



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

October 21, 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 October 21, 2024 Meeting Agenda**

- **Approval of September 9, 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 October 21, 2024**) OR use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.

Presentation

1. **2024 Annual Complete Streets Maintenance Program**, Bridgette Garrett, DMD, City of Albuquerque and Andrew Sutliff, WSP

Next Meeting: Monday, November 18, 2024



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Discussion / Action Items

1. **Action:** Review and approve 2025 GAATC Meeting Schedule (attached)
2. **Action:** Review/take action on draft GAATC letter to NMDOT with recommendations for the Montgomery/Comanche Interchange Project (Alex Applegate) draft letter attached
3. **Discussion:** Bike lanes or bi-directional facility on 4th Street between Candelaria and Menaul (Requested by: Alex Applegate)

Staff Reports

- Municipal Development (DMD)
 - Traffic Engineering
 - Transportation Engineering/Planning/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:** November 18, 2024, 4 – 6 pm
NOTE: This meeting was moved one week later because of Veterans' Day on November 11, 2024.
- **Adjourn**

Next Meeting: Monday, November 18, 2024



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Greater Albuquerque Active Transportation Committee 2025 Meeting Schedule Meeting Time: 4 – 6 pm

January 13

February 10

March 10

April 14

May 12

June 9

July 14

August 11

September 8

October 20 (moved one week for Indigenous Peoples' Day on Oct. 13)

November 10

December 8



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On December 2, 2010, experienced bicyclist Timothy Vollman was dragged to his death under the wheels of a large truck at the northeast corner of Comanche and the I25 interchange. With the changes coming to that intersection, with construction already underway, we are saddened to learn that, not only does the design do nothing to correct the issues that led to Timothy's death, but that the current design, which favors vehicle speed over pedestrian and cyclist safety, makes matters worse.

There are several identifiable failures that can easily be addressed:

- 1) The rounded corner at the NE intersection, which allowed the large truck that dragged Timothy to his death has not been changed. NACTO's urban street design guide, which explicitly states "A large corner radius should not be used to facilitate a truck turning from the right lane into the right lane."(1)
- 2) There is no plan to make the right turns safer via prohibition of right turns on red or a signal controlled by pedestrians or cyclists to protect them from vehicles (studies show that prohibiting right turn on red reduce pedestrian and cyclists accidents by 20%) (2),
- 3) and finally, on the northeast side of the street, the bike lane has been moved from the edge of the road to the area between the turn lane and traffic lane, both of which would have vehicles doing 40 miles per hour. When cyclists reach the intersection, they have to veer right, into the turning traffic, to reach the protected pathway underneath the bridge. On the southeast side of the street, there is no plans for a bike lane at the intersection, with one only appearing halfway up the hill. These two sides of the road violate the Federal Highway Administration (FHWA)'s Bikeway Selection Guide which 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 number climb even higher—more than 30 mph and 6,000 vehicles per day—it is unsafe not to have a fully separated bicycling facilities (3).

We would suggest the following solutions to overcome these deficiencies:

- 1) Square the corners. This will force turning vehicles, like the heavy truck that killed Timothy Vollman, to make the turns at lower speeds. We believe that a majority of turning traffic is not attempting to turn into the right lane, but, instead, will be pulling into the left lanes, to merge onto the interstate. Further reducing the need for corners with wider turn radii.
- 2) Ban right turns on red and provide pedestrian and cyclist controlled traffic signals that will provide them with additional safety.
- 3) And most importantly, continue the barrier separated shared use paths that are planned for the underpass.

During testimony before the House Transportation, Public Works & Capital Improvements Committee, NMDOT promised that, although a proposed state-wide Vision Zero ordinance did not pass, that they would act as if it were in place (first session 2023) (4). This is a perfect situation for NMDOT to show that they were serious.



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Thank you,

Greater Albuquerque Active Transportation Committee

- (1) <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/corner-radii/>
- (2) <https://www.itsinternational.com/its2/its4/its5/feature/should-it-be-end-road-right-turns-red>
- (3) https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
- (4) <https://www.nmlegis.gov/Sessions/23%20Regular/bills/house/HB0328.pdf>