



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

November 18, 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.

Welcome new GAATC members!

- GAATC member introductions

[] Ryan Mast (Vice Chair)
NE Quadrant

[] Luciana Roça
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)

[] Frank Horine
Older Adults (over 60)

- Staff introductions

- Members of the public introductions

- Approval of November 18, 2024 Meeting Agenda

- Approval of September 9, 2024 Meeting Minutes (no quorum at October meeting)

- 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 November 18, 2024**) OR use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.

Presentation

- Wayfinding for Multi-use Trails, Whitney Phelan, Parks and Recreation, City of Albuquerque

Next Meeting: Monday, December 9, 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:** Federal Grant funding

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:** December 9, 2024, 4 – 6 pm
- **Adjourn**

Next Meeting: Monday, December 9, 2024

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Committee Members Present

Alex Applegate

Josiah Hooten

Frank Horine

Luciana Roca

Committee Members Absent

Dr. Naomi George

Ryan Mast (Vice Chair)

Staff Members Present

Denise Aten (Bohannon Huston)

Debbie Bauman (DMD)

Tara Cok (MRMPO/MRCOG)

Omega Delgado (Council Services)

Clare Haley (Bohannon Huston)

Valerie Hermanson (DMD)

Jessica Sapunar-Jursich (DMD)

Cheryl Somerfeldt (CABQ Parks and Rec)

Julie Luna (BernCo)

Robert Messenger (CABQ Planning)

Paul Olson (DMD)

Whitney Phelan (CABQ Parks and Rec)

Jenae Robertson (TYLin)

Visitors Present

Dianne Cress, Bike ABQ

Ben Garland, UNM Center for Pedestrian and Bicyclist Safety

Scot Key

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

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Alex Applegate called the meeting to order at 4:07 pm.

- **Approval of November 18, 2024, Meeting Agenda**
Josiah Hooten (motion); Frank Horine (second)
Yes: Frank Horine, Josiah Hooten, Luciana Roca, Alex Applegate
- **Approval of September 9, 2024, Meeting Minutes**
Josiah Hooten (motion); Frank Horine (second)
Yes: Frank Horine, Josiah Hooten, Luciana Roca, Alex Applegate
- **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 November 18, 2024**) OR use the virtual raise hand feature during the meeting.
 - Emailed Comments
 - None
 - Public Comments
 - Steve Pilon: I would like to bring to discussion and people's attention that the bike plan was discussed at the LUPZ Councilor Grout brought up the maintenance issue. It's one thing that raises heads and has people complaining about the bike paths not being kept in good condition. I believe that Parks and Rec wants to get another position and a half so that maintenance crew can stay on either side of the river; as of now, they have to cross back and forth. I would like to know if GAATC would consider asking City Council for creating that position and a half to 2 positions for the bike paths to be maintained? Thank you.
- **Presentation**
 1. **Trails Inventory and Wayfinding Study for Multi-use Trails (interactive presentation)**, Whitney Phelan, Parks and Recreation, City of Albuquerque
 - a. **Background:** Through and before the bike plan process and update, there was an AECOM study of the trails and bridges in the city in 2015, and 2017 for the city's additional wayfinding and signage on multi-use paved trails
 - i. The process has begun with BHI- now looking for feedback
 - ii. Presentations have been set up with GARTC, GAATC, and more planning and design can be incorporated after presentations are completed
 - iii. Afterwards, a plan update can be presented on next step
 - iv. Quarter Cent Gross Receipt funding has been set aside for different modes of transportation, including trails and bike facilities (e-bike

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signage, speed limits, safety signage, etc.)

b. **Project Components:**

1. *Trail Pavement Inventory Framework*

- i. Methods: Which trails have worse pavement? And looking at ways to collect data while categorizing.

2. *Maintenance Prioritization Framework*

- ii. Once collected, look at ways to prioritize (repaving, restriping, etc.) for more important to less important
- iii. Develop standards and researching best practices for wayfinding that the city can use

3. *Wayfinding Guidance*

- iv. See what the Federal Highway Administration recommends for wayfinding trail signage and through the Manual on Uniform Traffic Control Devices (MUTCD)

c. **Trail Pavement Inventory Framework**

- i. Setting up a data collection e-bike – someone could rent the e-bike and ride along the trail. While doing so, the bike has a software provider technology (app on phone) to detect how bumpy the pavement is/documenting pavement conditions
- ii. 360-degree cameras can also be set up on the bike for imagery data (similar to Google Street View) using AI
- iii. Other maintenance hazards can be detected, such as bollards
- iv. To ensure data is consistent the same bike should be used
- v. *Drawbacks:* Requires extensive city staffing/volunteers to collect data and ride trails in both directions

d. **Maintenance Prioritization**

- i. Goal: develop process for creating maintenance schedule
- ii. Using pavement data and other criteria to be developed by accumulating feedback on:
 - 1. Pavement conditions
 - 2. Level of use/activity
 - 3. Safety (crash risks due to maintenance issues)
 - 4. Equity
 - 5. Access to destinations
 - 6. Cost of maintenance (which is cost-effective to maintain first)
- iii. Other criteria that should be considered? – Email Clare (chaley@bhinc.com) and cc Whitney Phelan (wphelan@cabq.gov)

e. **Wayfinding Guidance:**

- i. Looking at building a technical memo for the city to use to apply wayfinding across the trail system
- ii. Rather than an entire signage plan for the city, set some guidelines and recommendations on *how frequently* signs can be placed, *what*

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kind, and what destinations to put on the signs

iii. Looking at 3 trails to do detailed wayfinding plan for specific trails

f. ***Types of Signs:***

- i. Decision signs (pointing to destinations)
- ii. Confirmation signs (stating what trail/route you are on)
- iii. Intersections signs (when 2 trails intersect, if there are stop/yield signs ahead)
- iv. Mile marker stencils (painted on trails)
- v. Speed limit stencils (painted on trails)
- vi. Speed limit signs

g. ***Categorizing Wayfinding Signs and Placement:***

- i. Smaller radius (approx.. 1 mile out from destination):
 1. Local destinations
 2. Libraries
 3. Parks
 4. Schools
- ii. Medium radius (approx. 2 miles out):
 1. Landmarks
 2. Balloon Fiesta Park
 3. Civic Plaza
- iii. Larger radius (*most important, approx. 5 miles out):
 1. Neighborhoods
 2. Downtown
 3. Nob Hill
- iv. Currently categorizing neighborhoods, landmarks, or destinations that should be included on signage- current replies on feedback:
 1. UNM area
 2. Bio Parks
 3. Isotopes
 4. Rail runner
 5. Critical turns (turns that keep you on route and not to big roads)
 6. Old Town
 7. Downtown
 8. CNM

h. ***Detailed Signage Plans:***

- i. Feedback wanted on “Which trails would benefit most from better wayfinding and signage?” – current replies:
 1. North Diversion Trail
 2. Paseo de Bosque
 3. Paseo de la Montana
 4. Mariposa

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5. Piedras Marcadas

6. Unser Boulevard

- i. **Please email additional comments to Clare Haley at chaley@bhinc.com and cc Whitney Phelan wphelan@cabq.gov

Q&A, Comments for Trails Inventory and Wayfinding Study for Multi-use Trails Presentation:

- Luciana Roca: Is the research only for trails or would this include bike lanes?
 - Clare Haley: No bike lanes, just the trails are being incorporated.
 - Luciana Roca: I like the idea of the bike for research to consider the path, but I do think there are some things that need to be considered. E-bikes are heavier and can go faster than a regular bike. And on a regular bicycle you can feel more bumpiness and potholes. Will there also be a regular bike for research or a survey for cyclists around the city?
 - Clare Haley: The reasoning behind the e-bike is to collect more data. But the company that puts together the software has a user guide for individuals that will go out to collect the data and ensure it's consistent. They do also encourage to ride over the potholes, so it collects that data. As long as it's the same bike, it should also be consistent. We have also been looking at ways to collect crowd source data and to report issues to inform others.
- Alex Applegate: Is the software a phone or a specific hardware?
 - Clare Haley: I'm not sure but I think it's on a smartphone. They also provide data to map out the area and issues, so everything is detected internally.
 - Alex Applegate: If we can't find City employees for this, many of the people that ride these trails regularly would volunteer as they are out there, I'm sure.
 - Whitney Phelan: With the limited staff, this is the idea to make it easier in long term planning and funding. Not having to wait for 311 calls to be made.
 - Alex Applegate: Would you make this available to the public?
 - Whitney Phelan: You have to have the camera also, not just the cellphone, to capture the 360 video and using AI to track cracks and bumps for potential inventory. We would have to check out the bike. But we have discussed supplemental people going out and marking down their experience as well.
 - Alex Applegate: I think some people would like to do that. Thank you.
- Ben Garland: What is the cost of the data bike that wants to be bought?
 - Whitney Phelan: We currently have a couple, but we would more than likely purchase a new one for this study. We spoke with Esperanza, they can weld and fix things. A lot of the equipment we could purchase and have our staff install it and then configuring the initial set up. So the e-bike would be from \$1,000-\$3,000, and the cameras would be about \$1,000. The company we are looking at do the initial set up is between \$4,000 to \$7,000, then bill per mile for inspection.
- Alex Applegate: Just to comment, any trail I've ever been on, I've been confused with the signage so any improvements would be appreciated.

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- Ben Garland: I would like to see signs on the sides of all the bridges that pathways pass under, so I know that while riding without having to look at my phone.

- **Discussion / Action Items**

- 1. **Action:** Review and approve 2025 GAATC Meeting Schedule (attached)

- **Approval of GAATC Meeting Schedule**

- Frank Horine (motion); Josiah Hooten (second)

- Yes: Frank Horine, Luciana Roca, Josiah Hooten, Alex Applegate

- 2. **Action:** Review/take action on draft GAATC letter to NMDOT with recommendations for the Montgomery/Comanche Interchange Project (Alex Applegate) draft letter attached

- Meeting with NMDOT was held recently
 - NMDOT will review the changes addressed by GAATC
 - Letter was also read aloud during meeting to GAATC committee, with no questions or comments
 - With the approval for the letter, Valerie will work with City staff to send the letter to NMDOT as appropriate

- **Approval of Letter to NMDOT for Recommendations on Montgomery/Comanche Interchange Project**

- Luciana Roca (motion); Frank Horine (second)

- Yes: Frank Horine, Josiah Hooten, Luciana Roca, Alex Applegate

- 3. **Discussion:** Federal Grant Funding, Debbie Bauman

- Current Process Explained: City of Albuquerque (CABQ) is a member of the Mid-Region Council of Governments (MRCOG), as part of this, there are calls for projects for Federal funding every 4 years. The City of Albuquerque and all other agencies in the MRCOG region receive a sub-allocation of state-wide Federal funds that come to the MRCOG area and are portioned to MRCOG. The local governments that are member agencies prepare applications and project submittals, based on Federal funding that comes to this region. So, the CABQ prepares numerous applications every 4 years for the different pots of Federal funding. During the process, there is an application filled out with very stringent criteria applied to the different Federal funding sources and must be consistent with MRCOG's Metropolitan Transportation Plan (MTP). Federal funds include and are not limited to:
 - Transportation Alternatives Program (TAP), which looks at non-motorized alternatives
 - Transportation Urban Project funding (TPU)
 - CMAQ funding- Congestion Mitigation funding
 - Safety funding (Highway Safety Improvement Program (HSIP) funding)

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- Over the years the CABQ has applied for these different types of funding.
- The applications compete at a regional level. As for the Safety (HSIP) funding, it competes at a state-wide level
- On average, the City walks away with 40-50% of Federal funds that are available to this region
- Examples of projects that the City has applied for and received Federal funding include and are not limited to:
 - Louisiana Mid-block Crossings, Val's project
 - East Central projects that incorporated HAWK signals
 - Improvements on West Central
 - Paseo del Norte and Unser projects
- This funding includes trails, bike lanes, sidewalks, ITS signals, lighting, etc.
- Funding is applied for when projects *are ready to go* being that CABQ has the local match requirements necessary
- If Right-of-Way needs Federal funding, the process could take up to 2 years (ex: Paseo del Norte and Unser or Louisiana Mid-Block Crossings)

Q&A, Comments for Discussion on Federal Grant Funding:

- Alex Applegate: My main concern is transparency. How do you report this so the public could access this information; how many of you have applied for, how many have you granted, what are the statuses of them, how does a member of the public get to see this information?
 - Debbie Bauman: All of the projects that are proposing Federal funding and competing for Federal funding are listed on MRCOG's website. The Transportation Improvement Program is also posted on their website including the City of Albuquerque. When this information is in draft form, it is also available for public comment held by MRCOG on their website.
- Scott Key: Was I understanding that there's not a fully funded Vision Zero coordinator position? Would this position, if fully funded, do some of the administrative work that you were talking about regarding grants, especially Federal grants?
 - Debbie Bauman: I don't think so. The administrative role has to do with other activities. We do have 3 people on staff who are working on Vision Zero activities. But I don't see that a specific Vision Zero position would make any difference in making the requirements to adhere to the things we have to do with Federal funding any easier than they are right now. This is a big part of my job right now. But we do have other staff that do that.
 - Alex Applegate: Grants include funding for administrative fees, do they not?
 - Debbie Bauman: A percentage of it does, for example, overhead that can be charged to a grant, but we cannot charge for staff time on Federal funding or Capital Outlay funding that we get through the legislature. Other Federal funding grants may allow for salaries to come out of but ours are project-specific to implement projects.

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- Alex Applegate: How many SS4A has the City applied for?
- Debbie Bauman: I couldn't tell you that, as I can't speak for the City as a whole. I could only speak for the Engineering and Traffic Engineering groups - I'm not aware that we have applied for any. The match requirement is much higher than through Federal funding we apply for through MRCOG or the State of NM. SS4A for example, we're competing nationally rather than regionally. We also do not have any shovel-ready or shovel-worthy projects for the SS4A program, which is what they're looking for.
- Julie Luna: I believe the City of Albuquerque is participating in the Bernalillo County Safe Streets for All Grant on Coors Boulevard.
 - Debbie Bauman: We are participating, I may have misunderstood the question. I believe Alex had asked what the City had applied for. However, the City is assisting with the match requirement on Bernalillo County's Coors project that received SS4A grant funding.
- Alex Applegate: What Grants have been applied for at Central East of Louisiana to improve safety?
 - Debbie Bauman: There have been 2 that have already been completed. One was the ITS improvements for ASTPM performance measures. The second was completed about 2 years ago that installed 2 HAWK crossings at the International District Library and at Conchas and included restriping between Louisiana and Eubank. These were federalized projects.
- Alex Applegate: Can we reach back to Capital Outlays? I work with legislatures quite often and they always tell me that they have lots of money and would love to give it away. However, it takes a City group to be the sponsor or control the project. How does the public get to be involved with those decisions?
 - Debbie Bauman: I can't speak for the City as a whole, but staff does not approach the legislature. I'm not sure who the decision-makers are but I'm sure there are lots of ways. We do have quite a bit of Capital Outlay funding that we have received and do our best to comply with the scope of the appropriation. For example, if we were to get a Capital Outlay that said, "improve safety on East Central" and it goes through NMDOT, there has to be keywords associated with it because they allow us to access the funding that is administered from the legislature to them *exactly* the way the words are.
 - Alex Applegate: Can I give an example? I'm friendly with my local House Rep. I talked to her about a bike lane on 4th Street. She was willing to throw capital money into it, but I couldn't find anyone in the City who was interested in participating in this project. How would somebody from the public arrange that with the city?
 - Debbie Bauman: I'm sorry. I don't have a good response to that. I am not aware of the City staff getting asked whether or not we want Capital Outlay. By the time it comes to our group, Engineering, we already have the funding. I apologize, I've never been asked if I would want a Capital Outlay. I believe it may be at a higher level and not at the staff level.
- Scott Key: Just to follow Alex on that, it seems like it's a black box to us on the outside. If I think about Metropolitan Redevelopment for rail yards, I think there's a process in

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which they talk directly to legislators, they have a request list, and there's a coordinated process. I'm thinking if we had a fully funded Vision Zero coordinator, there would be someone who would take care of that coordination at a lower level than Metro Redevelopment. Is there such a process for funding Vision Zero or something to augment what's already funded now for multi-modal processes?

- Debbie Bauman: I don't have an answer to that, but we do work really hard at our level to get local funding. Local funding is easier to administer therefore, projects can be implemented more quickly. We have our 2025 General Obligation (GO) Bond that's coming out next year, so we advocate in that way. But I don't see a Vision Zero dedicated person to be the path to complete what you're trying to get done, for instance, additional funding. I understand there's a black box for all of us and the business we are in. If we had all the money in the world and you're only sitting on it and giving it to consultants, we don't have the ability to manage more than we have. There is this aspect along with the requirement for grants to be given, whether is Capital Outlay or Federal funding. Federal funding is so much more burdensome when it comes to certifications and processes that the DOT needs. Not all roadway and bike money comes through DOT. Other agencies in the state could administer that funding that has fewer requirements.

• Staff Reports

• Municipal Development (DMD)

- Traffic Engineering, Tim Brown:
 - No updates
- Transportation Engineering/Transportation Planning/Vision Zero, Valerie Hermanson:
 - Bikeway and Trail Facilities Plan update:
 - At the November 13 LUPZ (Land Use Planning and Zoning Committee) meeting, they unanimously recommended "do pass" to the full City Council
 - Expecting to be at City Council's December 16 meeting
 - Thank you to all of you who provided public comment in the LUPZ meeting and reached out to your Councilor.
 - Louisiana Mid-block Crossings project:
 - Debbie mentioned this project. We applied for/received federal funding for this project
 - In design
 - Continuing to work through the right-of-way process
 - East Central project, between Louisiana and Juan Tabo:
 - Still in design
 - Adding road diet through business access transit lanes (BAT lanes)
 - Also includes two midblock crossings with median refuge islands and pedestrian hybrid beacons near Britt and Dorothy

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- GAATC Vacancies:
 - Currently have 3 people's paperwork going through the process and awaiting final approval at City Council:
 - Disability seat
 - Southwest seat/EPC seat
 - Pedestrian and Transit Users seat
 - The last vacancy that needs to be filled is the Youth Representative seat
- Council Services:
 - No updates
- Parks and Recreation, Whitney Phelan:
 - No updates
- Planning, Robert Messenger:
 - No updates
- ABQ RIDE Andrew De Garmo:
 - No updates
- Sustainability, Albert Lee:
 - No updates
- Bernalillo County, Julie Luna:
 - Pedestrian Bike and Safety Action Plan public meeting to be held:
 - When: Wednesday, November 20th at 6:00 P.M.
 - Where: South Valley Multi-purpose Center
 - Address: 2008 Larrazolo Road
- MRCOG, Tara Cok:
 - No updates
- NMDOT District 3 (Vacant)
 - No updates
- **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.
 - Diane Cress: Alex, thank you for writing that letter and I remember the accident that happened. It's a very important letter and I'm glad you were watching for that. So, thank you.
- **Next Meeting:** December 9, 2024, 4 – 6 pm
- **Adjourn 5:17 pm**



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Greater Albuquerque Active Transportation Committee (GAATC)



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>