



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

September 9, 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

Notice: If you are a person with a disability and require assistance to participate in this meeting, please call 505-768-2680, 72 hours prior to the meeting. TTY users may access this number via NM Relay at 1-800-659-8331.

- **GAATC member introductions**

[] Ryan Mast (Vice Chair)
NE Quadrant

[] Dr. Naomi George
SE Quadrant

[] Alex Applegate
NW Quadrant

[] Vacant
SW Quadrant

[] Vacant
Pedestrians + Transit
Users

[] Josiah Hooten
Bicyclists

[] Vacant
Represent individuals
w/a Disability

[] Vacant
Youth (Under 24)

[] Lanny Toning
Older Adults (over 60)

- **Staff introductions**

- **Members of the public introductions**

- **Approval of September 9, 2024 Meeting Agenda**

- **Approval of June 10, 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 September 9, 2024**) OR use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.

- **Discussion / Action Items**

1. **Discussion:** GAATC member request to put together letter to NMDOT with recommendations for the Montgomery/Comanche Interchange Project (Alex Applegate)

Next Meeting: Monday, October 21, 2024



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2. Discussion: Traffic circles – Two locations: Constitution / Copper (Tim Brown, DMD)

- **Presentations**

None.

- **Staff Reports**

- Municipal Development (DMD)
 - Traffic Engineering
 - Transportation Engineering/Vision Zero
- Council Services
- Parks and Recreation
- Planning
- ABQ RIDE
- Sustainability
- Bernalillo County
- MRCOG
- NMDOT District 3

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
 - Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
- **Next Meeting:** October 21, 2024, 4 – 6 pm NOTE: This meeting was moved one week later because of Indigenous Peoples' Day on October 14, 2024.
- **Adjourn**

Next Meeting: Monday, October 21, 2024

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Committee Members Present

Alex Applegate

Dr. Naomi George

Josiah Hooten

Committee Members Absent

Ryan Mast (Vice Chair)

Lanny Tanning

Staff Members Present

Tim Brown (DMD)

Valerie Hermanson (DMD)

Jessica Sapunar-Jursich (DMD)

Albert Lee (Sustainability)

Robert Messenger (CABQ Planning)

Paul Olson (DMD)

Jenae Robertson (TYLin)

Visitors Present

Ben Garland, UNM Center for Pedestrian and Bicyclist Safety

Brett McDowell

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

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Since there is no GAATC Chair, GAATC members present at the September 9, 2024 meeting, all requested that City staff, Valerie Hermanson, run/manage the meeting.

Valerie Hermanson called the meeting to order at 4:03 pm.

- **Approval of September 9, 2024, Meeting Agenda**
Alex Applegate (motion); Dr. Naomi George (second)
Yes: Dr. Naomi George, Alex Applegate, Josiah Hooten
- **Approval of June 10, 2024, Meeting Minutes**
Alex Applegate (motion); Josiah Hooten (second)
Yes: Dr. Naomi George, Alex Applegate, Josiah Hooten
- **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 September 9, 2024**) OR use the virtual raise hand feature during the meeting.
 - Emailed Comments
 - None
 - Public Comments
 - None
- **Discussion / Action Items**
 1. **Discussion:** GAATC member request to put together letter to NMDOT with recommendations for the Montgomery/Comanche Interchange Project (Alex Applegate)
 - *Overview for Comanche Interchange, 4 Main Pedestrian and Cyclist Safety Issues:*
 - Right turn on red
 - Rounded corners for speed
 - Bike lane must merge across turn lane to get shared-use path, stuck between two lanes of traffic going 40 MPH
 - Forcing cyclists across traffic to get to multi-use path
 - Leading to more accidents and deaths
 - Sharrows- bike lanes remaining on right side of cyclists
 - No separated bike lanes, forcing cyclists to share the road with speeding traffic
 - Going from a protected lane (under bridge), to through traffic then getting to the bike lane on going east on Comanche

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- Federal Highway Administration (FHWA) Bikeway Selection Guide states that a street with over 2,000 vehicles per day or speeds exceeding 20 MPH, cyclists *need* a dedicated lane. When higher, it shall be *fully* separated from traffic.
- Bike lanes being closed due to Comanche construction, adds 24-minute detour route, therefore, a safer and temporary bike lane should be integrated
- *Comanche Construction Requested Changes:*
 - No turns on red or *dedicated* signal for cyclists to cross
 - reduce pedestrian and cyclist accidents by over 10%
 - Square corners, as opposed to rounded
 - slow traffic
 - reduce the amount of roadway pedestrians need to cross by 25% in the NE corner where Tim Vollman died
 - Continue the barrier separated shared-use paths
 - to remove sharrows
 - remove the need for cyclists to cross into turning traffic
- “New Mexico drivers are the worst in the nation- roads should be designed for that”
 - Info: <https://abq.news/2024/05/its-official-data-shows-new-mexico-has-the-worst-drivers-in-the-nation/>
- “Autos are the largest and fastest growing contributor to climate change and the USDOT predicts growth of 24% by 2050 (when we should be at 0%). We should encourage pedestrians and cyclists”
 - Info: <https://usa.streetsblog.org/2024/07/29/feds-warns-congress-that-americans-need-to-drive-less-to-survive-climate-change>

Q&A, Comments for Requested Support for Letter to NMDOT for Comanche/Montgomery Interchange:

- Naomi George: Comanche is the main east/west artery for that part of town?
 - Alex Applegate: Yes. I've ridden it for about 5+ years and stopped when Tim's accident and other incidents occurred. So I go west to Rio Grande, up to Paseo and that is the only other major road across.
 - Naomi George: That's what I recall. I think bringing in his death plays an important role. I do support the letter. My inclination is if this is the main east/west artery, why advocate for a road diet to 25 MPH diet measures? I just don't want the scope of ambitions to undermine progress using the safety questions that do arise.

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Even with the safety improvements I would feel unsafe on the road.

- Alex Applegate: I agree. I think that road is too fast and it is a scary road. I've gotten hit almost a few times, a brick was thrown at me, a broom handle- it's a nasty place to ride. I would be more than happy to reduce the speed even to 35 MPH. As construction is going on currently, I think these 3 things would be the most practical things that wouldn't cost a ton of redesign time to do.
- Valerie Hermanson: Quick question for clarification for the right turn lane. You don't like how the drivers turning right have to cross over the bike lane, or are you advocating for removing the turning lane, or you want it rearranged?
 - Alex Applegate: I don't like how to cyclists have to cross across the turn lane in order to get to the protected bike lane. I want them to move it so it's back in line and protected so it's safer than it is now.
- Steve Pilon: I agree with Naomi, seems like the issue is having sharrows on the south side, heading east bound. There needs to be room made for a multi-use or shared path under the bridge, across the frontage road, and continuing uphill- combining the bike and pedestrian traffic just underneath the overpass. The same goes on the other side, heading westbound on the east side of the freeway, the bike path needs to be put outside of turn lane and combine with the sidewalk to make a multi-use path that could be protected. Also, no right turn on red arrow needs to be put in place for the cyclists. The cyclist could be coming fast downhill thinking they can go through the light, but the vehicles would be making a right hook into the cyclists. The protected shared path needs to be extended east and west on the underpass and the light needs to be put in to control the right-hand turn.
- Valerie Hermanson: Alex, you are asking if Josiah and Naomi would be interested in putting together a letter and GAATC would vote on it in October?
 - Alex Applegate: Yes. I'd be more than happy to write the letter and if we could vote on it in October, that would be great.
 - Valerie Hermanson: Thank you for the clarification. I wanted to note the design committee for this project came to GAATC several years ago and GAATC provided recommendations to NMDOT. It was before my time at the City, so I cannot recall exactly what they recommended and if they were incorporated. But I encourage GAATC to look into these details of what were previously requested. They are on GAATC's meeting minutes page from 2021.

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<https://www.cabq.gov/municipaldevelopment/our-department/engineering/greater-albuquerque-active-transportation-committee/minutes-from-greater-albuquerque-bicycling-advisory-committee-meetings>

- Valerie Hermanson: I also want to offer how this relates to the Bikeway and Trail Facilities Plan (BTFP) Update. Our project team did consider what NMDOT was proposing for this section and identified other low stress alternatives. The BTFP is recommending a 2-way cycle track crossing at Candelaria because the vehicle volumes are lower. Our team looked for long distance spines, so for this one it would be Comanche, east of the freeway to Tramway as being a primary network corridor. Then directing people south to Candelaria to get past the interchange and then on Candelaria to the Bosque Trail. We came up with this recommendation based on what was proposed for the Comanche crossing and tried to create an all ages, abilities crossing recommendation. I wanted to offer that and make sure you're aware.

- 2. **Discussion:** Traffic circles – Two locations: Constitution / Copper (Tim Brown, DMD)
 - *Overview:* A traffic calming project is coming up on Constitution. Studies were completed in the area, including measuring speed and threshold was easily met for a traffic calming project.
 - *Goal:* Place a traffic circle to slow down cars. The idea is to fill the small traffic circle and force them into a path around the circle.
 - *Obstacles with Traffic Circle on Constitution:* With bike lanes, if the bike lanes ends and you now have a car in the space that you need to cross, as a cyclist you would need to determine what to do.
 - Concerns are placing it in a road with current bike lanes
 - Cyclists are already told that they can use the entire lane
 - Mixing spaces are not available
 - *Feedback requested:*
 - Should we design it and look at it afterwards?
 - Or should we immediately shut the idea down and figure something else to slow traffic on Constitution?
 - *Copper and Chelwood ideas:*
 - Four-way stop with substantial amount of crashes per year
 - The intersection is very similar to Constitutions
 - Bike lanes are on both sides of the road
 - Looking to introduce the intersection to a traffic circle
 - Slowing speed farther up the road toward the east and they approach the intersection
 - *Concerns with Copper and Chelwood:*

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- Westbound vehicles come speeding downhill and run into people going north and southbound
- Speeds need to be lowered

Q&A, Comments for Constitution Traffic Circles:

- Alex Applegate: I like traffic circles. In the Netherlands, they curve the bike lane around them and looks like there may be space to implement this on Constitution because the corners are rounded. Would you consider adding this in the plan?
 - Tim Brown: I have never seen where you would carry a bike lane through a circular intersection. I would definitely like to look that up. In the United States, it is general practice to give cyclists a choice. The cyclist can either merge in the driving lane or leave the bike lane, get on the sidewalk and negotiate the intersection more like a pedestrian. Fun fact; when you install a roundabout in an intersection, it is more difficult to find it on Google Maps. Example on Rio Grande, the cyclist can enter the driving lane or get on the sidewalk and negotiate it. But I am open to see what other countries are doing and see if there is a solution to define a space for the intersection for cyclists. It would ultimately depend on how big the intersection is as well. Thank you for the suggestion.
- Naomi George: I'm curious about the series of roundabouts help to bring the whole street in order from the vehicle perspective, for example on Silver Road. Would you consider doing more roundabouts more than just that intersection?
 - Tim Brown: Yes. There are multiple 4-way intersections along that intersection of Constitution. We would be looking to put a circle in every one of them and also taking other traffic calming measures at about a mile long section of Constitution. The primary goal would be to slow down traffic along the entire stretch.
 - Naomi George: I second Alex's opinion; I am largely in favor of roundabouts. If possible, I would like to drop a link to an article about how to design a roundabout for pedestrian and bicyclist safety. These wedge-shaped islands are good for pedestrians and on Constitution there's been horrible experiences because the sidewalk is so narrow. So I worry about utilizing the Constitution sidewalks for any purpose, but it would be nice to implement wedge-shaped islands on the roundabouts.
- Link Shared By Naomi:
<https://usa.streetsblog.org/2022/09/30/not-all-roundabouts-are-created-equal-when-it-comes-to-bicycle-safety>

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- Tim Brown: It sounds like people are supportive of the idea, and if so, we will move forward with design and advance to 30% design then come back to present and get feedback to ensure we are moving in the right direction that everyone is comfortable with. There are many locations in the city where we have roads with bike lanes and intersections with 2-way stops that would benefit from a traffic circle. But I would like to step carefully on this.
- **Presentations – No Presentations**
- **Staff Reports**
 - Municipal Development (DMD)
 - Traffic Engineering, Tim Brown:
 - No Updates
 - Transportation Engineering/Vision Zero, Valerie Hermanson:
 - Unsure of why recent GAATC selections to fill vacancies have not been on City Council’s agenda for final approval. Once they are approved, the City Clerk’s Office will notify our team and we will be able to bring on the new members. There are 4 applications awaiting approval.
 - Council Services:
 - No staff present
 - Parks and Recreation, Whitney Phelan:
 - Rail Trail had a groundbreaking on the 28th of August for the section from Mountain north to Bellemah. <https://www.krqe.com/news/albuquerque-metro/work-on-rail-trail-project-begins-in-albuquerques-sawmill-district/>
 - Alameda Drain Trail from 4th and Matthew to Rio Grande is available for a presentation if folks are interested in October.
 - BHI, Inc. is currently working on a maintenance and wayfinding project for trails, and we may be ready to present to GAATC in November.
 - Planning, Robert Messenger:
 - No Updates
 - ABQ RIDE:
 - No staff present
 - Sustainability, Albert Lee:
 - No Updates
 - Bernalillo County:
 - No staff present
 - MRCOG:
 - No staff present

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- NMDOT District 3:
 - No staff present

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
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 - Steve Pilon: Could Alex share his presentation through the chat?
 - Valerie Hermanson: It will be included in the meeting minutes.
 - Steve Pilon: Also, who is the chair that should be presiding in the committee?
 - Valerie Hermanson: At this time there is no chair and the vice chair was unable to participate. The GAATC members here today asked me to run their meeting.
 - Steve Pilon: The people who have been appointed to the committee, is there anything keeping them from attending these meetings as public meetings. The ones who have been appointed, have they been present in past GAATC meetings?
 - Valerie Hermanson: Yes, many of the folks awaiting approval have participated in GAATC meetings.
 - Steve Pilon: I just haven't really seen anyone from any occasions in the past, so I'm just wondering how much commitment there is from these newly appointment members if they are absent as members of the public to attend the meeting.
 - Ben Garland: I was just searching for Bike related documentation on the city website and found a link that brings up a lot of it. I want to share that with everyone by sending to Valerie and posting that in the chat.
 - Naomi George: Thinking about Steve's comment, is there a way we can help support outreach to fill the committee with the needed number of seats? I took the opportunity to switch a certain seat due to my demographics and make the SE neighborhood seat available. More expansive, is there some outreach we can do with the Council to try and get the seats filled to engage in more meaningful work? What can we do?
 - Valerie Hermanson: I want to be clear. We've received applicants for all seats except the Youth seat. Those candidates are moving forward in the process and waiting final approval on City Council's agenda. Once approved, GAATC's only vacancy will be the Youth seat and

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yes, I encourage you to advocate and share out with people encouraging applicants to apply for that seat.

- My understanding is that there have been many new appointments across all 57 of the city's boards and committees, so there is a backup in getting them all on Council's agendas. My understanding is they were going to be on August 5 Council agenda, then the 19th, and then the first meeting this month, and they weren't. I'm hopeful that they're going to be on Council's next agenda for final approval. Naomi, thank you for offering to switch seats to make your seat available since we had an applicant for your current seat.
 - Naomi George: Can we nudge the agenda maker politely to make sure this gets on the agenda?
 - Valerie Hermanson: This is outside of our control and we need to be patient. I'm the messenger and I have tried to respectfully nudge and request updates on where these are in the process, but it has not made an impact. Fortunately we do have people identified for most of the vacant seats.
-
- **Next Meeting:** October 21, 2024, 4 – 6 pm NOTE: This meeting was moved one week later because of Indigenous Peoples' Day on October 14, 2024.
 - **Adjourn 4:48pm**

Comanche Interchange

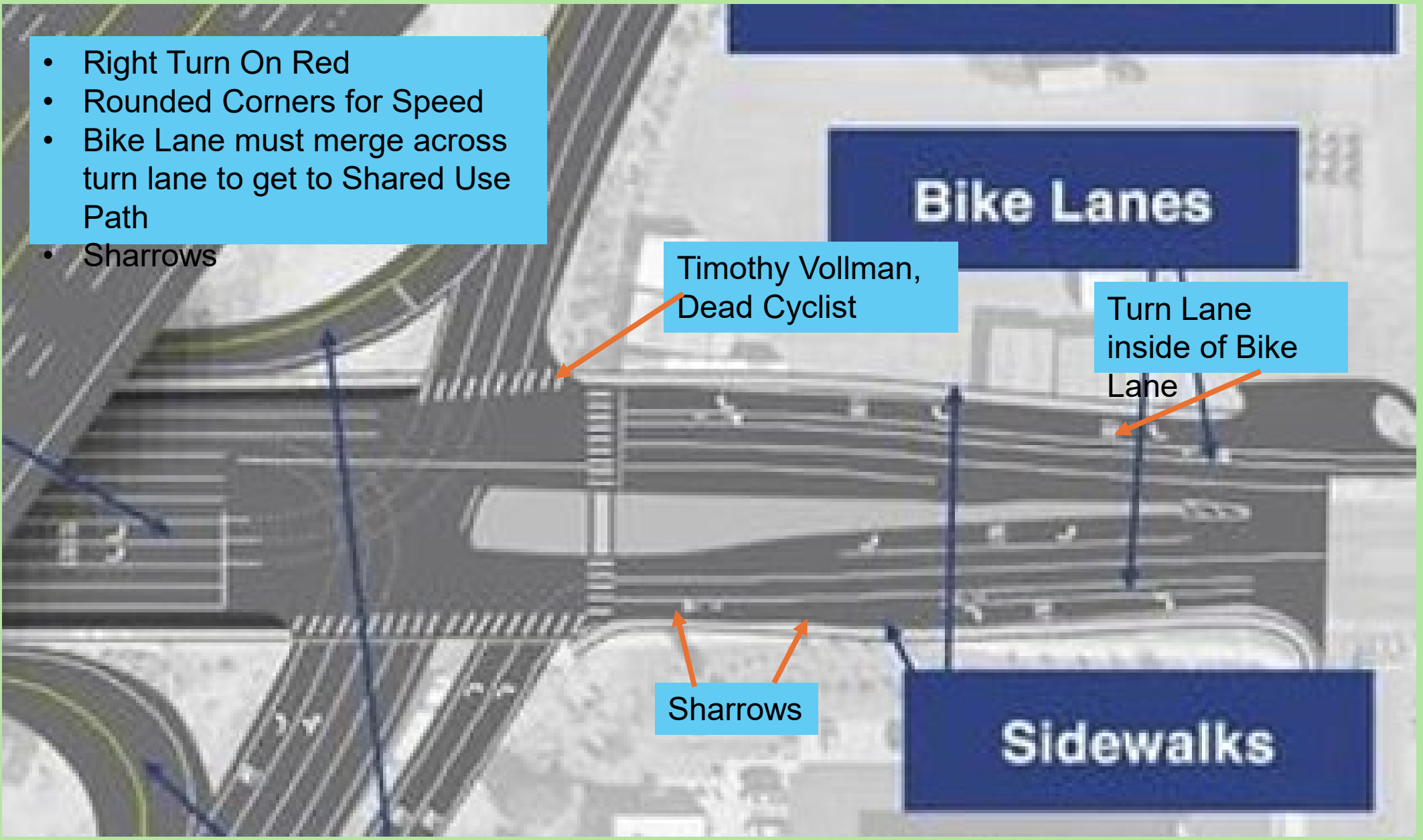


Pedestrian and Cyclist Safety Issues

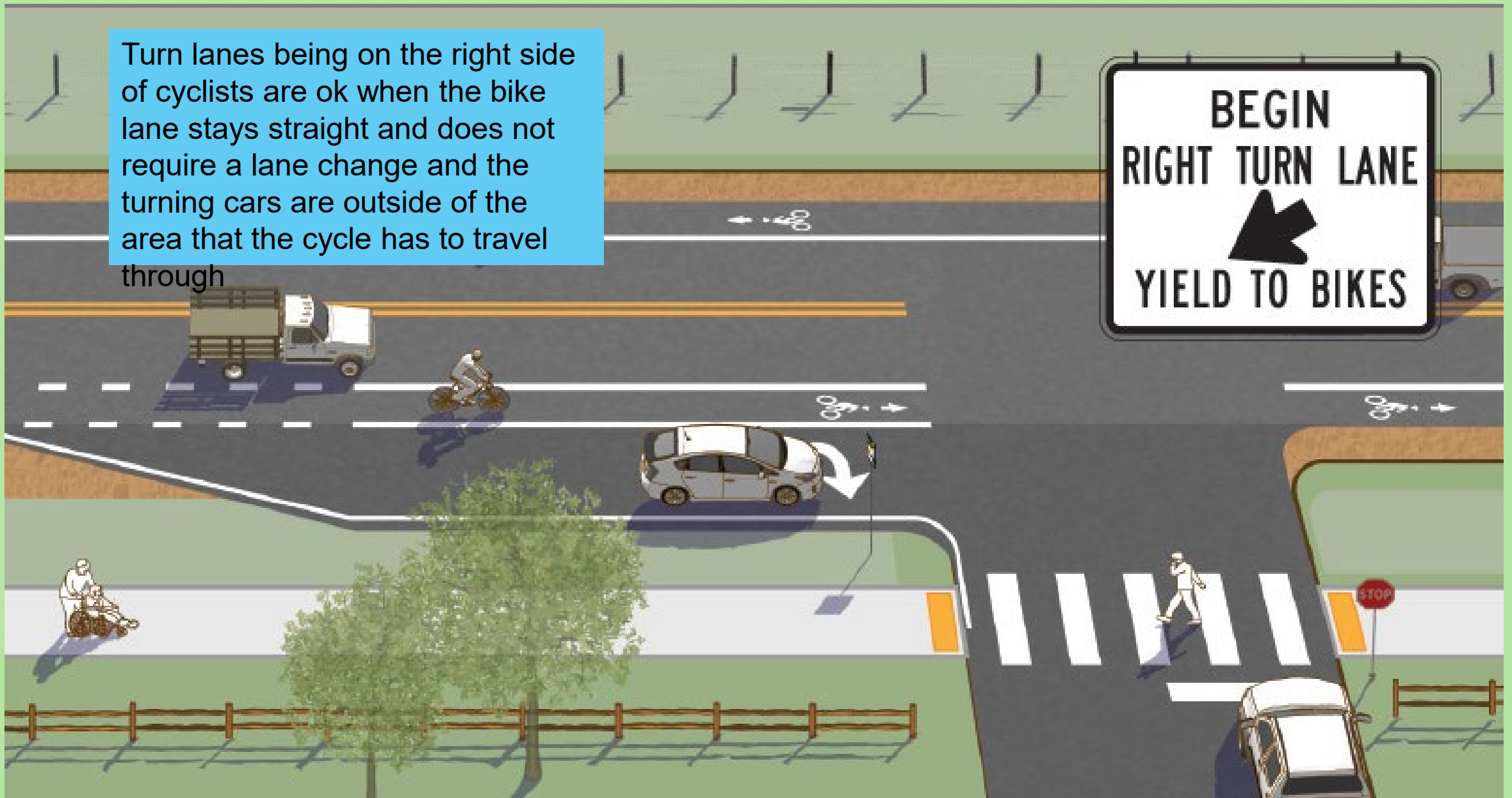
Comanche Interchange

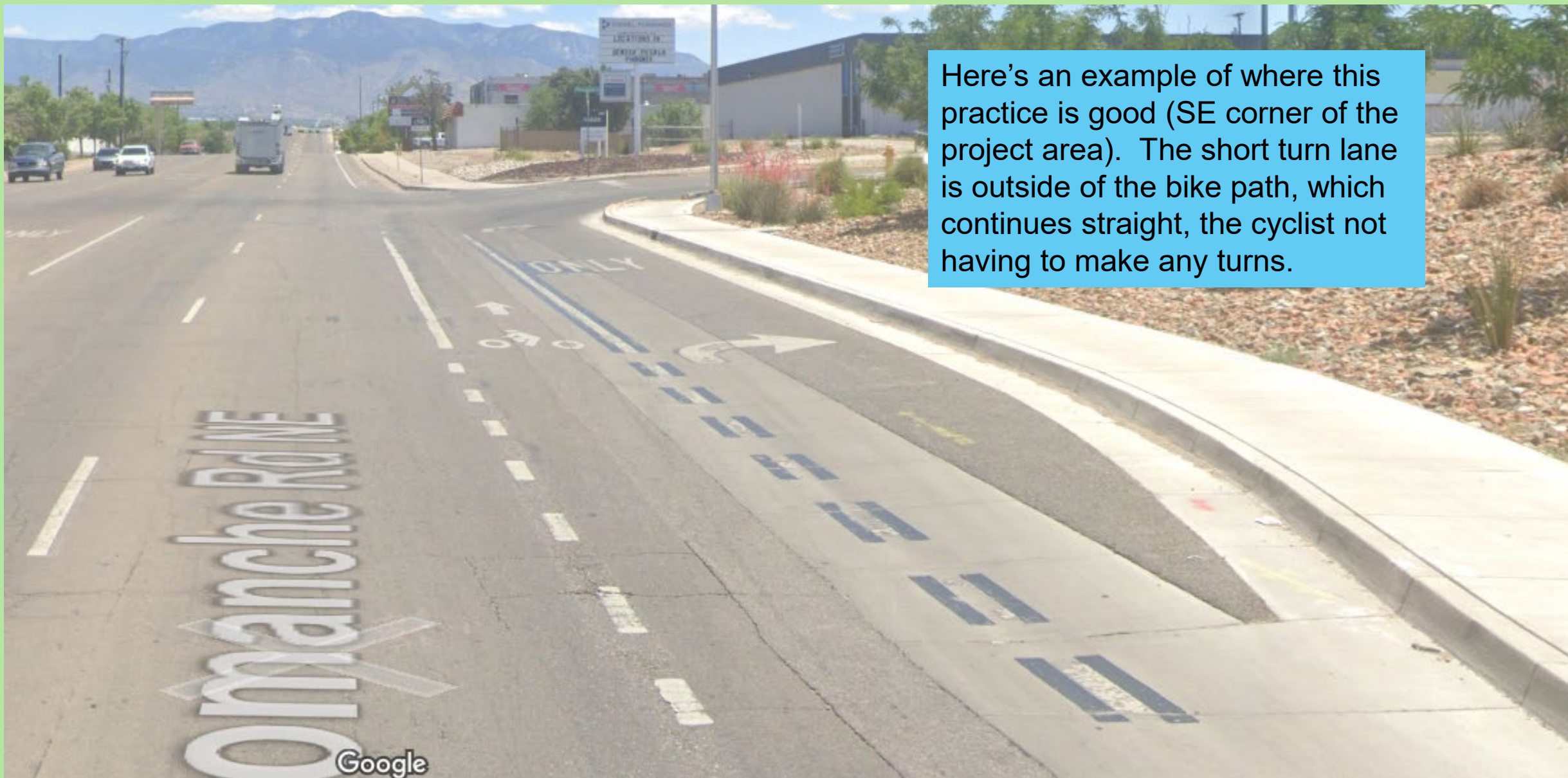


- Right Turn On Red
- Rounded Corners for Speed
- Bike Lane must merge across turn lane to get to Shared Use Path
- Sharrows

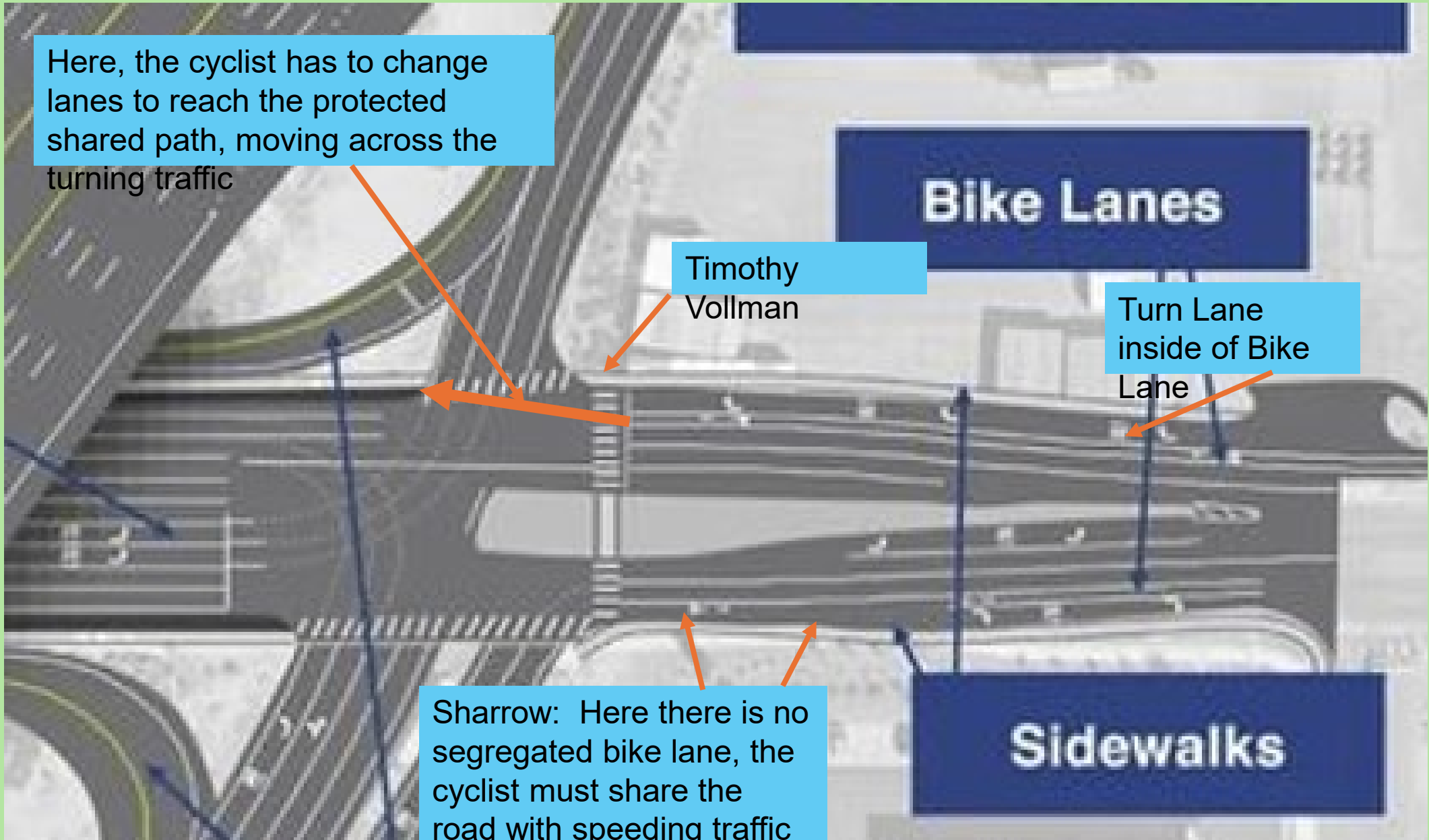


Turn lanes being on the right side of cyclists are ok when the bike lane stays straight and does not require a lane change and the turning cars are outside of the area that the cycle has to travel through





Here's an example of where this practice is good (SE corner of the project area). The short turn lane is outside of the bike path, which continues straight, the cyclist not having to make any turns.



Here, the cyclist has to change lanes to reach the protected shared path, moving across the turning traffic

Timothy Vollman

Turn Lane inside of Bike Lane

Sharrow: Here there is no segregated bike lane, the cyclist must share the road with speeding traffic

Bike Lanes

Sidewalks

The Federal Highway Administration (FHWA)'s Bikeway Selection Guide states that if a street has more than 2,000 vehicles per day or speeds exceeding 20 mph, bicyclists need a dedicated lane. And when those numbers climb even higher—more than 30 mph and 6,000 vehicles per day—it is unsafe not to have a fully separated bicycling facility.

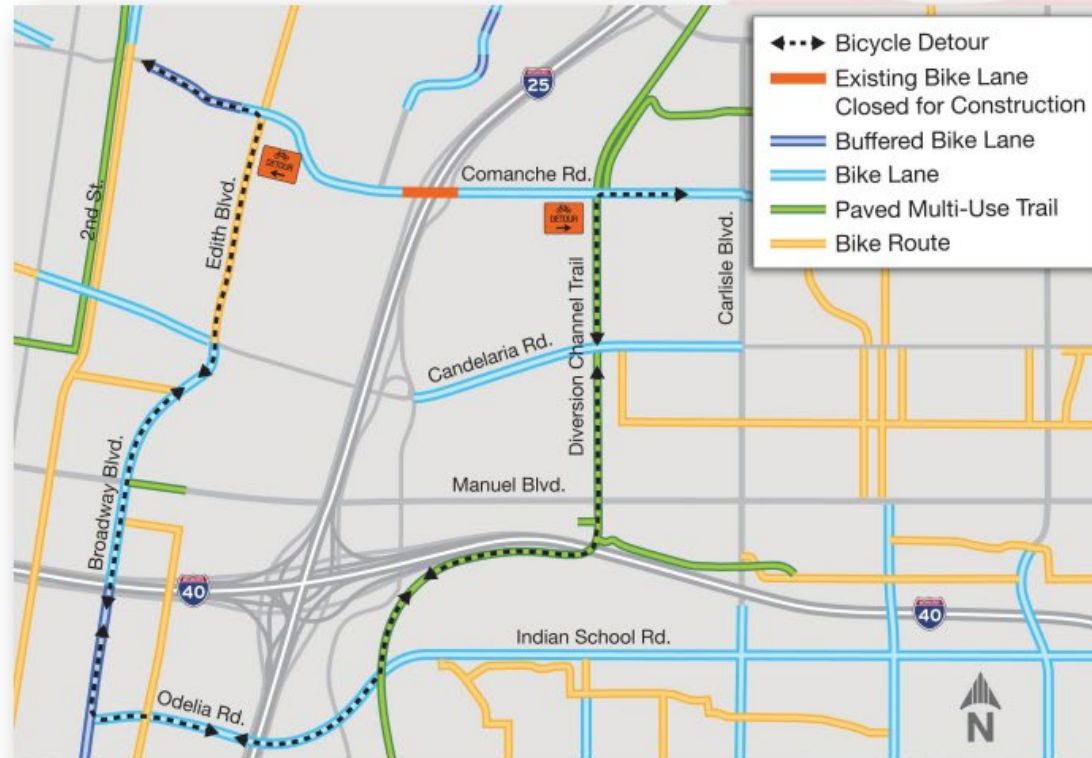


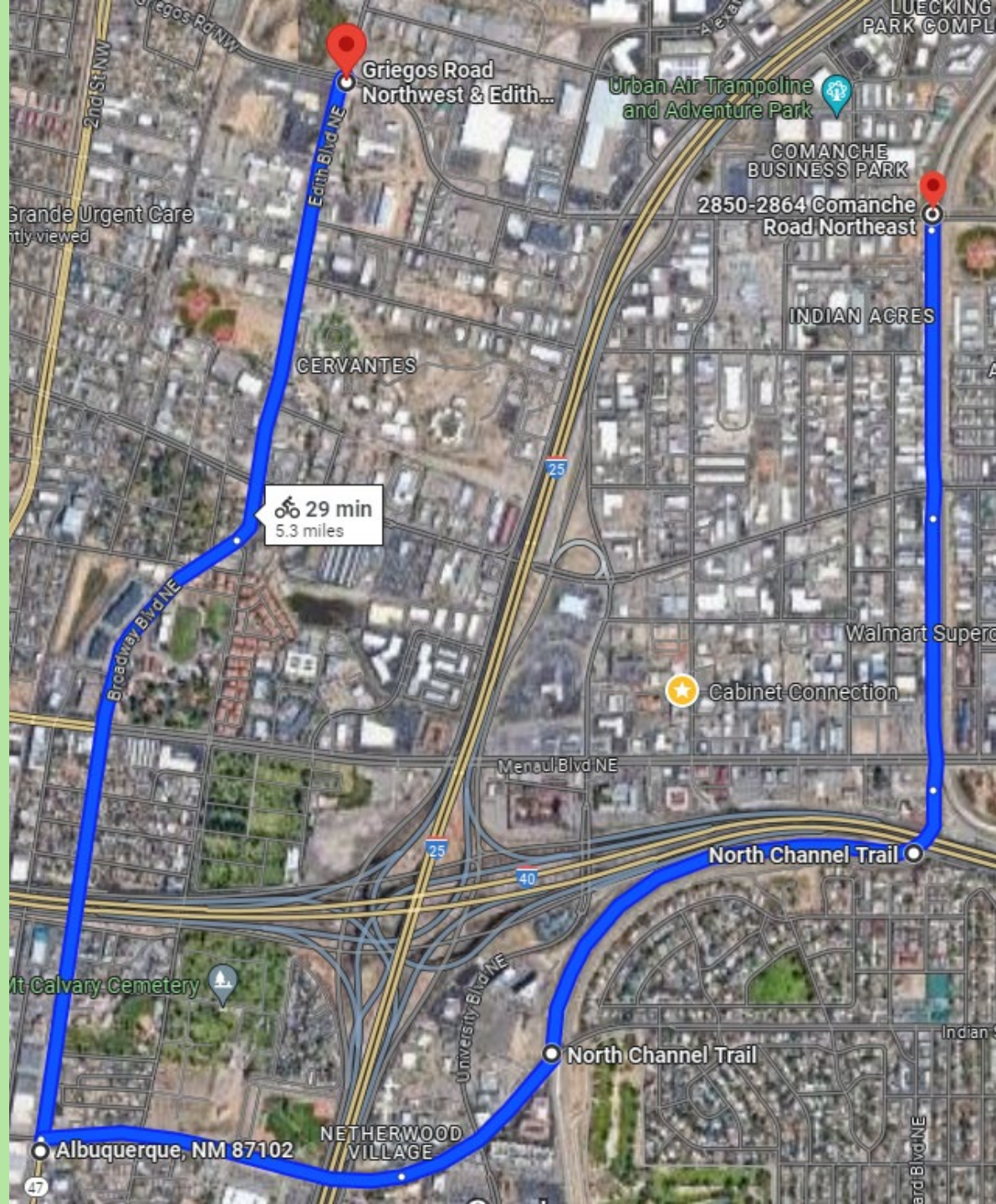
Why Comanche is Important?

Bike Detour is 5.5 miles. ABQ has Few East-West Routes



Bike Route Detour





The Ask

- No Right Turn on Red
 - Reduces Pedestrian and Cyclist Accidents by over 10%
- Square the Corners
 - Slows traffic
 - Reduces the amount of roadway that pedestrians have to cross (25% in the NE Corner where Tim Vollman died)
- Continue the Barrier Separated Shared Use Paths
 - Removes the sharrows
 - Removes the need for cyclists to cross into the turning traffic

BYE, HONEY. BACK
IN ABOUT AN HOUR.



OK.

REMEMBER THAT TRAFFIC DEATHS INVOLVING PEDESTRIANS ARE AT A 40-YEAR HIGH*, LIKELY BECAUSE STREETS ARE DESIGNED ABOVE ALL ELSE TO MAXIMIZE VEHICLE SPEED, TRUCKS AND SUVs ARE BIGGER AND HEAVIER THAN EVER, AND DRIVERS WOULD RATHER GAMBLE WITH YOUR LIFE THAN GO WITHOUT THEIR PHONES FOR 20 MINUTES.

*GOVERNORS HIGHWAY SAFETY ADMINISTRATION



CAN'T YOU JUST SAY,
"LOVE YOU, BE SAFE"?



THAT'S
IMPLICIT,
BABE.



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- **New Mexico Drivers are the Worst Drivers in the Nation – We should Design our Streets for that.**

- <https://abq.news/2024/05/its-official-data-shows-new-mexico-has-the-worst-drivers-in-the-nation/>

- **Autos are the Largest and Fastest Growing Contributor to Climate Change, and the USDOT Predicts Growth of 24% by 2050 (When We should be at Zero). We should encourage Pedestrians and Cyclists**

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