



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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Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

October 21, 2024 | 4:00 – 6:00 PM



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>

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Committee Members Present

Alex Applegate

Dr. Naomi George

Committee Members Absent

Josiah Hooten

Ryan Mast (Vice Chair)

Lanny Tanning

Staff Members Present

Tara Cok (MRCOG)

Matthew Cox (Council Services)

Bridgette Garrett (DMD)

Valerie Hermanson (DMD)

Jessica Sapunar-Jursich (DMD)

Julie Luna (BernCo)

Robert Messenger (Planning)

Paul Olson (DMD)

Whitney Phelan (Parks and Rec)

Jenae Robertson (TYLin)

Andrew Sutliff (WSP)

Visitors Present

Dianne Cress, Bike ABQ

Ben Garland, UNM Center for Pedestrian and Bicyclist Safety

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

Peter Rice, Downtown ABQ News

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Alex Applegate called the meeting to order at 4:11 pm.

- **Approval of October 21, 2024, Meeting Agenda**
No Quorum
- **Approval of September 9, 2024, Meeting Minutes**
No Quorum
- **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.
 - Emailed Comments
 - None
 - Public Comments
 - None
- **Presentations**
 1. **2024 Annual Complete Streets Maintenance Program**, Bridgette Garrett, DMD, City of Albuquerque and Andrew Sutliff, WSP
 - **Background:**
 - Complete street ordinance was adopted in 2015- focused on implementation and consideration of complete street countermeasures
 - Language was updated in 2019 and 2024- strengthening the equity and applicability requirements
 - These apply to all major roadway projects (ex: construction/reconstruction, resurfacing, and/or restriping)
 - * Annual Pavement Maintenance Program (presentations main focus):
 - Includes around 25-40 roadways and neighborhoods
 - Includes only pavement rehabilitation and restriping within existing pavement limits
 - Complete Streets Committee was created in 2017 to oversee restriping efforts

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- Designed internally by DMD staff
- WSP brought in to assist with design efforts in 2020
- Why Complete Streets? How does it fit into this Program?
 - Preliminary data found Florida and New Mexico to be tied for the highest Pedestrian Fatality Rate in the US, in 2023, per the GHSA (Governors Highway Safety Association)
 - Albuquerque is the 2nd highest Pedestrian Fatality Rate for metro areas, around 100k people per year
 - Reflecting this data helps to improve Vision Zero goals (ex: Zero traffic fatalities and reducing serious injuries by 2040)
 - Restricted by focusing solely on:
 - Striping modifications
 - Observing what kind of corridors they are, principal arterial corridors or local residential?
 - Focus on the need for the corridor and does not mean adding bike lanes to every street
- **Process of the Program**
- Step 1: Prioritization and Phasing (*most important)
 - City Street Maintenance Division will formulate a list of projects that will be completed as part of this program
 - Based on a variety of factors:
 - Pavement condition
 - Available funding
 - Severity of pavement distress
 - Location or context (residential vs. arterial)
 - Phased and constrained schedule by accommodating construction season (before temperatures drop)
- Step 2: Existing New Conditions Review
 - Review streets and corridors for the years' program
 - Measure width of asphalt and pavement
 - Measure existing lane widths and designations
 - Take note of special features (parking zones, on-street parking, bus stops, fire hydrants, etc.)

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- Step 3: Study and Research / Desktop Review
 - Look at existing planning documents
 - Review:
 - City's Comprehensive Plan
 - Bikeway and Trails Facility Plan
 - ABQRide Routes to see what is in the project limits
 - MRCOG Long Range plans
 - High Fatal and Injury Networks (HFIN's) for
 - City of Albuquerque
 - MRCOG
 - NMDOT – Vulnerable Roadway User Assessment, covers ABQ area
- Step 4: Alternatives Workshopping
 - Gather data from field review (Planning, study, and research phases)
 - Use City's Development Process Manual (DPM) to develop typical sections and designs being considered
 - Common treatment to include:
 - Lane diets (ex: smaller widths)
 - Road diets
 - Widen existing substandard bike lanes or add buffers
 - Add on-street parking
 - "Daylight" intersections – a street with on-street parking and blocking out last spot at the intersection for sight distance for cars, pedestrians, and bicyclists
 - Buffers
 - Design constraints:
 - Not widen pavement or add permanent infrastructure
 - Striping modifications only
- Step 5: Design Concepts / Justification Memos
 - If significant changes ARE made:
 - Conceptual plans are drafted – showing roadway from arial view with background imagery (ex: Google Earth)

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- Section views – what the road would look like
- If significant changes are NOT made:
 - Justification memo about 1-2 pages will be written up:
 - Explaining why changes are infeasible
 - Proposing interim measures
 - Recommending future improvements
- Step 6: Committee Review
 - Present plan view layouts and memos to Complete Streets Committee to receive feedback, alternative, and modifications. This is made up of different divisions/departments, for example:
 - City divisions (Streett & Storm Maintenance, Transportation, Traffic, ABQ Ride, Parking Mgmt, Council, Planning)
 - GAATC Committee
 - MRCOG
 - Public representatives
- Step 7: Final Plans
 - After committee approval, conceptual plans are finalized with more details
 - Memos are finalized and saved for future reference
- Step 8: Implementation
 - Field lay out design and striping
 - Answer questions and making any necessary changes from the contractor
- **FY (Fiscal Year) 24/25 Project Highlights**
- Indian School Road – San Pedro Drive to Louisiana Boulevard
 - Based on MRCOG data – planning on doing a Road diet
 - Coordination with ABQ Ride and adjacent city project at Louisiana Blvd and Indian School Rd intersection to ensure it will tie into what is being implemented for striping
- Indian School Road – Tramway Boulevard to East Delubina Drive
 - Sharrows added to bike route corridor (common

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- access to Foothill Trails)
- Daylight section added for better sight distance
- Buffer added to parking on southside (uphill side) of corridor
- Lamonica Road – Coors Boulevard to Rio Bravo Boulevard
 - Southwest corner of the city
 - Existing 2 lane road to 1 lane each direction and adding buffered bike lanes due to low traffic and unnecessary additional lanes needed
 - Added dedicated space for more ABQ Ride buses to accommodate individuals that working in the area
 - This project will tie into the Bernalillo County Safe Streets project on Coors Boulevard
- **Potential Benefits / Summary**
- Public health could improve with improved access to transportation modes, encouraging drivers to switch to active form of travel
- Increased exposure to various bicycle facilities
- Decrease gas emissions and transportation costs
- Economic development – more walkable, bikeable, and accessible roadways
- Cost effective program – implementation on new innovative concepts (lower cost, higher impact
- Not localized to specific areas, widespread areas where changes are needed for improvement
- Highlighted Annual Benefits from 2021 to 2024
 - About 26 miles of new buffered bike lanes in the city have been added
 - About 40 miles of roadway lanes were narrowed
 - About 6 miles of road diets implemented
 - Over 120 daylight intersections added
- **Q&A, Comments for 2024 Annual Complete Streets Maintenance Program Presentation**
 - Naomi George: How much is accomplished through metrics, how does that compare to other cities?
 - Andrew Sutliff: I mostly work with New Mexico, Arizona or Colorado areas. I bring it up a lot because I am passionate about it. Not too many municipalities are doing this from my knowledge. From what I've

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seen and heard, it's not as common as it should be being that it's a simple concept. If repaving is already done, why wouldn't you restripe it and take an opportunity there?

- Naomi George: I just wasn't sure how many folks are doing it. And part of the role at GAATC is to see if we could be accomplishing more to push those levers and if we are doing great to hand out kudos where they are due. The other thing is a two-part question; you mentioned you didn't need to do a study on San Pedro on the Louisiana and Indian School project because there wasn't enough traffic. I think I've noticed this on the length of Indian School, not just those choice sections. Indian School is empty and it's 4-5 lanes throughout a lot of the parts from San Pedro moving west and would love to see lane reduction there. Is there any discussion of doing that? Or on Lomas they reduced the lanes by 1 or 2 in both lanes while they were doing hospital reconstruction. And there's no congestion or traffic. Are those things being discussed on these empty roadways or is it every possible to detach it from roadways, if repaving isn't coming up soon?
- Bridgette Garrett: There's always a possibility of doing is separately from the maintenance program. It's dependent upon funding and different projects in that corridor. But with this program it's mainly focused on maintenance. If it does come up next year, we look at continuing it, like Claremont. We had one section that we redid, then the next year we continued the same layout, making a nice corridor.
- Andrew Sutliff: Echoing what Bridgette said, we do look more into opportunistic projects. We have gotten lucky on one of the road diets on Juan Tabo and Tramway, but it opens up the line when future changes will be made. We've sometimes seen if a councilor wants to spearhead or find funding for restriping, I've seen that too. But we do try to think about that. When you're looking at a small piece of corridor, we need to think on how it ties into the

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bigger picture. We try to do what we can with the segments given to us that year.

- Rober Messenger: When you have a restriping crew out working on a section and you have extra materials or time, areas to do daylighting or other things that may need new paint, not necessarily a road diet project, do you take advantage of when you have the crews deployed to do other small-scale projects?
 - Andrew Sutliff: I started out my career after college in construction, but contractors don't like to think outside of the box. If you give them plans, they want to stick to them. It's tough because the city doesn't have their own striping crew, so they hire subcontractors to do the call. With all the work they have to do, they just go from one project to the next, trying to get them done.
 - Bridgette Garrett: For this particular program, the plans are bid out to a contractor through our maintenance group. They oversee that so it's basically a set contract for the exact design plan set. They aren't really contracted to go further out than what the design is for. For street maintenance, if they see something, they will ask the contractor to connect it into the striping as long as its close by the area they are working on without going too far out of scope.
- Valerie Hermanson: To chime in with Naomi's question, this is a little unique. The City of Albuquerque is part of the National Association of City Transportation Officials, also known as NACTO. Anecdotally, based on NACTO cities conversations in list serv, not many cities have programs like this. It is also contingent on a City having a Complete Streets Ordinance and each municipality's ordinances will differ. For example, when I worked at the City of Sacramento, we did have a Complete Streets policy, but the policy didn't require the City to revisit the striping when repaving roadways. I commend the City of ABQ Council for including that in the ordinance because the City has been able to make positive changes to streets all over the city and making them more multimodal.
- Hoboken, New Jersey, reached Vision Zero several years ago

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and one of the things they credit is the Complete Streets Maintenance program. Their restriping program approach sounds similar to the City of ABQ's. Of course, Hoboken has a smaller footprint, and different land uses and densities, however, it is meaningful to share this example of what is possible with restriping.

- The City of ABQ's Bikeway and Trail Facilities Plan has a recommendation to consider the vulnerability/equity index when selecting potential roadways to repave in addition to the pavement index score. The Bikeway and Trail Facilities Plan also capitalized on this program, identifying feasible appropriate recommendations for on-street bikeways that could be implemented through restriping.
- Lastly, if you like this program, I encourage you to reach out to your Councilor or Mayor's Office to let them know and continue to provide and expand funding to do more meaningful work across the city. Maintenance is really important. The City of ABQ has over 4,000 lane miles of roadways. So, you could build a two-lane roadway from Albuquerque to Disney World in Florida and up to Portland, Maine. That's a lot of roadways to maintain.
- Ben Garland: What is a ballpark cost estimate for restriping, for something like La Monica Drive, converting from 4 driving lanes to 2 driving lanes, plus 2 buffered bike lanes?
 - Andrew Sutliff: I think, from what I've seen on similar projects, it's in the \$100K to 200,000, maybe closer to \$150,000. Not pennies but not as much as a full reconstruction/buildout. Just thinking of the incremental striping cost.
- Alex Applegate: This program is short of what we need if we are talking over 4,000 miles of road and we are only looking at 10 miles of work. That is sad we can't go faster than this, considering how far we are on the scale. For transparency, where are these documents stored for the committee versus stored up, and how can the public access those?
 - Bridgette Garrett: We keep the studies, memos, concepts, etc., in our project files. So we keep track that we have them. The city is working on their project editors for the city websites that show individual projects where the public can see them. It

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would also have contact information so they could reach out and request further information. But, we don't have the project plans posted online.

- Alex Applegate: Who is on the committee from the GAATC members committee?
- Bridgette Garrett: Valerie typically sends out an email asking for a volunteer from the GAATC committee, so it just depends who volunteers for that role.
- Alex Applegate: Valerie, is that correct we don't have anyone on that now?
- Valerie Hermanson: It changes every year. Two cycles ago it was Richard Meadows and Naomi was the representative last year. This year we didn't have anyone volunteer from the committee.
- Naomi George: When I participated, it was a great process. I was not available this year due to time constraints, but it was collaborative and a lot of opportunity for input. It's a little time intensive but when Val sends out another request, if I'm available I would be willing to do it again. As long as you don't have a conflict, it's good to have a voice in it. The fact that we are not Hoboken, and we have a lot more road to cover, we have much more pedestrian fatalities. The most important metric is reduction of pedestrian and bike fatalities, as an outcome. To that end, it might be helpful with a Council representative here to build on successes. And share with other representative and committees.
- Bridgette Garrett: That would be great. Its mainly the maintenance program so we'd be up for to get more funding for maintenance as a whole.
- Naomi George: Bridgette or Andrew, do you have language or talking points that you would recommend that we highlight on this that go in hand with the type of work you would accomplish with more funding?
- Bridgette Garrett: It might be a better question for someone in Street Maintenance or our Division Manager. The main thing would be to get funding to rehabilitate more roads. They have an entire maintenance budget that goes to roadways and

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cleaning out gutter, curbs and in ramps. It would be best for general funding but focus on general funding for pavement rehabilitation.

- Paul Olson: I'm the Engineering Division Manager, which manages the designs and one of the things that's important in this program is the purpose of how to reinvent and get the city where we want it to be. As far as the cost, striping is very expensive. Thermoplastic striping isn't just paint anymore. The idea when we have to do major repair to a road, we bring it to a standard that we want it in the future. By doing simple maintenance and as things change, the city itself changes and develops to something completely different. Being able to maintain our existing infrastructure is always the dream, and it's always the ask of how do we maintain what we have, just because it constantly needs updating?
- Julie Luna: Maybe 3 things. If we can do one thing with the Pedestrian Bicycle Safety Action plan, it would be to imitate the program that the City of Albuquerque has. Although we adopted our Complete Streets Ordinance in 2015, we didn't have this specific clause. I have found it eye opening, seeing the things that happen around the city with their maintenance program. Even with our big capital improvement program, there's always anger and frustration that the project has to end at the end points. I really commend this program and hope we can imitate it. And last of all, with Loris Dr., we have a development there, and I'll share the plans. I really love the buffered bicycle lane, but that development will need that road where Lamonica turns to Loris for their only way to make a left turn out at development.
- Steve Pilon: I had two thoughts of this. Number 1 is that strong towns really emphasize that it's the maintenance that is expensive. What we continue to build, new developments with new streets that are going to require maintenance without any funding to allow the maintenance. That's why strong towns emphasize compact infill, because it allows more housing to be built without expanding the number of miles of lanes that they have to maintain. And my 2nd thought is, we're looking at single, double digit of miles, what's the total street miles in

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Albuquerque? Is this a significant number just like a fraction of a percent?

- Bridgette Garrett: In regard to using a compacted bill with the maintenance, my understanding is that a portion of it is more inlays or heater scarifications as opposed to full-depth reconstruction or completely changing out the type of asphalt being used. It's more of taking 2 to 3 inches of existing asphalt and replacing it with new, to extend the life of the corridor. With the number of miles, I would agree with that we are somewhere in the 4 to 6,000 miles of roadway. So it is a small fraction of it but, it also is a newer program that we are trying to improve every year. So these numbers will continue to grow.

• Discussion / Action Items

1. **Action:** Review and approve 2025 GAATC Meeting Schedule (attached)
 - **No Quorum (Moving item to November's agenda)**
2. **Action:** Review/take action on draft GAATC letter to NMDOT with recommendations for the Montgomery/Comanche Interchange Project (Alex Applegate) draft letter attached
 - **No Quorum (Moving item to November's agenda)**
3. **Discussion:** Bike lanes or bi-directional facility on 4th Street between Candelaria and Menaul (Requested by: Alex Applegate)
 - Steve and Alex were working on potential road diet on Candelaria and Menaul. Some residents have been fighting to add a bike lane to it and suggested a bi-directional bike lane in the area as opposed to standard bike lane. Feedback from the committee is appreciated around this. Has anyone had any experience with these, positive or negative?
 - Naomi George: From a user standpoint, I think they could be fantastic. The larger issue is if it's feasible, and if you can move forward with plans so that both parties are satisfied by the community and cyclists? Do we know the possible impact on pedestrians in terms of improved pedestrian safety?
 - Alex Applegate: It would be the sidewalk with the curb, the bike lane with a buffer, along with parking. Then, the lane itself, adding protection for the pedestrians in that area. It would squeeze out a 10-foot bi-directional bike lane, instead of a 6-foot on each side.

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- Steve Pilon: I personally feel like it's going to confuse people on how to use it in this one section. They are along Alameda Drain, Bosque Trail and Gibson on the south end of the airport, but their extent is limited in the city. I'm not familiar with any place that has a bi-directional adjacent to the street.
- Valerie Hermanson: It is important to note that bi-direction facilities are context sensitive. For example, land uses, driveways, and especially intersections are important to consider. In a safe system approach, best practice is to separate different roadway users in space and time. In space meaning, a separated bike way which separates where people drive and where people bike. In time meaning, at intersections, make sure that each mode has a dedicated signal so there are fewer conflicts. For example, a bike signal. It's also important to note with bi-direction facilities that a bicyclist will be going against traffic in one direction and a turning driver may not expect a bicyclist to be coming from that direction. If a driver is turning left, they will be looking ahead for gaps in traffic and not looking behind. That's why driveways and intersections are important to consider with bi-directional facilities. Just some things to keep in mind.
- Naomi George: My recollection of that stretch of roadways is there's a lot of turns. Were you and Steve considering the other option more favorably?
 - Alex Applegate: That's what we want. Yeah, but the neighborhood community who was opposed to the bike lane in the first place are arguing now for the bi-directional ones. I will bring this up to them the next time we meet Steve.
- Steve Pilon: I would like to second with Valerie, that it's going to be confusing. People pulling out from one side of the street are going to be looking to their left, expecting traffic coming from that direction and creating conflicts. We asked to be involved in the planning process, but I haven't heard back from anybody.
 - Naomi George: It does seem that way, if we want to talk about it a little more in depth, but have GAATC support for the usual bike facilities, rather than the bi-directional one.
 - Alex Applegate: I also think if we extend it beyond the

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area, further north and south that we may have similar problems. That's where my support goes.

- **Staff Reports**

- Municipal Development (DMD)
 - Traffic Engineering, Tim Brown:
 - Absent
 - Transportation Engineering/Vision Zero, Valerie Hermanson:
 - Bike thru Burque started yesterday October 20th and runs through October 27th. You can commit to ride on the website (below).
 - Bike Thru Burque Week: <https://bikethruburque.com/>
 - Shout out to Jessica Sapunar-Jursich, a new staff member, for her help in reaching out to businesses. They have donated a lot of prizes. We offer prizes for the competitions, team ride, individual ride, and youth riding challenge
 - Photo scavenger hunt
 - Louisiana Boulevard Vision Zero improvement project – between Gibson and Central update
 - Road diet and adding bike lanes through corridor
 - Between Kathryn and Gibson, adding the cities first separated bike lane infrastructure
 - Bikeway and Trail Facilities Plan update
 - Introduced at Council's October 7th agenda
 - Expecting to be on the Land Use, Planning and Zoning Committee (LUPZ) agenda for on November 13 meeting. Held hybrid – Zoom and in person at City Hall. Public comments can be provided to LUPZ, with directions on how on the LUPZ agenda once it's posted.
- Council Services:
 - Absent
- Parks and Recreation, Whitney Phelan:
 - E-Bike Ordinance is passing part of the legislation required to get MRGCD and property owner permission on trails that are co-located with other facilities
 - Last MRGCD board meeting, they allowed paved trails for E-bike use to be made by city or jurisdiction

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October 21, 2024 | 4:00 – 6:00 PM



- Paseo de Bosque Trail is open to e-Bikes and powered micro mobility
- Now open for requests and a public process will be made before any decisions are made
- Next meeting, presentation on wayfinding and signage for paved trails off-street in the city
- Planning, Robert Messenger:
 - No Updates
- ABQ RIDE Andrew De Garmo:
 - Absent
 - Steve Pilon: ABQ Ride is looking into improving a bicycle storage on ART
 - Transit agency is looking to improve to get your bike on and off and store there
- Sustainability, Albert Lee:
 - Absent
- Bernalillo County, Julie Luna:
 - Pedestrian Bicycle Safety Action plan- Gold standard with City of Albuquerque
 - Public meeting on November 20 @ South Valley Multi-purpose Senior Center, 2008 Larrazolo Road, off Atrisco Road, at 6:00 P.M.
- MRCOG, Tara Cok:
 - No Updates
- NMDOT District 3 (Vacant)
 - Absent
- **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.
 - Steve Pilon: For ABQRide the city is looking into improving a bicycle storage on ART. If you've ever tried to get your bike on there it's cramped, there are bars in the way of getting your bike in and out of the storage area. The transit agency is looking at improving that to make it easier to get your bike on and off while you're riding ART.
- **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 5:25 pm**

CABQ Complete Streets Maintenance Program

Bridgette Garrett, City of Albuquerque

Andrew Sutliff, PE, WSP



GAATC Monthly Meeting
October 21, 2024

Background



CITY of ALBUQUERQUE
TWENTY-THIRD COUNCIL

COUNCIL BILL NO. O-19-64 ENACTMENT NO. O-2019-022
SPONSORED BY: Isaac Benton

ORDINANCE

1
2 AMENDING CERTAIN PORTIONS OF CHAPTER 6, PART 5, ARTICLE 6 OF THE
3 CITY'S CODE OF ORDINANCES KNOWN AS THE "COMPLETE STREETS
4 ORDINANCE" TO INCORPORATE HIGHER STANDARDS RELATED TO THE
5 IMPLEMENTATION OF COMPLETE STREETS WITHIN THE CITY.

6 Findings and Intent. The City Council hereby finds:
7 (A) That much of Albuquerque's existing roadway system was built to
8 facilitate access to destinations by personal automobile, resulting in streets
9 that are uninviting and impractical for other users and modes of
10 transportation; and

11 (B) The City of Albuquerque sees the need to create a complete and
12 connected network for all transportation users.

13 (C) There is a growing acceptance nationwide of the need for multi-
14 modal roadways that serve motor vehicles, bicyclists, pedestrians, and transit
15 patrons of all ages and abilities; and

16 (D) That the Complete Streets approach is a nationally recognized
17 framework for designing context-sensitive street facilities that enable efficient
18 travel by all users, including the estimated one third of Americans who do not
19 drive; and

20 (E) That hundreds of municipalities and more than half of U.S. states
21 have adopted ordinances and policies incorporating Complete Streets
22 Concepts; and

23 (F) The Vision Zero movement seeks to eliminate all traffic fatalities
24 and severe injuries nationwide — while increasing safe, healthy, equitable
25 mobility for all; and

[Bracketed/Underscored Material] - New
[Bracketed/Strikethrough Material] - Deletion

Complete Streets Ordinance

- Adopted the Ordinance in 2015
 - Updated the Language in 2019, 2024
- Applies to all major roadway projects, including, construction, resurfacing, or restriping

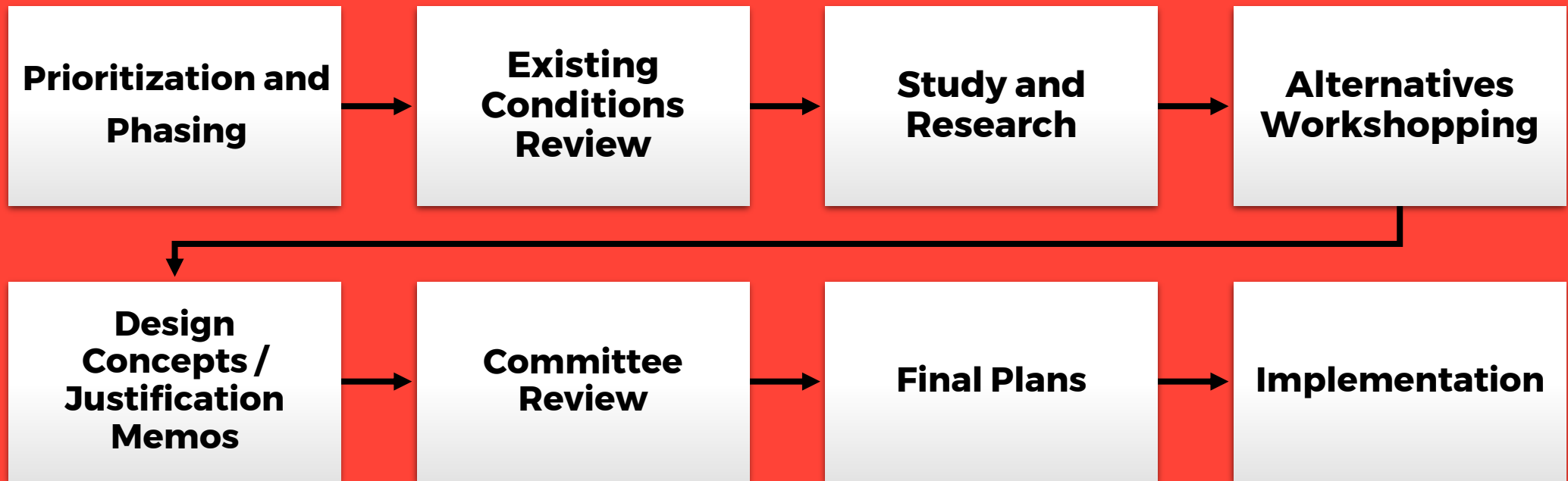
Pavement Maintenance Program

- Occurs Annually
 - 25-40 Roadways and Neighborhoods
 - Includes pavement rehabilitation and restriping
- Implemented Complete Streets Committee in 2017
- Initially designed by Department of Municipal Development (DMD) staff
 - WSP tasked with design efforts starting in 2020

Why Complete Streets and How Does it Fit Into this Program?

- NM tied with FL for the highest Pedestrian Fatality Rate (per capita) in the US in 2023 Preliminary Data
 - Per GHSA (Governors Highway Safety Association)
- Albuquerque had the 2nd highest Pedestrian Fatality Rate (per 100k people/year) for metro areas in the US
 - Per Smart Growth America
- Vision Zero Goals
- Context Sensitive
 - Striping Modifications Only
 - Principal Arterial vs. Local Residential
 - Not a Bike Lane on Every Street

Process





Prioritization and Phasing

- Streets Maintenance Division formulates prioritized list of pavement rehabilitation projects based on pavement condition
- Various pavement rehabilitation methods depending on severity/location (residential, arterial)
- Phased and constrained schedule to accommodate construction season

Prioritization and
Phasing

Existing
Conditions
Review

Study and
Research

Alternatives
Workshopping

Design Concepts
/Justification
Memos

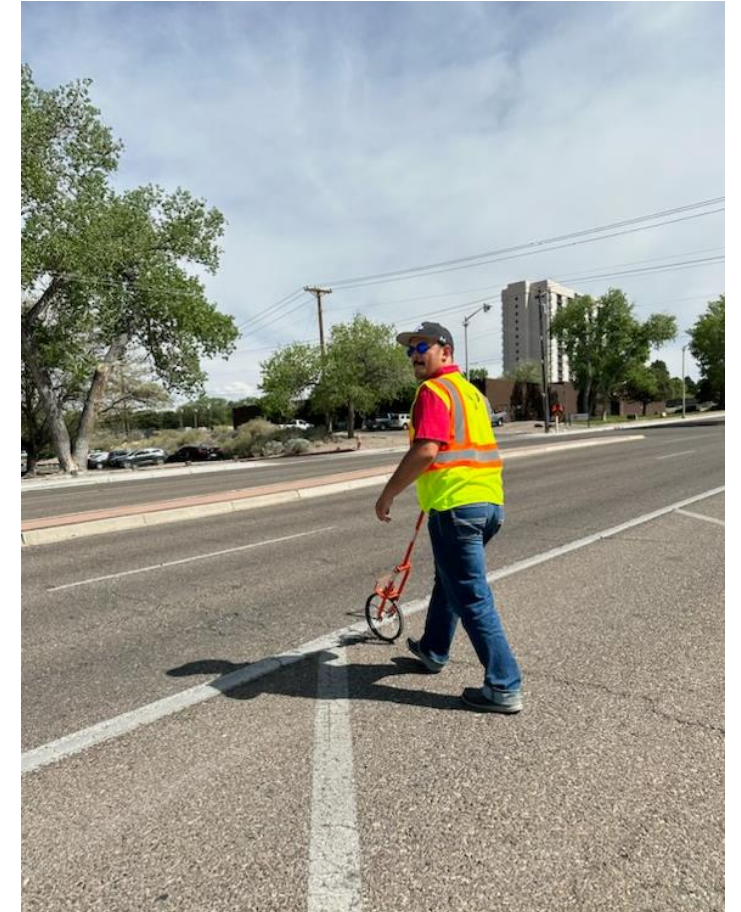
Committee
Review

Final Plans

Implementation

Existing Conditions Review

- Field inventory to document:
 - Existing pavement widths
 - Existing facility lanes, designations
 - Features, parking zones, bus stops



Prioritization and
Phasing

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Final Plans

Implementation

Study and Research

- Review existing planning documents
 - City Comprehensive Plan (recently *updated*)
 - Bikeway and Trail Facilities Plan (*LUPZ, November 13th*)
 - ABQRide Routes
 - MRCOG (Mid-Region Council of Governments) Long Range plans
 - High Fatal and Injury Networks (HFINs)
 - City of Albuquerque
 - MRCOG
 - NMDOT Vulnerable Roadway User Assessment

Prioritization and
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Implementation

Alternatives Workshopping

- Develop proposed typical sections
 - Use DPM (Development Process Manual) Guidance
 - ‘What *should* this roadway look like?’

Prioritization and
Phasing

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Review

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Committee
Review

Final Plans

Implementation

Alternatives Workshopping

- Common treatments
 - ‘Lane diets’
 - ‘Road diets’
 - Widen existing substandard bike lanes or add buffers
 - Add on-street parking
 - ‘Daylight’ intersections
 - Buffers!

Prioritization and
Phasing

Existing
Conditions
Review

Study and
Research

Alternatives
Workshopping

Design Concepts
/Justification
Memos

Committee
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Implementation

Alternatives Workshopping

- Design Constraints

- *Existing pavement limits*

- Does not widen pavement or add permanent infrastructure

- *Striping modifications only*

Prioritization and
Phasing

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Conditions
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Workshopping

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/ Justification
Memos

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Design Concepts / Justification Memos

- *Is there a significant change?*
 - YES: Design Concept Plans
 - Displays new typical sections and lane widths
 - NO: Justification Memo
 - Explains why changes are infeasible at the time
 - Proposes interim measures as applicable
 - Recommends future improvements



Committee Review

- City Divisions/Departments
 - *Street & Storm Maintenance*
 - *Transportation Engineering*
 - *Traffic Engineering*
 - *ABQRide*
 - *Parking Management*
 - *Council*
 - *Planning*

- GAATC (Greater Albuquerque Active Transportation Committee)
- MRCOG
- Public Representative

— Committee’s Role

- Review proposed roadway configuration changes
- Collaborate and provide outside perspective

Prioritization and
Phasing

Existing
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Final Plans

Implementation

Final Plans and Memoranda

- Concepts move forward to final design plans
 - Adds detail and annotation for contractor estimates
- Memoranda are finalized

Prioritization and
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Implementation

- Field layout and striping
 - Addressing questions from the contractor

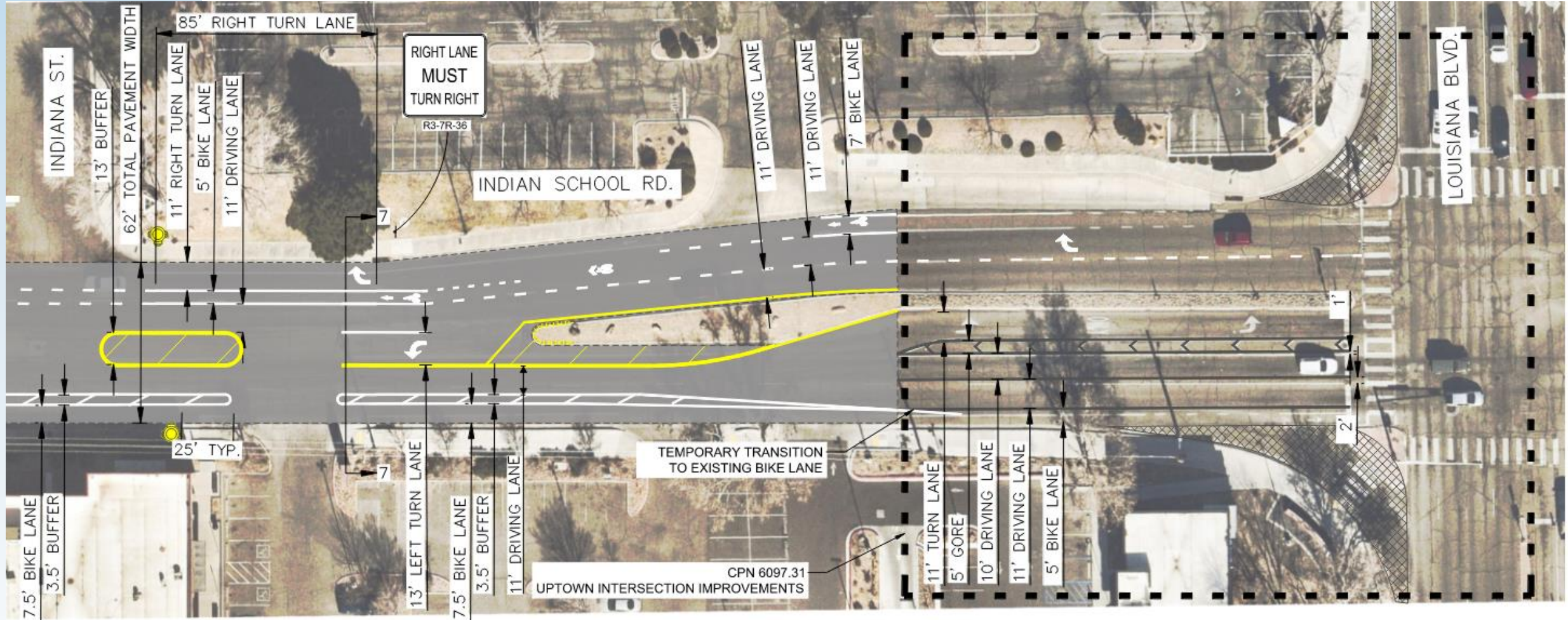
FY24/25 Project Highlights



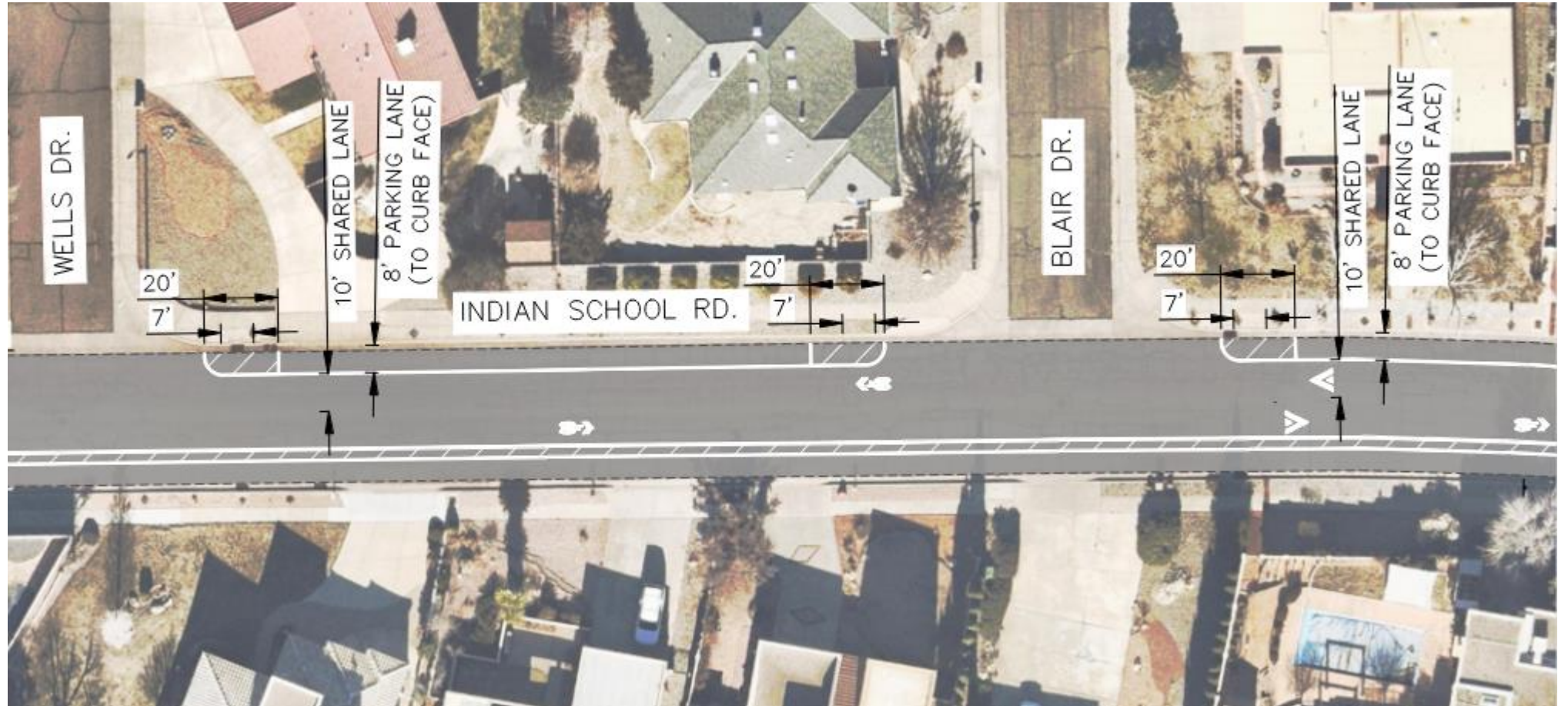
Indian School Rd. – San Pedro Dr. to Louisiana Blvd.



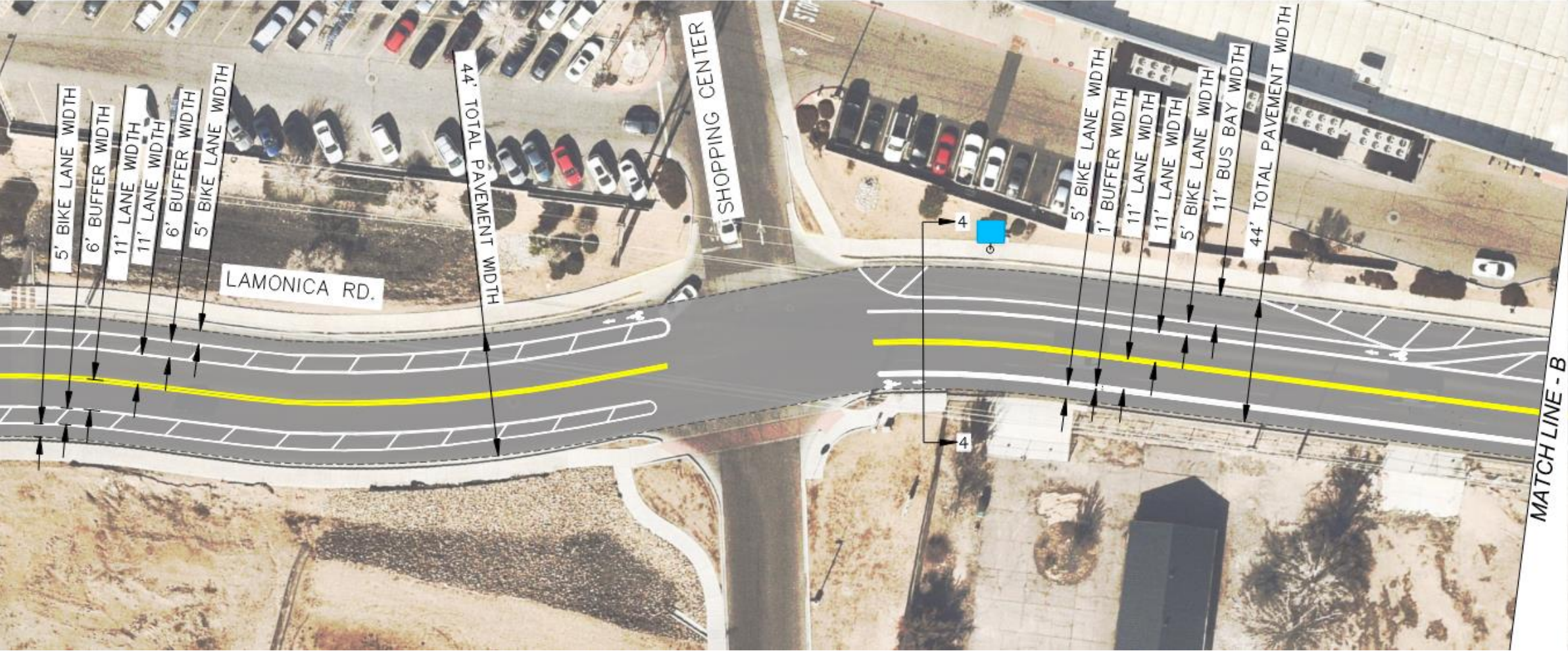
Indian School Rd. - San Pedro Dr. to Louisiana Blvd.



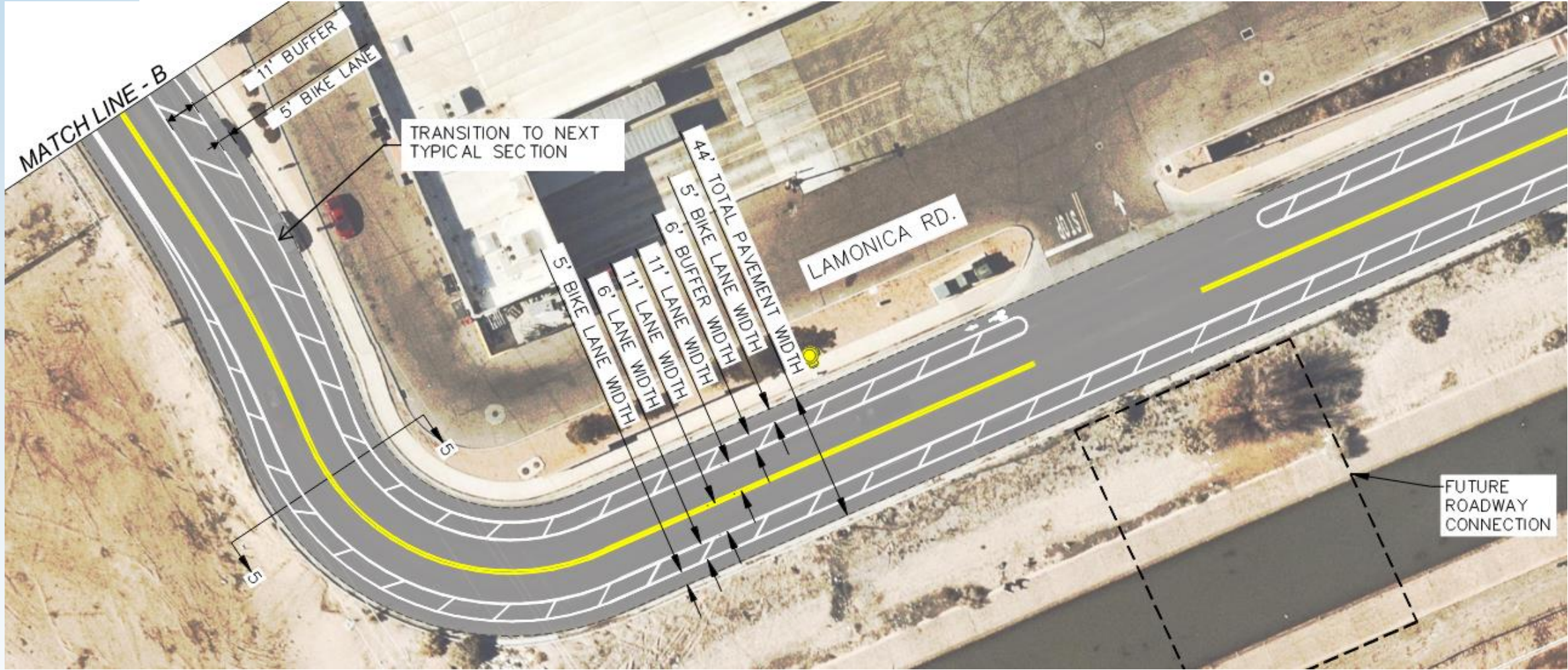
Indian School Rd. - Tramway Blvd. to East Delubina Dr.



Lamonica Rd. - Coors Blvd. to Rio Bravo Blvd.



Lamonica Rd. - Coors Blvd. to Rio Bravo Blvd.



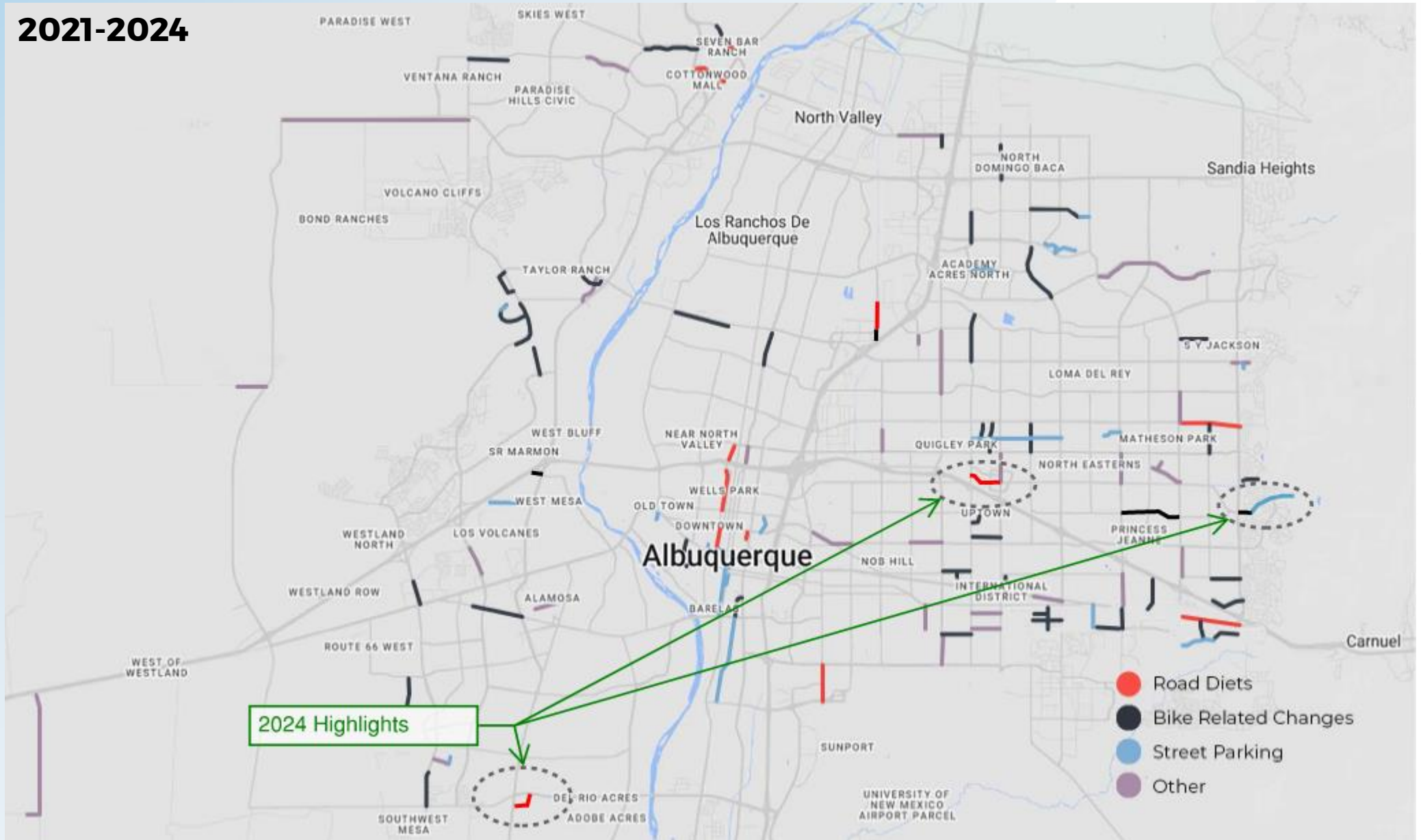
Benefits and Summary



Potential Benefits

- Public health as appeal and access to active transportation modes may encourage active forms of travel
- Increased exposure for drivers to various types of bicycle facilities
- Decrease greenhouse gas emissions and overall transportation costs
- Economic development due to more walkable, bikeable, and accessible roadways
- Cost effective to implement and pilot innovative concepts (lower cost, higher impact)

2021-2024



Summary

CABQ Annual Complete Streets Maintenance Program	2021	2022	2023	2024
New bike lane miles	1.4	5.4	2.5	0.1
New buffered bike lane miles	3.3	5.3	8.7	8.5
Miles of existing bike lanes expanded to meet or exceed current minimum width of 5'	3.6	2.7	5.3	2.8
New road miles of bike routes (shared lanes)		4	0.6	2.6
Road miles where the driving lane was narrowed	11.4	18.2	6.2	6.1
Road miles where striped parking was added to narrow the roadway	2.3	11	1.5	2.5
Miles of road diets	1.6	1	2.5	1.5
# of intersections where daylighting was added		79	24	19
# of new or refreshed crosswalks		48	68	42



Questions?



Andrew Sutliff, P.E.
Lead Roadway Engineer, WSP



Bridgette Garrett
Engineering Associate, COA