and 90th Street
 - Maintain business access from Central
- A new signal at 90th Street and Central Avenue



Other design elements



Lighting Improvements



The existing decorative lighting seen along the West Central corridor will be extended through the project limits.

- ✓ Street lighting for both westbound and eastbound Central Avenue.
- ✓ Pedestrian lighting will be provided for the Frontage Road as well as the eastbound Central sidewalk.



Bus Stop Treatments



To accommodate the separated bike lanes, floating bus stops will be implemented.

- ✓ Allows buses to easily access the platform.
- ✓ Allows for bike lanes to transition behind the bus stop.
- ✓ Cyclists yield to pedestrians accessing the bus platform
- ✓ Allows space for amenities like benches



Drainage Bioswales



Bioswales have been proposed for the space between the separated bike lane and the sidewalk.

- ✓ Cost-effective way of capturing drainage flows from the roadway
- ✓ Controls erosion while being foundational for future landscaping.
- ✓ Works in conjunction with underground stormwater drainage systems to accommodate larger storms.

Project Schedule and Funding

This project is locally and federally funded for design and construction



**Additional Right of Way will be required within the corridor.*



WE NEED YOUR SUPPORT!



Rio Grande Trail Bosque Trail - Tijeras Canyon Connection



LEGEND

2018 Master Plan Alignment

- Designated
- Undesignated
- ... Proposed

Realignment

- Bosque Trail - Tijeras Canyon Connection

NM Surface Ownership

- Department of Defense

CABQ Bicycle Facilities

- Bike Blvd

- Bike Lane
- Bike Route
- Buffered Lane
- Crossing
- Hiking Trail
- NMDOT Bike Facility
- Paved Multiple Use Trail
- Unpaved Multiple Use Trail
- Rio Grande



0 0.5 1 mi