



Tim Keller, Mayor

# Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

October 16, 2023 | 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/84571822606>

Join by Phone: +1 346 248 7799

ID: 845 7182 2606

- **GAATC member introductions**

[ ] Ryan Mast (Vice Chair)  
NE Quadrant

[ ] Dr. Naomi George  
SE Quadrant

[ ] Vacant  
NW Quadrant

[ ] Vacant  
SW Quadrant

[ ] Richard Meadows  
Pedestrians + Transit  
Users

[ ] Josiah Hooten  
Bicyclists

[ ] Vacant  
Represent individuals  
w/a Disability

[ ] Aaron Hill (Chair)  
Youth (Under 24)

[ ] Lanny Toning  
Older Adults (over 60)

- **Staff introductions**
- **Members of the public introductions**

- **Approval of October 16, 2023 Meeting Agenda**
- **Approval of September 11, 2023 Meeting Minutes**
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
  - Please email comments to Valerie Hermanson ([vhermanson@cabq.gov](mailto:vhermanson@cabq.gov)) **prior to the meeting (must be received by 4 pm on October 16, 2023)** to be read into the record **OR** use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
- **Discussion / Action Items**
  - Action Item: Approve the 2024 GAATC meeting schedule (see attached schedule)
- **Presentations**
  - **Bikeway and Trail Facilities Plan Update**, Valerie Hermanson, AICP, Department of Municipal Development, Aaron Sussman, AICP, and Kelsey Walker, AICP, Toole Design Group
  - **4<sup>th</sup> Street from Menaul to Candelaria improvements**, Denise Aten, AICP, and Kurt Thorson, PE, Bohannan Huston

**Next Meeting: Monday, November 13, 2023**



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- **Staff Reports**

- Municipal Development (DMD)
  - 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:** November 13, 2023, 4 – 6 pm
- **Adjourn**

**Next Meeting: Monday, November 13, 2023**

# Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



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## **Committee Members Present**

Aaron Hill (Chair)  
Joshiah Hooten  
Richard Meadows  
Lanny Tanning

## **Committee Members Absent**

Dr. Naomi George  
Ryan Mast

## **Staff Members Present**

Denise Aten (BHI)  
Carrie Barkhurst (ABQ Ride)  
Tim Brown (DMD)  
Tara Cok (MRCOG)  
Valerie Hermanson (DMD)  
Julie Luna (BernCo)  
Tom Menicucci (Albuquerque City Council)  
Jenae Robertson (TYLin)  
Cheryl Somerfeldt (Parks & Rec)  
Aaron Sussman (Toole Design)  
Seth Tinkle (Planning)  
Kurt Thorson (BHI)  
Carl Vermillion (BHI)

## **Visitors Present**

Alex  
Christopher Albert

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Austin Anaya

Alex Applegate

Andreas Archuleta

Nick Curtright

Deena

Dianne Cress (Bike ABQ)

Scot Key

Nathan Molina

Peggy Norton

Joseph Sabatini

Marit Tully

Alejandro Villezcas (Together for Brothers)

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**Aaron Hill called the meeting to order at 4:13 pm.**

- **Approval of October 16, 2023 Meeting Agenda**  
Richard Meadows (motion); Lanny Tanning (second)  
Yes: Richard Meadows, Aaron Hill, Josiah Hooten, Lanny Tanning
- **Approval of September 11, 2023 Meeting Minutes**  
Richard Meadows (motion); Lanny Tanning (second)  
Yes: Richard Meadows, Aaron Hill, Josiah Hooten, Lanny Tanning
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
  - Please email comments to Valerie Hermanson (vhermanson@cabq.gov) **prior to the meeting (must be received by 4 pm on October 16, 2023)** to be read into the record **OR** use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
  - Emailed Comments submitted prior to the GAATC meeting.
    - Alex Applegate: “I would like GAATC to look at the road diet on 4th street between Candelaria and Menaul. There, the city is proposing cutting the lanes from four to two, leaving ample space for both bike infrastructure and parking. However, it looks like, instead of including any bike lanes, the city plans to only add additional parking in an area where the land use seems to show that about fifty percent of the land is already taken up with parking (see attached that I will forward in a second email to ensure that you get this email). This seems to

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violate the intent of Complete Streets. Fourth street is used by many on bicycles, who are now forced to choose between riding on a busy street or the sidewalk. This is a relatively low-income area, dominated by people of color. The US Census states that the largest group of bike commuters are low income and that they only ride an average of 1.5 miles on their commute. Meaning that those living on near 4th street will probably stay on 4th street regardless of the trail on 2nd street, which would be more commonly used by people riding longer distances. These residents deserve the same access to bike infrastructure enjoyed by others around the city; a safe way to get where they are going. This is larger than the road diet on 4th street. If the city can so easily ignore the Complete Streets ordinance at this location, then the ordinance is meaningless. Members of GAATC, please request that the city include bike infrastructure in the 4th street road diet plans. This is also personal to me. I was hit by a bus on the corner of 4th and Griegos (outside the plan, I know, but it shows how dangerous the street is for cyclists).”

- Eric Biedermann: “I’m writing to comment on the upcoming October meeting of GAATC. I understand that the Committee plans to discuss plans for the road diet on 4th Street between Candelaria and Menaul. I also understand that the current plan just replaces car traffic lanes with on-street parking, and does not add infrastructure for other users, particularly vulnerable road users like bicyclists. Please urge the Committee and the City to support the addition of protected bike lanes in the plans instead of additional parking. Albuquerque’s Complete Streets Ordinance states that all forms of transportation; car, bus, bike, and pedestrians, must be considered when changes to roads take place. This road diet is the perfect opportunity for the City to advance towards its Complete Streets and Vision Zero goals by opening an important street to more people than just car users. About 50% of the land in that area is already taken up by free off-street parking, so additional parking is not needed. The addition of protected bike lanes will open up an important area of commerce to a broader array of residents. Those residents will create more wealth for the businesses in that corridor. Please help make the City a safer, more prosperous and more environmentally conscious place for all of its residents.”
- Patrick Martin: “I have two public comments, so I’ll try to half-size them: First, I’m concerned that the upcoming road diets on 4th Street between Candelaria and Menaul will not include any bike facilities. There are no N/S bike lanes between 12th Street and Broadway, and bike facilities should be prioritized over expanding parking. Second, city traffic lights have two major issues that inconvenience walking, biking, and transit: 1. Walk signals, even in heavily pedestrian areas and for accessing ART islands, do not always default to giving a “walk” when the light turns green, and similarly give “do not walk” significantly before the corresponding yellow. Worse, pressing the request button shortly after

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the light turns green does not always result in a walk signal in that cycle. This makes bus transfers and general pedestrian usage difficult, and the decoupling of "walk" from "safe to cross" reduces trust in the walk signals. This is particularly an issue along sidepaths like Tramway, where the default "do not walks" legally force cyclists to stop and press the request button at every crossing. 2. Many intersections in the city give a green light in a direction only if a car is present, to the point where an intersection may only give a green light to a single direction in a cycle (i.e. westbound green, eastbound remains red); and this occurs even on bike routes. Examples where I believe I have experienced this:

- Spain and Juan Tabo EB
- Spain and Tramway EB
- Girard and Central NB
- Candelaria and Pennsylvania SB

I'd like to see the signals fixed to facilitate non-car usage, especially in heavily pedestrian areas, near bus lines, and along city bike routes."

- Elena: "I live in the neighborhood of 4th and Candelaria and use these streets daily. I am writing to express my concern about the apparent lack of bike infrastructure on the planned road diet to 4th Street between Candelaria and Mental. I would like to see bicycle infrastructure added to this diet to increase public safety and honor the city's commitment to Vision Zero and Complete Streets. Please consider adding bicycle infrastructure to this plan for the health and well-being of our community. Thank you for your time and consideration."
- Lee Ratzlaff: "My name is Lee Ann Ratzlaff, and I live in Albuquerque. I am writing in support of including bicycle infrastructure and facilities in the proposed road diet on 4th Street between Candelaria and Menaul. This area would benefit significantly from additional bike infrastructure, as there are minimal options for bicyclists traveling north-south between 12th Street and Broadway. Bike infrastructure in this area could provide additional access to the Alameda drain trail and show the city's commitment to Vision Zero."
- Rose Rohrer: "I am writing to you today as I've reviewed the Bohannon Huston documentation proposing changes to 4th Street. I would like to encourage the Committee to strongly consider the Complete Streets Ordinance and how this re- envisioning of a north-south corridor could greatly benefit the larger community should infrastructure be included for bicyclists and pedestrians. As it stands, there are few safe north-south routes in that area of Albuquerque, and this addition would provide an opportunity to better connect the Alameda Drain Trail to other parts of town. Thank you for your consideration."
- Jared Garcia: "My name is Jared Garcia, I often ride on some of the many bike paths and trails that our great city offers. I and many other fellow citizens ask you to please consider adding infrastructure to accommodate the growing number of

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cyclists in this city. It will only be to our benefit if we all had safe paths to ride along separate from car traffic.”

- Jamie Phillips: “I am contacting you about the developments in the North Valley along the 4th Street corridor and an important piece of the pie that seems to be left out in its redesign: bike infrastructure! When I moved here in 2012, I lived off 4th and Solar and largely got around by bike. Getting downtown outside of the 10 bus's limited schedule without a car meant either going ways out of the way (12th St) or onto loud, busy, fast roads (2nd St/Broadway) to get up and down from my neighborhood, and it's been a hazard and a cryin' shame to have such poor travel route options on two wheels for so long. Seeing the developments unfold with an ever-more-bustling 4th St Corridor, I grew hopeful that more of the sensible, transit-oriented, and sustainable cities developments would be a part of the plan, but I have recently learned from some of my people in the bicycle advocacy community that this is not exactly the case. Given the City's commitments to both Vision Zero and Complete Streets, I urge you and the GAATC decision making team to put our money where our mouth is as a city and invest in bike infrastructure, so that I (we) may rekindle my (our) connection with our beloved North 4th Street corridor. Thanks very much.”
- Molly Arevalo: “I am writing to request that bicycle infrastructure be a part of the "road diet" on 4th Street between Candelaria and Menaul. I applaud the change to narrow the road to two lanes, which slows traffic, but oppose any plan that does not include a bike lane. I live in the Los Griegos neighborhood of the North Valley, and often use my bicycle for transportation and exercise. This area is currently very dangerous for cyclists. As the Complete Streets ordinance mandates, we need to keep cyclists' (and pedestrians') needs in mind when creating new infrastructure. This will encourage more people to use bicycles for short, local trips. It benefits the environment, their health, and the health and livability of the community at large. We cannot, in this age of dire climate change, continue to prioritize motorists' needs only. Thank you.”
- Tara King: “I'm writing to ask the city of Albuquerque to include bicycle infrastructure in the plans for the road diet on 4th street between Candelaria and Menaul. As a frequent cyclist in Albuquerque, having increased options to go north/south in that neighborhood will be very helpful. It will also help move Albuquerque toward better outcomes for both Vision Zero and Complete Streets. With the increased availability of e-bikes, I find myself talking to more Albuquerque residents who would like to use bikes for errands and commuting, but they're not comfortable biking without dedicated infrastructure. We need better and safer bike infrastructure to get folks out of cars and onto bicycles -- especially in this corridor. Thank you so much for your time and consideration.”
- Susan Gautsch: “I write to express my dismay in what appears to be current plans for 4th street road diet between Candelaria and Menaul that DO NOT

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INCLUDE any bike lanes or other bike facilities. Today more than ever, ABQ needs safer and simpler biking for all Burqueños – not only for recreation but increasingly for active and affordable transportation. As owner of Free-to-Roam eBiking, I know firsthand, the ever-increasing number of residents here who are choosing (or have no other option) to commute or take many if not all of their car trips by e-bike or regular bike -- often because they can no longer afford the expense of a car! Today, in ABQ and across the US, transportation is the 2nd largest expense working Americans (2nd only to housing.) This combined with residents' desire to reduce their own footprint is inspiring more Burqueños to ride to work, school, grocery store, etc. Also, worth noting over 50% of car trips in ABQ and the US are less than 5mi where driving makes less and less sense when that trip can often be done faster, more affordably and more fun IF... it was safer! Please consider adding bike lanes (rather than more on street parking) with your road diet of 4th street!"

- Brent Morris: "I am a member of BikeABQ, a group increasingly active in bicycle infrastructure advocacy and increased non-automobile dependent transportation here in Albuquerque. Our membership is concerned that the proposed "road diet" for 4th Street between Menaul and Candelaria does not provide more protection for bicyclists. As an avid biker for transportation around this city, I think we need a more holistic approach to integrating bicycling into all of our new road infrastructure. Getting from one urban roadway to another is often piecemeal and dangerous navigating traffic and motorists on arterial roads that we must use when bicycle lanes don't service areas we need to go to for business. While I applaud any efforts to calm the traffic (as I've experienced numerous road rage incidents as a bicyclist) there is a lack of alternative north-south bicycle routes between 12<sup>th</sup> Street and Broadway. (I live on 2nd Street SW so use this corridor a lot). Thank you for considering the City's commitment to Vision Zero and Complete Streets and make sure this proposal considers increased access to the Alameda Drain Trail as well. A dedicated and protected bicycle lane on 4th Street would be very beneficial to our community."
- Susan Brewster: "My husband and I are longtime residents of Taylor Ranch and have used our bicycles as our main form of transportation for many years. Upon hearing of the proposed changes to 4th street we were appalled to learn that, instead of narrowing lanes to provide bike lanes and appropriate pedestrian infrastructure, more car parking is planned. Not only is plenty of car parking available off-street on that part of 4th currently, Albuquerque lacks centrally focused North/South thoroughfares which are safe for cyclists. This effectively cuts us off from getting from the Westside to many businesses in the Valley. We simply don't go there right now. I would think businesses in that area would benefit from us considering them as a comfortable and safe destination. Good,



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safe bicycle infrastructure (Complete Street compliant) would go a long way toward that end for us.”

- Cynthia Thompson: “As a senior, I encourage inclusion of biking lanes on Albuquerque streets. E-biking for seniors has so many advantages. I urge you to include expansion of bicycle and e-bike access.”
- Pamela Cook: “As a bike advocate and longtime bike commuter, I know the importance of including bike facilities in this area. Benefits would include increasing access to the Alameda Drain Trail, an alternative north-south bicycle facilities between 12th street and Broadway, support city’s commitment to Vision Zero (zero traffic fatalities) and Complete Streets (improving streets for non-car usage). Thanks for your support.”
- Douglas Clark: “Please! Bike lanes will be better for the city (and the planet) than additional parking!”
- Peter and Shea Freimanis: “My wife & I recently purchased ebikes. After years of inactivity, we have started exercising. Not only are we both shedding pounds but our mental health has improved dramatically. We are so fortunate to enjoy designated bike paths that provide safety for us. Thank you. We have recently heard the GAATC is considering narrowing a car lane between Candelaria &
- Menaul with the purpose of adding car parking. Would you please consider bike lanes instead? We are aware of Albuquerque's Complete Streets vision as well as Vision Zero commitment and adding bike lanes are in line with those goals. Additional car parking seems to contradict those missions. Thank you so much for this consideration.”
- Unknown: “Please include more bike lanes whenever possible and make them a priority over on street parking.”
- Cameron Frigon: “Please note at the GAATC meeting today my objection to the current design plan for 4<sup>th</sup> Street. The prioritization of the temporary storage for personal automobiles over the safety and accessibility for non-motorized road users is in direct conflict with city’s stated commitment toward Vision Zero, the Complete Streets ordinance, and its climate goals. Please request that the traffic engineers and planners working on this project consider those who, like myself, navigate our city primarily by bicycle. Thank you for your service to the city.”
- Amber Sheil: “I am writing to urge you to include bike lanes as part of the planned road diet to 4th street between Candelaria and Menaul. Albuquerque needs SAFER & SIMPLER bike routes, especially for North & South travel
- through Albuquerque. WHY THIS IS IMPORTANT: 1. Increases access to the new Alameda Drain Trail. 2. The lack of alternative north-south bicycle facilities between 12th street and Broadway 3. The city’s commitment to Vision Zero (zero traffic fatalities). 4. The city's commitment to Complete Streets (improving streets for non-car usage). Thanks for your time and consideration for cyclists in Albuquerque.

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- Parker Garcia: “I’m a resident of Albuquerque and I’ve recently learned about the planned car lane narrowing for 4th street between Menaul and Candelaria. I find it very concerning that the plans so far do not show any planned bike lanes or bike facilities. I am so grateful that Albuquerque is committed to Vision Zero to reach zero traffic fatalities, and Complete Streets to improve streets for non-car usage. However, in order to reach those goals, we need extensive biking infrastructure throughout the city. and unprotected bike lanes are not enough, we need protected bike lanes with physical barriers. See this article for some of the benefits of protected bike lanes:  
<https://www.peopleforbikes.org/statistics/economic-benefits>  
I bike as my main mode of transportation, and I’m lucky to be able to use mostly shared use paths to get from home to work. However, I feel less confident about going to other destinations because of the lack of paths or protected lanes, especially on roads such as Louisiana and San Pedro where cars go far faster than the posted speed limit and act aggressively towards me by honking, swerving or passing too close. This project is an incredible opportunity to install protected bike lanes, as well as more secure bike parking structures on this road, demonstrating Albuquerque’s continued commitment to Vision Zero and Complete Streets. I’m urging the GAATC to heavily consider biking infrastructure in this project and future projects; and I look forward to more information as the plan develops. Thank you!”
- Jared Ames: “I am submitting a public comment for today’s meeting (October 16, 2023). As a Democratic Ward Chair, I represent a number of voters in Albuquerque who live near 4th Street. It is important to have safe streets for all who use our streets. I ask you to respect the intent of the Complete Streets Ordinance, which states that all forms of transportation, car, bus, bike, and pedestrians, must be considered when changes to roads take place. As we develop our city for the future it is important to think about climate change. Making it easier to traverse our city using bikes will only encourage more citizens to choose to use that option. When those choices are either not available or people have to weigh safety concerns, it’s much easier for citizens to rule out bicycling as a viable mode for travel. As leaders it’s important to look towards the future. A future that encourages citizens to make choices that not only benefits their health but also the environment. In Solidarity!”
- Beth Black: “Please pass to the city council that we need more bike paths and fewer car parking spots.”
- Muhammad Motala: “I am writing to express my concerns and suggestions regarding the ongoing road plan for 4th Street from Candelaria to Menaul. As a resident of our city and a passionate advocate for safe and accessible biking infrastructure, I would like to urge the committee to reconsider its decision not to include bike facilities in this project. While I understand that road planning

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involves numerous considerations, I believe that it is crucial to prioritize the needs of cyclists and pedestrians, and to uphold our commitment to Vision Zero. The absence of bike facilities on this stretch of 4th Street is a significant oversight that could jeopardize the safety and well-being of our community. I would like to emphasize three key points that I believe should be taken into account during the review of the road plan: 1. Enhancing Alameda Drain Trail Access: The Alameda Drain Trail is a valuable recreational and transportation resource for our city. Enhancing access to this trail should be a priority in the road plan. By connecting 4th Street to the trail system, we can encourage more people to use sustainable modes of transportation, reduce traffic congestion, and promote a healthier lifestyle. 2. Scarcity of North-South Bike Routes: There is a scarcity of safe north-south bike routes between 12th Street and Broadway. In order to encourage more people to use bicycles for their daily commute and recreational activities, it is essential to establish connected and protected bike lanes in this corridor. Adding bike facilities on 4<sup>th</sup> Street would significantly improve the accessibility and safety of north-south biking options in this area. 3. Upholding Vision Zero: Our commitment to Vision Zero, with the goal of eliminating traffic-related fatalities and serious injuries, should guide our decision-making in all road planning. By including bike facilities in the 4th Street Road plan, we can create a safer environment for all road users, reduce accidents, and work towards the realization of Vision Zero. I kindly request that you bring these concerns and suggestions to the attention of the committee responsible for the 4th Street Road plan. As our city representative, your support and advocacy for these critical changes will greatly contribute to the overall well-being and safety of our community. Thank you for your time and dedication to improving our city's infrastructure and livability.”

- Holly Kuehn: “It would be awesome to have new bike lanes so all of us bikers can ride safely. I favor bike lanes vs. car parking! Albuquerque has many wonderful bike trails-but even more would be great. Thanks.”
- Jessa Huybrechts: “I wanted to emphasize the importance of including bike facilities on the 4th street upcoming road diet. Adding a safe bike trail along this route would increase access to the Alameda Drain Trail and provide alternative north-south bicycle facilities between 12th street and Broadway. Finally, I would remind you of the city’s commitment to zero traffic fatalities and improving streets for non-car usage through Vision Zero and Complete Streets, respectively. My hope is that One Albuquerque will become a place that cyclists can commute easily and safely to their destinations on a bicycle. Not only to prevent further car pollution but as a tourist and resident attraction that allows everyone to enjoy our beautiful weather. I hope that you can communicate this important perspective during the GAATC meeting today.”

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- Jane Yee: “This is a comment for the upcoming October meeting of GAATC. Please urge the committee and the city to support a bike lane in the plans for the road diet on 4th street between Candelaria and Menaul. 1) Not including a bike lane on the road diet violates the intent of the Complete Streets Ordinance, which states that all forms of transportation, car, bus, bike, and pedestrians, must be considered when changes to roads take place. This is especially true in the area of this project where around 50 percent of the available land is taken up by off street parking already. No additional parking is needed. 2) The failure of the City to engage the community affected by the proposed “road diet” in meaningful consultation is an Environmental Justice Issue because only that community can provide credible evidence on its health, safety and well-being including issues such as: a) Whether cars and car infrastructure, including parking, contribute to adverse health and environmental impacts in the neighborhoods surrounding the proposed “road diet.” b) How consideration of all forms of transportation including public transit, bicycles, and walking, as mandated by Complete Streets Ordinance would mitigate any adverse health and environmental impacts. c) What are the forms of transportation that residents in this area primarily use and the impediments to their using alternative forms of transport such as public transit, bicycles, and walking. d) How to incorporate (not ignore) the evidence gained in such meaningful consultation in the City’s plans for the proposed road diet. Please help make the city a more Just and Environmentally friendly place for all its residences.”
- Alexander Garcia: “My name is Alex and I am writing to suggest that the upcoming road diet on 4th Street between Candelaria and Menaul be used to create good bike lanes for people in Albuquerque. This is important for multiple reasons. It will increase access to the new Alameda Drain Trail. Between 12th st and Broadway there is a lack of North-South bicycle facilities. This will help the city in their Vision Zero and Complete Streets commitments. I and many others rely on their bicycles for transportation as the cost of car ownership has increased substantially over the years. I believe providing good bicycle friendly roads will help people in the city. Thank you.”
- Tanya Reilly: “I see there's a discussion today about shrinking the car lane width on 4th street between Candelaria and Menaul. I'm hoping you folks can also consider adding a bike lane to 4<sup>th</sup> street. We really need more north-south routes across the city to make it easier and safer to get around.”
- Andreas Archuleta: “I am writing to express my strong support for the inclusion of bike facilities along 4th Street, from Candelaria to Menaul, which is currently under review by the Greater Albuquerque Active Transportation Committee. I believe that enhancing biking infrastructure on this route is of utmost importance for several crucial reasons. First, it's imperative that we consider the significance of enhancing access to the Alameda Drain Trail, particularly during the Balloon

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Fiesta. This world-renowned event draws visitors from across the globe, and offering safe and accessible biking routes to the festivities aligns perfectly with our city's identity. Moreover, the lack of adequate north-south bike routes from 12th Street to Broadway leaves commuters with few safe options to connect downtown to the north valley. This route is commonly used, and it's essential that we ensure the safety of all commuters, whether they're on two wheels or four. We owe it to our community to provide a safe and convenient means of transportation. Additionally, prioritizing bike facilities on 4th Street aligns with the city's Vision Zero initiative, aiming for zero traffic fatalities, and the concept of Complete Streets, which focuses on creating roads that are safe and accessible for all users. By including these facilities, we take a significant step toward achieving these important goals. Lastly and most consequentially, I must share that I personally know individuals who have experienced the dangerous consequences of the current lack of bike facilities. Tragic incidents, such as the loss of my dear friend Rosanna (Zan), a skilled mechanic at Esperanza and beloved member of my bike family. She was fatally struck while attempting to bike to her home near Second and Mescalero NW from downtown. This is not a vanity project. This will save lives. Please join those who are urgently pleading with you to improve our city's biking infrastructure. As we move forward, I hope the committee will consider the pressing need for bike facilities on 4th Street such as a two-way protected bike lane, emphasizing not only its significance for special events like the Balloon Fiesta but also the safety of our currently underserved community members who rely on this route daily. Please prioritize the creation of a transportation system that is safe, efficient, and accessible for all. Thank you for your attention to this matter, and I eagerly anticipate seeing positive developments in our city's biking infrastructure.”

- Annie Driskell: “I am writing to request that bicycle infrastructure be a part of the "road diet" on 4th Street between Candelaria and Menaul. I applaud the change to narrow the road to two lanes, which slows traffic, but oppose any plan that does not include a bike lane. I live in the Los Griegos neighborhood of the North Valley, and our family only has one car so I frequently use my bike as my main method of transportation. This area is currently very dangerous for cyclists and does not support Vision Zero. To get to businesses on 4th Street, I often have to make a huge loop so I can take safer roads such as Rio Grande Blvd. As the Complete Streets ordinance mandates, we need to keep cyclists' (and pedestrians') needs in mind when creating new infrastructure. This will encourage more people to use bicycles for short, local trips. It benefits the environment, their health, and the health and livability of the community at large. The Balloon Fiesta was such a great example of why we need to prioritize bike routes. When biking is convenient and safe, people do it. We say on Saturday just how inefficient building for cars is -- Mass Ascension was delayed because

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of traffic, and car parking completely ran out. Safe and easy cycling was possible to Balloon Fiesta Park through excellent bike infrastructure such as the Alameda Drain Trail. Adding bike facilities to 4th Street would increase access to the Alamanda Drain Trail. In addition, there is currently a lack of alternate north-south bike facilities between 12th Street and Broadway. We cannot, in this age of dire climate change, continue to prioritize motorists' needs only.”

- Austin Anaya: “My name is Austin Anaya. I am an environmental economist and writer for ComplexEffects.com. I would like to echo the concerns of the other cyclists, environmentalists and planet advocates on this call. My concerns can be summarized by the following 3 facts: 1. Albuquerque is the most dangerous city in the United States for pedestrians. 2. Albuquerque has the 22<sup>nd</sup> worst air quality in the nation due to car emissions. 3. Albuquerque experienced its hottest summer of all time and is expected to get worse as climate changes. The reasons that I was surprised to see the new plan for 4<sup>th</sup> Street that didn’t include a bike lane; cars take up a large amount of the city already and cycling on 4<sup>th</sup> Street is currently scary and dangerous. I often ride my bike on 4<sup>th</sup> Street to get to the train station and its typically a “white knuckling” endeavor with trucks swerving, honking, and speeding past me. As an economist, I would like to highlight the economic benefits the sustainable infrastructure would bring to Albuquerque. Bike lanes add diversity to our transportation system and can rejuvenate economically blighted areas like the 4<sup>th</sup> Street corridor. Small businesses will benefit from the increased ability for more people to get to them. And people will be safer going to work or to school. The climate will be thankful, and our air quality will improve with every bike lane that the city has. Thank you.”
- Scot Key: “My plan is to ride 6000 miles on the standard that in Bernalillo County this year, I think I'm going to make my goal. But I'm going to talk about the sidewalks. My recommendation is to spend as much money as possible on sidewalk improvements for this project. Ideally, sparing some right of way for xeriscape separation, along with proposed on street car storage, which as we know, helps sidewalk users as a wall of steel protection. Prioritizing sidewalk user safety is particularly important on 4th with the adjacent multifamily housing, the church, nearby Middle School and the walking road and connection to the Alameda Drain Trail. Thank you for your time.”
- Joseph Sabatini: “This project has a long history. Remember that from 2006 to 2010, the city worked on a North Fourth Street corridor redevelopment plan. And the neighbors and the businesspeople thought about, “should we narrow 2nd or 4th Street”. They were totally opposed to it and it was not included. Recently, we've had the Calle Cuarta development at 4th and Fitzgerald which will add 60 apartment units to 4th Street. And that's the motivation for the neighborhood association suggesting to Councilor Benton that we needed a solution to people trying to turn left from 4th Street onto Fitzgerald to get into that development.

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What came back from Bohannon Huston was the plan that the bicycle community is so well organized and eloquently presenting to you from people from all over the city. But those of us who live right next to this area we have to, and I bicycle as well, when I have to go to places using 4<sup>th</sup> Street, I use the sidewalk. Anyway, what grew out of it, the road diet as opposed to finding a way to get a left turn lane so that the 60 apartment dwellers and users of the business at Calle Cuarta cannot impede the traffic, it is astounding to me. And there are some flaws in the Bohannon Huston plan which is not to my understanding not active that is, they presented it once to a group of people. And it got told to the bicycle community, “Hey, they didn't do any bicycle stuff here”. It seems unlikely to me that the plan will be adopted. Because you haven't even communicated with the 30 businesses between Menaul and Candelaria, that don't know that they're going to have their lanes reduced from 2 to 1 for their customers and their deliverance. Thank you.”

- Alejandro Villezcas: “If bike routes were more available on 4<sup>th</sup> Street, it would allow not only for people who are older but also for youth to have access to all those businesses and get around the city much more easily. Together for Brothers, we are currently doing a biking program where we are getting youths on bike and showing them around the city. So I think a 4<sup>th</sup> Street was to have those dedicated bike lanes that were safe for people to use. More youth would be willing to ride their bikes up there. Also, in this biking program, we are giving bikes to youth that do not have bikes. And then more than half of the youth that are currently participating are receiving a bike and learning how to use these bike lanes in the downtown area and on 4<sup>th</sup> Street.”
- Alex: “I wanted to respond to a previous comment saying, I believe this was Richard Meadows who was saying he rides on the sidewalk in that area and suggesting that cyclists do that, as well as mentioning a lack of communication with businesses in the area. And I wanted to point out that I believe the statistic is cyclists are four times more likely to be hit riding on the sidewalk than riding in the road, because they're farther away from motorist's line of sight. Even riding on the road. right hooks are the most common way cyclists get injured. So I don't think asking cyclists to ride on the sidewalk would be fair, especially considering Albuquerque city ordinance requires cyclists to ride slowly on the sidewalk, which obviously could present a problem for people who have to get to work in the morning. And it prohibits sidewalk riding in business districts. And as a cyclist, just yesterday, on my way home from work was almost hit by a driver who intentionally tried to run me over. I don't see how there is any way to make Albuquerque is safe for all road users without physical separation, as in a protected bike lane.”
- Christopher Albert: “I commute via bike and I feel relatively safe on the route that I do that. But I have to plan and consider very carefully when I veer off of my

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commuting route, and to try to expand my range of being able to travel via bike. And so I think it's just essential to make these considerations when we're planning these adjustments for the future. Thank you.”

- **Discussion / Action Items**

- **Action Item: Approve the 2024 GAATC meeting schedule**

- Committee meets every second Monday of the month, between 4 and 6 PM
- Exception for Indigenous Peoples Day in October – moved back one week
- Exception for Veterans Day in November – moved back one week

**Motion for Approval:**

Richard Meadows (motion); Lanny Tinning (second)

Yes: Richard Meadows, Josiah Hooten, Aaron Hill, Lanny Tinning

- **Presentation**

- **Bikeway and Trail Facilities Plan Update**, Valerie Hermanson, AICP, Department of Municipal Development, Aaron Sussman, AICP, and Kelsey Walker, AICP, Toole Design Group

- Valerie Hermanson – wanted to provide update on Bikeway and Trail Facilities Plan. We last presented to this group in February 2023. We had an initial round of public input in May/June asking for people’s feedback about what’s important to be able to bike, where are there bike gaps in the network, what type of facilities would people like to see. We incorporated that feedback into a proposed bikeway and we are releasing a survey later this week to gather input on how to prioritize the proposed bikeways. Will turn it over to Aaron.
- Aaron Sussman - Closing in on final phase and looking for input on final recommendations. Materials are available on project website for public review.
- *Overview:* Over the past year; developed plan goals, looking at existing conditions and taking a detached look at how well the bikeway system works for the average ABQ resident, not just hardcore bicyclists. Now taking a new approach; looking at creating conditions that are comfortable to meet needs of folks of all ages and abilities which is a recurring theme throughout existing conditions analysis and recommendations phase.
- Public outreach phase conducted in May 2023: now taking input and analysis and developing a network based off this survey.
- *Completed:*
  - Background and Plan goals
  - Existing conditions analysis
  - First phase outreach
  - Network development draft – posted online for review and input



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- *Upcoming:*
  - Second phase outreach (Oct – Nov)
  - Project prioritization (fall)
  - Plan development (fall/winter)
  - Final plan/approval (winter/spring 2024)
- *Goals for Network Design:*
  - Identify improvements that collectively create a robust, citywide network that is:
    - *Low stress* (feeling that there is a good separation of traffic and feels safe to people of all ages and abilities)
      - Greater conflicts with traffic = higher volume = higher speed = higher quality facility types needed
      - Possibly using LTS 1 or LTS 2
      - Shared street facilities (bike blvd, bike route)
      - On-street facilities (bike lanes – buffered and separated)
      - Off-street facilities (sidepath, multi-use trail)
      - Context specific options (cycle track, raised bike lanes)
    - *Implementable* (that could be plausible -that *could* happen- in the near term)
      - Street reconfiguration: improvements to restriping, crossing treatments, behind-curb improvements
      - Lower cost and complexity
      - More opportunities to restripe as part of resurfacing projects
    - *Useful* (connects people to a wide range of destinations)
- *Challenges + Limitations:*
  - In order to meet low stress conditions, you need separated bike lanes, however:
  - Limitations on when we can get them implemented due to curb cuts, driveway entrances, spacing of signals, existing land use, etc.
  - Need to look for meaningful opportunities where we can put in high quality bikeways within existing curb line to the greatest extent
  - Moving curb lines and reconstructing roadways are expensive and takes a lot of effort
- *Opportunities to Build on Existing Low Stress Networks:*
  - East-west arroyo trails
  - North-south connections between arroyo trails
  - Connections to N. Diversion Channel
  - Bike boulevards on neighborhood streets
  - East ABQ streets that run parallel to major roads
- *Enhancing Existing Bikeways:*

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- Narrow vehicle lanes to allow for buffers and wider bike lanes
- Road diets through restriping
- Adding vertical separation where driveways and curb cuts are non-existing
- *Potential Spines, On-Street Bikeways:*
  - Chelwood Park Blvd in East ABQ. Currently:
    - Decent bike lanes
    - Not high traffic volume
    - Speed is higher than what is necessary
  - Commanche Rd (E. of San Mateo). Currently:
    - 4 lanes with center turn lane (2 lanes in each direction)
    - 8,000 to 10,000 vehicles/day
    - Limited driveways and intersections
    - Existing narrow bike lanes
  - San Pedro Drive. Currently:
    - N/S spine, good candidate for road diet
    - 4 lanes
    - 5,000 to 15,000 vehicles/day (higher near uptown)
    - Limited driveways and intersections
  - Desired Low Stress Conditions include:
    - 1,000 vehicles per day
    - 15-18MPH or slower
    - Crossing treatments at major roads
      - RRFB's at 1 or 2 lanes / crossing stage (average \$100,000)
      - Hawk Signals at 3+ lanes / crossing stage (average \$750,000- \$1,000,000)
- \*\*Crossings are both essential and can add cost and complexity
- *Potential Spines, Bike Boulevards:*
  - Alvarado Drive – update existing bike route
  - Marquette Avenue - update existing bike route
  - Trumbull Avenue - update existing bike route
- \*\*PHB's are critical but expensive and may need additional analysis related to ROW and utilities
- *Upcoming Outreach Events:*
  - Bike thru Burque Week: October 21-29
  - CiQlovía: October 22
  - Pop-up events
  - Public Meetings
    - October 30, 5:30 to 7PM – MRCOG
    - October 31, 12 to 1PM – Virtual

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\*\*Input from the Public can be submitted through Survey Map available October 21 through November 30 on project website: [www.abqbikeplan.com](http://www.abqbikeplan.com)

- **Q&A and Comments for Bikeway and Trail Facilities Plan Update Presentation**
  - Richard Meadows: “I like your approach of the low stress, possibly lower cost network. But what I worry about is we still have major barriers in terms of those interstates, and we don't have these lower stress facilities that can cross the interstate. So what do we do to address that? And those are probably going to be the expensive projects. Any ideas about that?”
    - Aaron Sussman: “There's two ways. 1) we are looking to leverage existing infrastructure and opportunities to make meaningful improvements that are feasible in the near term to the greatest extent possible. Example: There is a crossing of I-40, around Alvarado Drive between San Mateo and San Pedro, that is not part of a formal bike Boulevard network, but it could be. Leveraging that particular interstate crossing into a network of bike boulevards is the kind of recommendation that we're making. Candelaria at the interstate is not a full interchange, it's three lanes in each direction on the west side of the interstate, that's a really good candidate for a road diet because it's something like 15,000 cars a day. Those are ways to build off of the existing roadway network in ways that are meaningful. Now, that's not to say that we can't do more and can't do better. The point that we're trying to make is that if you anytime that there's a major new reconstruction project, a new crossing, a new bicycle, pedestrian bridge, for example, those are worthwhile projects, those will be included in the plan. But they take time and resources. What we don't want to do is to bank on those happening and say, “definitely those are going to happen by 2025, or by 2027. And therefore, we can build our network around them”. We want them to be parts of the network, but they're part of the middle to long term network that requires more resources. So, it's a balance of those things we're trying to do, again, take advantage of as many opportunities as we see on the ground to expand the network. And make those improvements in a meaningful way. And, again, that's we keep coming back to this plausible near term, and thinking about what can be done as efficiently and practically as possible.”
    - Richard Meadows: “And do some of these recommendations that you have, do they fill in those gaps, that, in the last plan, that was the real emphasis is let's fill in the gaps.”
    - Aaron Sussman: “The gap filling projects are identified in the plan, in some cases, filling those gaps is not as likely to happen in the near term as one might like. And it also, in some cases, might be very expensive to do and

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may require some reconstruction efforts. So, the third, and then the third trick is that filling in gaps may fill in gaps along roads that are not all ages and abilities. bikeways. And so, the sweet spot is we can do all of those things at once. But that's a lot easier said than done. So, if we don't feel like that's practical or that even filling in a gap is going to lead you to an all ages and abilities facility, we're looking for alternative routes and parallel routes. So, the answer is sort of yes, we're looking to fill those gaps. But we may not be necessarily banking on filling those gaps as part of the low stress network. It's going to vary case by case."

- Aaron Hill: "I just want to say that the type of community engagement you're doing with the map that's interactive, with the tokens, and the budgeting and whatnot, I think that sounds wonderful. I think that's a very creative idea. But I just have two questions on it. The first one being, if this new bike system is really supposed to appeal to low stress bikers, who we presume, are not currently engaged with this, because we are not in a low stress biking environment, how are you planning to get that engagement and listen to those folks? And my second question is, you mentioned that there'll be a number of tokens a sort of budget for that people doing this outreach could use as kind of to limit them? Where is that budget drawing from? Is there an estimated budget already? Or is it like you assume that you'll have the funding to do so many of such and such type of project over the next decade?"
  - Aaron Sussman: "I would say it's more the latter. And it's more about thinking about this from a priority standpoint. And the reality is, resources are constrained, and so we can't do everything that we would like to do. So understanding those limitations, where should the city prioritize its resources. So it's not specifically tied to an available budget and the project, the cost values associated with projects are general they're low, medium, and high. We're not at a point where we've finalized our recommendations yet and we've gone through cost estimates for every location, but they reflect the general magnitude. And one of the important points of this is if we want to recommend, for example, a new crossing, or any reconstruction project, that's going to be significantly more expensive than a Bike Boulevard in an area where we don't need Pedestrian Hybrid beacons to stitch the network together. And so those are the tradeoffs. And we're hoping to illustrate that to some degree through the survey map. To your question about outreach. One of the really great things about the Bike through Burque and bike to wherever day events, I know this as having worked on them formerly in Bohannon Huston, is how many non-traditional bicyclist those events have been able to reach and to touch. It's one of the reasons that we are coinciding the launch of the outreach efforts this fall with Bike thru Burque week, and we do the same

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thing in the spring with bike to wherever day. So we have a combination of virtual in person pop up events. Outreaches; it's always tricky to reach the wider audience as possible. So, we've got sort of a suite of approaches, and then as much assistance as we can get from members of GAATC and community members to help spread the word, repost on social media and invite folks to pro anticipate, the better.”

- **4<sup>th</sup> Street from Menaul to Candelaria Improvements**, Denise Aten, AICP, and Kurt Thorson, PE, Bohannan Huston
  - *Tim Brown starting comments:* Initially Bohannan Huston was tasked with looking at multiple options on how to allocate the space, to include a combination of parking and bike lanes. It was a policy-level decision to move forward with the current design. All public outreach has been coordinated through the policymaker's office but the city has not had formal outreach yet. The public meeting was done to update various neighborhood associations around 4<sup>th</sup> Street. There is no funding for the project. Comments will be taken into consideration but it will not be up to DMD to decide on the design. However, comments will be passed on to policymakers so they will make the decision.
  - *Overview:* Project limits on 4<sup>th</sup> Street from Candelaria to Menaul with little or no improvements to intersections. Main focus is to re-vitalize 4<sup>th</sup> Street as a main corridor with application of Road Diet. Recommendations align with current City and area plans of:
    - N. corridor metro redevelopment area
    - Comprehensive plan / main street corridor
    - Comprehensive streets ordinance
    - Long range bikeway system
    - Integrated development ordinance (IDO) / development process manual (DPM)
    - New multifamily developmentsCurrent project is limited to striping improvements only
  - *Project improvements:*
    - Road diet striping plan
    - One travel lane (each direction), continuous center turn lane and parallel parking (conditions vary along corridor)
    - Delineate on-street parking (existing and new parking)
      - Increase on-street parking
  - *Road Diet Benefits:*
    - Reduces driver speeds
      - Parked cars visually narrow the road by slowing drivers down
    - Improves safety – 19 to 47% reduction in crashes
    - Improves mid-block crossing experience for peds

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- Improves ped experience by separating sidewalk from driving lane
- *Why Parking Instead of Bike Lanes?*
  - Not enough ROW for parking and bike lanes
  - On-street parking encouraged in plans of:
    - Main Street Corridor and multi-modal corridor
    - N. corridor metro redevelopment area plan
    - Both encourage on-street parking and walkability with less focus on bike facilities
  - Complete streets ordinance
  - Improve pedestrian experience
    - Protecting peds from traffic
    - Protects businesses along corridor
  - No existing bike facilities on other segments of 4<sup>th</sup> Street
  - MRCOG long range bikeway system
    - 2<sup>nd</sup> Street has buffered bike lane
    - 2<sup>nd</sup> Street has ADT
    - 4<sup>th</sup> Street has classified potential bike facility
  - Bicycle use on parallel corridor
    - Easy connectivity to 4<sup>th</sup> Street
    - Current: N. end along ADT
    - Future: buffered bike lanes along 2<sup>nd</sup> Street

Currently not enough street space to accommodate both parking and bike lanes

## ○ **Q&A and Comments for 4<sup>th</sup> Street from Menaul to Candelaria Improvements Presentation:**

- Richard Meadows: “I guess the first question is why was just this segment of 4th Street looked at? Was there any consideration of 4th Street overall in terms of a road diet? Is this the only portion of 4th Street where a road diet will work? Or is there a reason that, that this section was picked?”
  - Tim Brown: “This started as a fairly significant redevelopment on the North end close to Candelaria. I couldn't tell you exactly why the councilor decided to limit it from Menaul to Candelaria besides it kind of made sense from a limited scope point of view. But the scope was primarily dependent on that really significant redevelopment. So there's a fairly large piece of empty lot near the Candelaria intersection that will ultimately become some sort of high density multi use construction. And the idea was to hopefully dovetail the modifications on 4th Street with that development. But you're correct, there was not an effort to expand this to 4th Street corridor wide. The conversation basically started with, "we should look at the road diet, it seems to be working fairly well, in Los Ranchos up at the

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northern end, where the village of Los Ranchos was able to reduce the number of driving lanes from two in each direction to one in each direction, through the Los Ranchos limits". We felt like, if the volumes in the Albuquerque portion supported it, then it would be worth pursuing. And that's basically how the project got started."

- Richard Meadows: "Does this in your opinion, Tim? And also, Denise, for BHI, does this create kind of a bottleneck situation? If you have four lanes and need to drop down to two and then back to four? Or is that going to create a problem?"
- Tim Brown: "That's a good question. Kurt and Carl can probably go into the traffic modeling in more detail than I can. Based on the modeling that they did, you might see a little bit of extra delay at southbound at Candelaria or northbound on Menaul. But my recollection of that portion of the study was that the two lanes, or one lane in each direction, supported the volumes on 4th Street pretty well. I was honestly a little surprised at how well things were predicted to work with, with the current and anticipated volumes."
- Richard Meadows: "So, Denise, in terms of because GAATC is not just about bike lanes, GAATC is also about pedestrian-ism, and to support transit. So how do these improvements support that? Are you widening the sidewalks at all? Is it will the sidewalk stay the same? Are there proposed improvements at the intersections for pedestrians to cross? What would the transit facilities look like in this area? So, just want to kind of broaden the discussion to more than just bike lanes."
- Denise Aten: "There aren't any proposed improvements under this particular project to widen the sidewalk or do sidewalk improvements. The benefits to the pedestrian comes from the traffic calming, the fewer lanes they have to cross, etc. And there aren't any specific improvements to the transit along the corridor other than again, the traffic calming and just sort of improving the opportunity for pedestrians to move around along this corridor."
- Richard Meadows: "So you'd have to leave out parking spaces where the buses are going to pull over along the curb. Is that kind of what would happen?"
- Kurt Thorson: "We have not advanced, it is a very conceptual layout, discussing what certainly needs to be looked at further in terms of the bus interaction, likely some of the spaces would be eliminated, adjacent to the stop areas. If this moves forward into more of a preliminary design phase, that would be something that we would need to go through a gap."
- Richard Meadows: "So I understand, if there's parallel routes for bikes, but then how do you get from the 2nd Street trail? How do you get over to a

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business on 4th? So, do those side streets support that so that you can get, say, within a block or half a block of a business that you want to visit? Or, are there still barriers from the trail over to 4th Street?”

- Denise Aten: “There are a series of local streets that the bicycles could use in addition to this larger proposed right bike route. So, there are a couple of opportunities in there. And then the Alameda Drain Trail.”
- Richard Meadows: “What is that yellow, that dashed yellow line? And what is the designation on the Longridge bikeway map?”
- Denise Aten: “Maybe Claremont. And the yellow is this is an existing bike route.”
- Richard Meadows: “What are the next steps here? Say, you take this input, it goes back to council services, does it then go to some kind of a further design? Or? Well, we heard that there's no funding for this at this time. So, does this go anywhere after this? Or to consider all the comments?”
- Tim Brown: “Richard, I honestly don't know. The study was commissioned by Councilor Benton. Councilor Benton is not running for reelection. So there will be a new representative for this district starting next year. So yeah, unfortunately, the next step for this particular project is really up in the air. I think BHI has done some good work given the current task, but that's not to say that it, couldn't fall by the wayside, or the task couldn't significantly change with new input from the new representative. So, I don't have a good answer for you. I think, like I say, we will definitely pass along the comments that we've gotten so far, both to Councilor Benton and then ultimately to his successor, whoever that may be. Then at that point, we're basically going to leave it up to the new policy makers to decide how to move forward and whether that ultimately gets worked into DMDs engineering groups, tactless or whether it kind of stays in council services, I couldn't say.”
- Richard Meadows: “Well, a lot of times GAATC will make a recommendation or will I adopt a resolution with our recommendation that can go up the chain but I guess I want to mention to my other committee members that I feel like we maybe not do that tonight that we want to wait and see if this goes if this plan goes anywhere, and if it does under than the new city councilor. If this goes somewhere and gets traction and like it's going to go to design or something, then maybe if it could be brought back to us, and then we could make some kind of a recommendation on it. But I just feel like, if this isn't going anywhere, I don't know that we want to do that tonight. And I'll stop and let the other committee members speak about that. But thank you.”



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- Lanny Toning: “I don't know that we need to develop a resolution. But I think as an advisory committee, we absolutely should send a memo referencing the public comments and attach the copies of the public comments from this meeting to the mayor's office and to the city council. I mean, we're an advisory committee. And I think that's our role. We don't have to come up with our own recommendation, but they need to know what the public is telling us.”
- Richard Meadows: “Tim, you did say that all the comments will be sent to the councilor's office. So it's not going to just stop with DMD, right?”
- Tim Brown: “Absolutely. The initial public outreach, the public need that we have was organized through the Council's Office. But, you know, I consider this a perfectly valid form of public input and will definitely pass the information along.”
- Lanny Toning: “Now, all I was suggesting is that as GAATC, we send a note to the elected official decision makers, letting them know what we've heard. And if they get the note from Bohannan Huston, if they get the note from DMD, I think that's all fine. But, but I think it's our responsibility as an advisory committee to tell them what we've heard.”
- Richard Meadows: “So with the minutes along with all the comments, would that suffice for you, Lanny? Or do you actually want to put together some kind of communication? Is that what you're saying?”
- Lanny Toning: “I don't know how often they read the minutes. But I feel that we should call their attention to the public comments in a way that gets their attention. Not that we're saying, you know, we endorse anything or refute anything. You got us on a board here, this is what we've heard.”
- Aaron Hill: “Would it be feasible for us to send a memo simply stating that when we hosted this presentation, there was significant public comment, stating opposition to this development without any form of bike facilities?”
- Lanny Toning: “I think that's sufficient.”
- Richard Meadows: “Do we need to vote about that? Or what do we do next?”
- Valerie Hermanson: “Since this wasn't noticed as an action item on the agenda, we would need to put it on a future meeting agenda as an action item.”
- Aaron Hill: “I think we should do that. Make this an action item to put together a note toward Council and have the notes from public comment on hand for them.”
- Aaron Hill: “Well, I just had one final question before we move on. I know we're getting pretty late here. But I was curious, you mentioned that there are several plans that you were looking at that support the creation of on street parking in this area, because it's a main street and various other related factors on the land

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use. However, from my understanding, most of those times those plans are there to incentivize a more human scaled streetscape with smaller setbacks and less onsite parking. With this project, are there any other associated plans that are encouraging that sort of land use that would make this truly a more pedestrian oriented area other than just the traffic calming measures?"

- Denise Aten: "I don't know that we looked at the plans from exactly that perspective, we looked at the plans and I just pulled out some excerpts because it's helpful for me to have those available where you can see the language around the main street corridors. You know, our active areas with buildings usually placed right up to the sidewalk, like you said, parking available on street or into the side. And then the multimodal corridors. The development of these corridors will enhance the environment for pedestrian and transit users, while nearby parallel streets of available may serve bicycle travel. So, these are the type of elements within these plans that we use to sort of support this policy decision."
- Aaron Hill: "Just to clarify, is this a Main Street corridor, a multimodal corridor, or both?"
- Denise Aten: "The entire corridor is a multimodal corridor, but the area north of the Alameda drain is identified as the main street corridor."

## • Staff Reports

- Municipal Development (DMD), Tim Brown: No Updates

- Engineering

- Vision Zero, Valerie Hermanson:

- Bike thru Burque event – outreach for the bike and trail facilities plan update

Link:

Upcoming outreach for the Bikeway and Trail Facilities Plan Update:

<https://www.abqbikeplan.com/get-involved>

Bike Thru Burque: October 21 – 29, commit to ride at:

<https://bikethrurburque.com/>

Spring 2023 Community Survey Summary:

<https://static1.squarespace.com/static/640617a49a97bb2acabde9cd/t/65021a59aac6c0332e38a872/1694636638449/ABQ+Bike+%2B+Trail+Plan+-+Survey+Results+Summary+-+September+2023+-+Final.pdf>

- Bringing Vision Zero Year-in review updated action plan to Council. Expected on their November or December meeting again. The plan was shared online and we also created a story map showing prioritized high fatal and injury network along with a map tracking projects with traffic safety elements.

# Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

October 16, 2023  
4:00 – 6:00 PM



Vision Zero Year-in-Review/Action Plan Update:

<https://www.cabq.gov/municipaldevelopment/documents/albuquerque-vision-zero-year-in-review-2023-final.pdf>

Prioritized HFIN:

<https://cabq.maps.arcgis.com/apps/MapSeries/index.html?appid=0b5e8c890d7b4441be2c5b69365377e2>

- Council Services, Absent
- Parks and Recreation: No Updates
- Planning, Seth Tinkle:
  - 1) A partial draft of the Central Albuquerque community planning area assessment report is available online for public comment. It's posted on the central Albuquerque CPA website.  
Link: <https://cpa.abq-zone.com/central-abq-cpa-draft-assessment-report-sections-1-3>
  - 2) East Gateway CPA team is holding events and focus groups over the coming months. These will range and topic but they do include issues around transportation including Active Transportation, and information about these events and focus groups can also be found on the East Gateway, CPA.  
Link: <https://cpa.abq-zone.com/east-gateway-public-engagement>
- ABQ RIDE, Absent
- Sustainability, Absent
- Bernalillo County, Julie Luna:
  - Currently updating our pedestrian bicycle safety action plan. And we are getting ready for a survey outreach later this month that we will be sending to the group.
- MRCOG, Tara Cok:
  - 1) Kicking off our long range transportation plan update, called the MTP. Update will be the transitions 2045 MTP update, we have some public meetings coming up in November for that update. And this group might be interested in those.  
Taking place in:
    - Valencia County
    - Bernalillo County
    - Sandavol County
  - Virtual public meeting along with survey link:  
Metropolitan Transportation Plan (MTP) survey is live:  
<https://metroquestsurvey.com/mwq23> Upcoming MTP public meetings in November are found here: [https://www.mrcog-nm.gov/503/Transitions-2045-MTP-Public-Outreach-Regional-Transportation-Safety-Action-Plan-\(RTSAP\)](https://www.mrcog-nm.gov/503/Transitions-2045-MTP-Public-Outreach-Regional-Transportation-Safety-Action-Plan-(RTSAP)): Project website here

# Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

October 16, 2023  
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with past presentations to technical committee. The survey will be posted here by next week: <https://www.mrcog-nm.gov/569/Regional-Transportation-Safety-Action-PI> Also, special film showing (for Street Project Film) and RTSAP feedback and discussion opportunity on November 6 (5-6:30pm) at the International District Library. Trailer for film here: <https://boydproductions.net/videos/the-street-project-trailer/>

- 2) Updating a Regional Transportation Safety Action Plan. Currently working on outreach to hear back from people on areas they feel unsafe and ideas for strategies to improve safety. Survey will be shared when “live”.
  - Once live, a special film screening will be showing, called Street Film @ International District Library – 5 to 6:30PM on November 6, 2023
  - Talks about road safety
  - Opportunities to get feedback
- NMDOT District 3, 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.
  - Marit Tully, past president of North Valley Neighborhood Association: “I’m part of the committee that has been working for over a decade on redevelopment of the five acre brown property at 4th and Fitzgerald. As Joe Sabatini said some years ago we asked Councilor Benton for help improving the intersection at 4th and Fitzgerald, which will be the primary ingress and egress into the mixed use project that was approved for the brown property. Our concern is safety. If you’re going to add dense housing and new businesses in an already existing older residential neighborhood, you’ve got to do it safely. As Joe said the result of our request is the BHI conceptual plan. Our association has a long history of pushing for complete streets but we want to be realistic. We accept what the engineers have told us about the width of 4th Street that it’s too narrow to accommodate both parking and bike lanes. We accept yes housings view that on street parking will help them considerably and we are comfortable with improvements to 4th Street being phased. Of course so much more could be done, especially by adding tree line buffers between sidewalks in the cars. But at this point our focus is the success and safety of this important affordable housing project. It’s so important that this project succeed, it will set a precedent for future affordable housing projects in our area. We have provided Councilor Benton with several comments on improving BHIs conceptual plan, but we encourage you to support BHIs work and help move this road diet forward. Thank you.”

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October 16, 2023  
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- Alex Applegate: “Wish you could speak to the continued vacancies in the committee positions. And finally, just because you wish the residents who ride their bikes on 4th Street would move to another street. That is wishful thinking, you essentially shows that the largest group of committees do not wide very far and you should not expect that behavior to change. They will continue to ride on 4th Street, regardless of what you do. Finally, I refuse to believe that for one instance that the city values parking over the lives, health and safety of the residents who ride on 4th Street, I'm sure they will come to a good compromise. Thank you.”
- Deena: “I just wanted to comment while I was looking at the drawings from BHI that I leave Mildred every day and get on to 4th Street. I drive a car not an SUV or a truck. The parking lot to the North for the Southern Tire Mart, they have always parked cars and trucks as close to the sidewalk as possible, so that I have a really difficult time getting out onto 4th Street because I can't see left where the cars and trucks are parked. With the new housing coming in, with the schools and their timing, there's going to be much, much more traffic, I noticed that there is going to be parking in front of the Southern Tire Mart, which is only going to cause me as a car driver, not a truck or an SUV, even more trouble getting out of the neighborhood on to 4th Street. I just wanted to voice my concerns that I see this as a huge problem for safety for everybody. Thank you.”
- Alex: “This last one actually goes perfectly into what I was planning to say. I remember previously, people discussing the parked cars as a safety feature for pedestrians because the cars could act as protection from moving traffic. But I wanted to note that the parked cars reduce pedestrian visibility, which is why areas that have seen reduced pedestrian fatalities, for example, Hoboken, New Jersey hasn't seen a pedestrian fatality in four years. They achieve that by reducing on-street parking through a tactic known as "daylighting". So I find it hard to believe that the on-street parking is a safety feature for pedestrians. I think that doesn't align with the data we have. And we do have plenty of data to support such a conclusion.”
- Parker: “I just wanted to say that I'm really excited about the upcoming release of the survey for that first presentation, where we're going to be able to kind of select and use the tokens to prioritize things. I think that's going to be really cool. I also wanted to note that I wasn't able to find captions for this meeting. And that's something that makes this meeting inaccessible for a wide variety of people, including myself as somebody who has auditory processing issues at times. So I'd like to request that captioning be turned on for a future meetings.”
- Scot Key: “I know this is probably not a horse-trading situation, but it was

# Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

October 16, 2023  
4:00 – 6:00 PM



brought up about 2nd Street being a designated proposed buffered bike lane. And having ridden around town quite a bit, I might say 2nd Street is the single worst designated bike route in the city. It's a very strong competition. But I think 2nd Street is the worst. So, if I was going to be able to horse trade, I'd see what we could do the 2nd Street in the city portion and see if we could get folks from downtown to the Alameda Drain Trail. As that is going to be the one huge solution as we've been talking to them. Thank you for your time.”

- **Next Meeting:** November 13, 2023, 4 – 6 PM
- **Meeting adjourned at 6:10 pm**

**From:** [Matthew Hurteau](#)  
**To:** [Hermanson, Valerie](#)  
**Subject:** 4th street road diet  
**Date:** Monday, October 16, 2023 5:30:35 PM

---

**[EXTERNAL]** Forward to [phishing@cabq.gov](mailto:phishing@cabq.gov) and delete if an email causes any concern.

Dear Valerie,

As an avid bicycle commuter and advocate for better biking here in ABQ, I'm a bit dismayed at the proposal to complete a 'road diet' on 4th and not make any accommodations for bicycle infrastructure. Given the proposed reduction in travel lanes, there is plenty of room for protected bicycle lanes. I don't drive often in ABQ, but sometimes it is the only way for me to run a particular errand, like going to the bike shop. These photos are at the intersection of Rio Grande and Mountain and are exactly why we need protected bike lanes. The road diet is the perfect opportunity to make that happen and it makes more of the city accessible to more people who choose to ride. The city and the Keller Administration need to live up to the Vision Zero plan and begin executing on the principles every time road work is completed because we cannot rely upon APD to enforce traffic laws and protect cyclists and pedestrians.

Sincerely,

Matt Hurteau





--

Matthew Hurteau

[www.hurteaulab.org](http://www.hurteaulab.org)



**From:** [Valerie Hermanson](#)  
**To:** [Dianne Cress](#); [Hermanson, Valerie](#)  
**Subject:** Re: Bike Lane on 4th St  
**Date:** Monday, October 16, 2023 6:51:14 PM

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**[EXTERNAL]** Forward to [phishing@cabq.gov](mailto:phishing@cabq.gov) and delete if an email causes any concern.

Dianne, this is my personal email address so I am only now seeing this. I will include as part of public comment.

For the future, please use my work email address: [vhermanson@cabq.gov](mailto:vhermanson@cabq.gov)

Please forgive my brevity and any grammatical errors. Sent from iPhone.

On Oct 16, 2023, at 9:53 AM, Dianne Cress <[dianneccress@yahoo.com](mailto:dianneccress@yahoo.com)> wrote:

I think putting a bike lane on the 4th street where there will be renovations is a good idea. There is now a nice area on 4th where the road is narrowed and the speed limit is 25 mph. This makes it easier to turn into the shopping areas on both sides of 4th. Having bike lanes instead of parking along 4th may help encourage those who conveniently ride a bike to stop&shop in those road renovated areas. Bike racks at businesses would be a good addition.

Also, they may then use 4th to easily get to the recreational trail along 2nd St.

**From:** [George Winn](#)  
**To:** [Hermanson, Valerie](#)  
**Subject:** 4th street bike lanes needed  
**Date:** Monday, October 16, 2023 10:08:42 PM

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**[EXTERNAL]** Forward to [phishing@cabq.gov](mailto:phishing@cabq.gov) and delete if an email causes any concern.

Hello,

Please work to make sure there are bike routes on 4th street between Candelaria and Menaul. I am excited to see a right-sizing road diet of this street, but feel like it will be for naught if well connected bike lanes are omitted from final design.

Please forward my comments to other project team members.

Sincerely,  
George

**From:** [David Bouquin](#)  
**To:** [Hermanson, Valerie](#)  
**Subject:** Important moment to Support Bicycle transportation and move forward  
**Date:** Tuesday, October 17, 2023 7:36:25 AM

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**[EXTERNAL]** Forward to [phishing@cabq.gov](mailto:phishing@cabq.gov) and delete if an email causes any concern.

Ms. Hermanson,

This is a moment to make a difference and help transform Albuquerque to a modern and forward moving city to support alternatives to the current unsustainable city transportation system of almost entirely relying on the automobile. I would like Greater Albuquerque Transportation Committee to support bike facilities on 4th street between Candlaeria and Menaul over more street parking. If we don't make streets more safe and accessible to bicycles when opportunities come up our city will continue to not move forward and actually go backward. Frankly this is an equity issue and bicycles are much cheaper form of transportation.

I live at 5500 Poblanos Ct NW, Albuquerque, NM 87107, near 4th street. I go down fourth a lot. I see people on bikes on 4th struggling to stay safe on sidewalks, out of dangerous fast moving traffic, and competing for space with pedestrians. We need more safe north / south corridors for bicycles. Expanding bicycles facilities along 4th street will help economically challenged people in the area to have much better access to services. There are many businesses and services along 4th for people. Please help them have better safe access to them through bicycles , vote for this over the car convenience of people with means, frankly myself. Please seriously consider and support this.

These all make great sense:

- Increasing access to the Alameda Drain Trail
- The lack of alternative north-south bicycle facilities between 12th street and Broadway
- The city's commitment to [Vision Zero](#) (zero traffic fatalities) and [Complete Streets](#) (improving streets for non-car usage)

Thank you,  
David Bouquin

--

David Bouquin, MPA, PMP  
505-690-4426  
He/Him



# City of Albuquerque Bikeway and Trail Facilities Plan



Greater Albuquerque Active Transportation Committee

October 16, 2023



# Plan Update Status

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## *Completed:*

- *Background & Plan Goals*
- *Existing Conditions Analysis*
- *First Phase Outreach*
- *Network Development:  
Draft complete – to be posted  
online for review and input*

## **Upcoming:**

- Second Phase Outreach: October-November
- Project Prioritization: Fall
- Plan Development: Fall/Winter
- Final Plan/Approval: Winter/Spring 2024



# Community Input: Phase I

# Key Takeaways

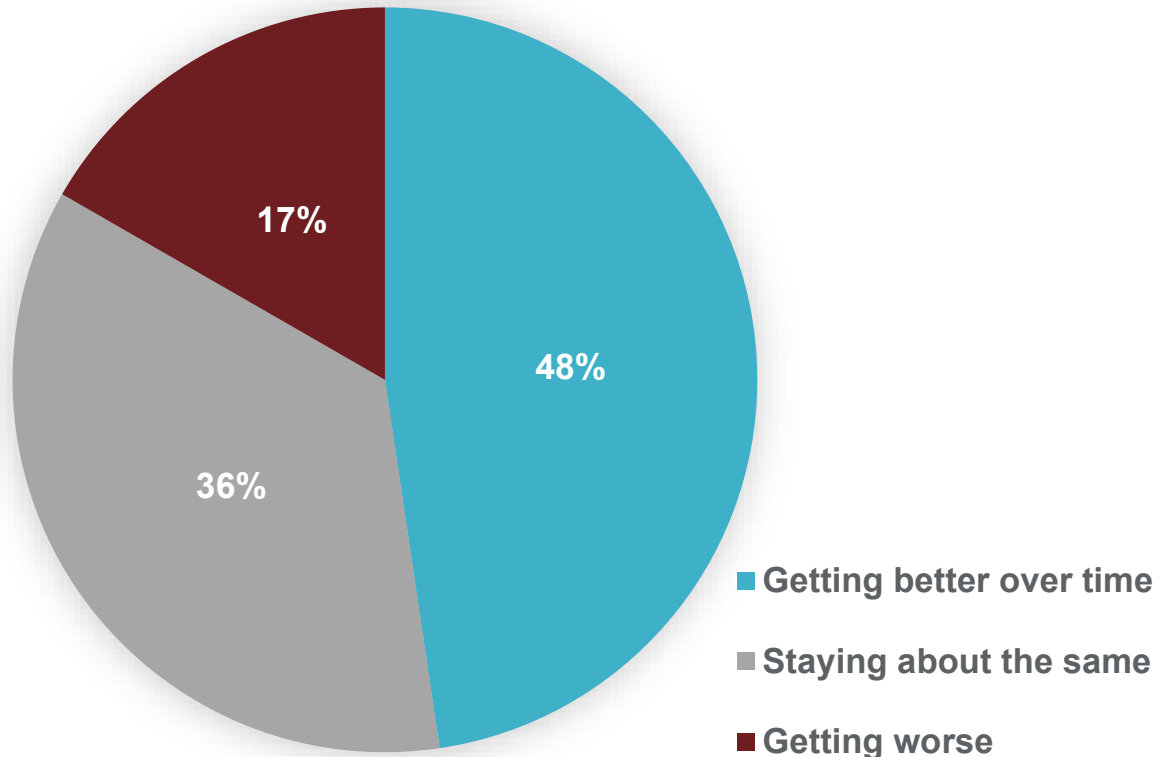
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- 679 survey participants
  - >1,000 open ended comments
  - >2,800 data points on interactive map
- Majority of trips continue to be for recreational purposes
- Participants ride more than they used to
- Participants positive about the trajectory of bicycling in ABQ, though *not as positive as they used to be*
- Best parts about biking in ABQ
  - Expanding bikeway and trail networks
  - Growing culture of biking
  - Pleasant weather
- Safety is a *high* priority among respondents
  - Concerns include drivers going too fast and conflicts at major crossings
- User comfort increases with greater separation from motor vehicles



# Biking Conditions Over Time

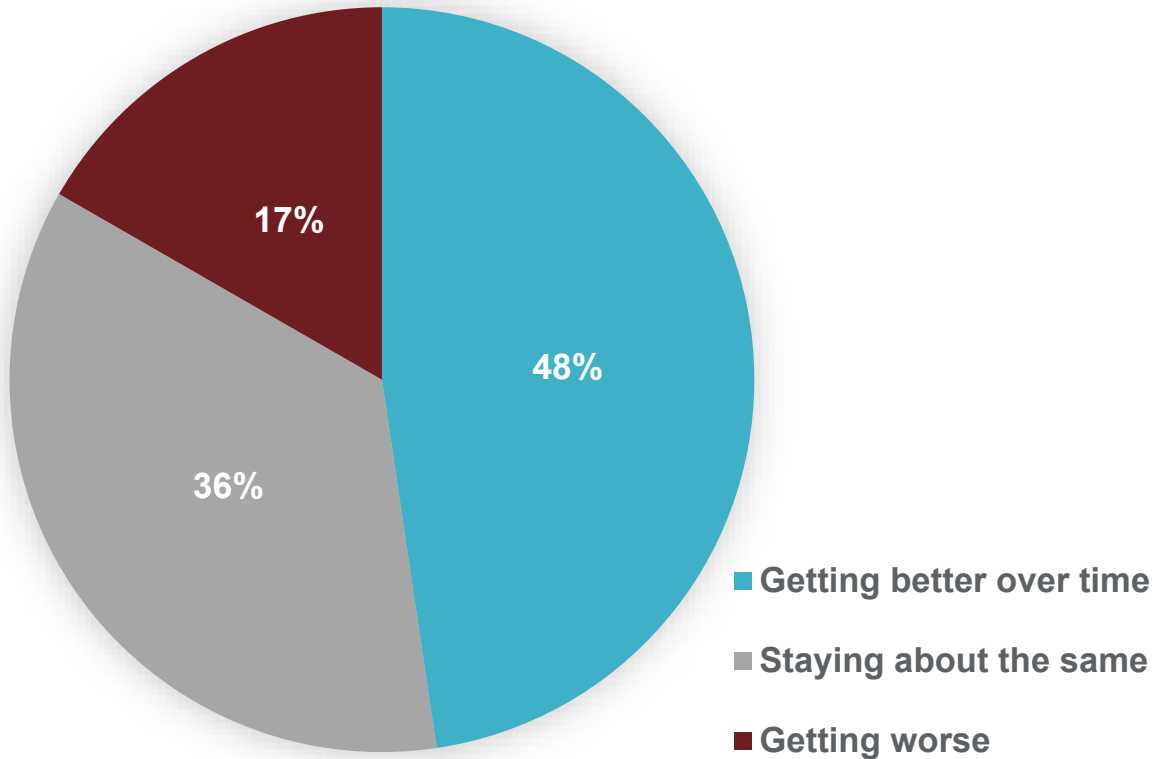
2023 Survey Responses



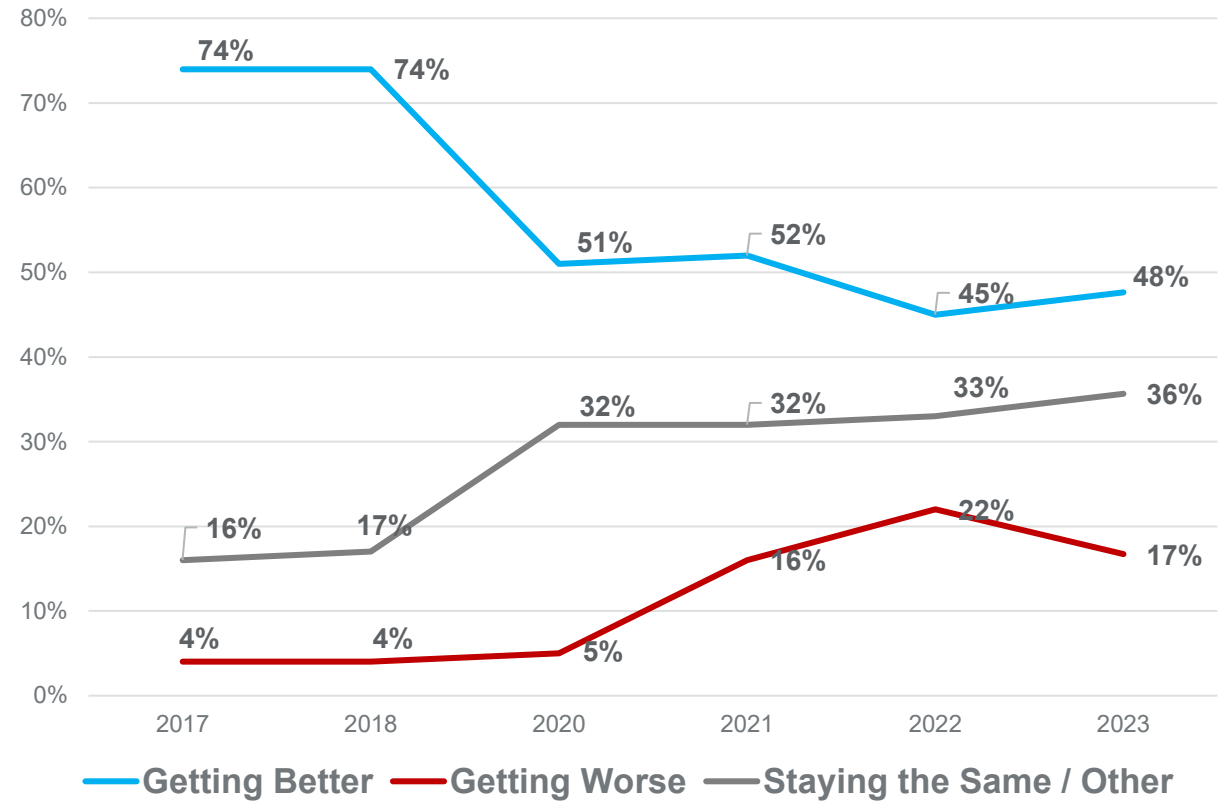


# Biking Conditions Over Time

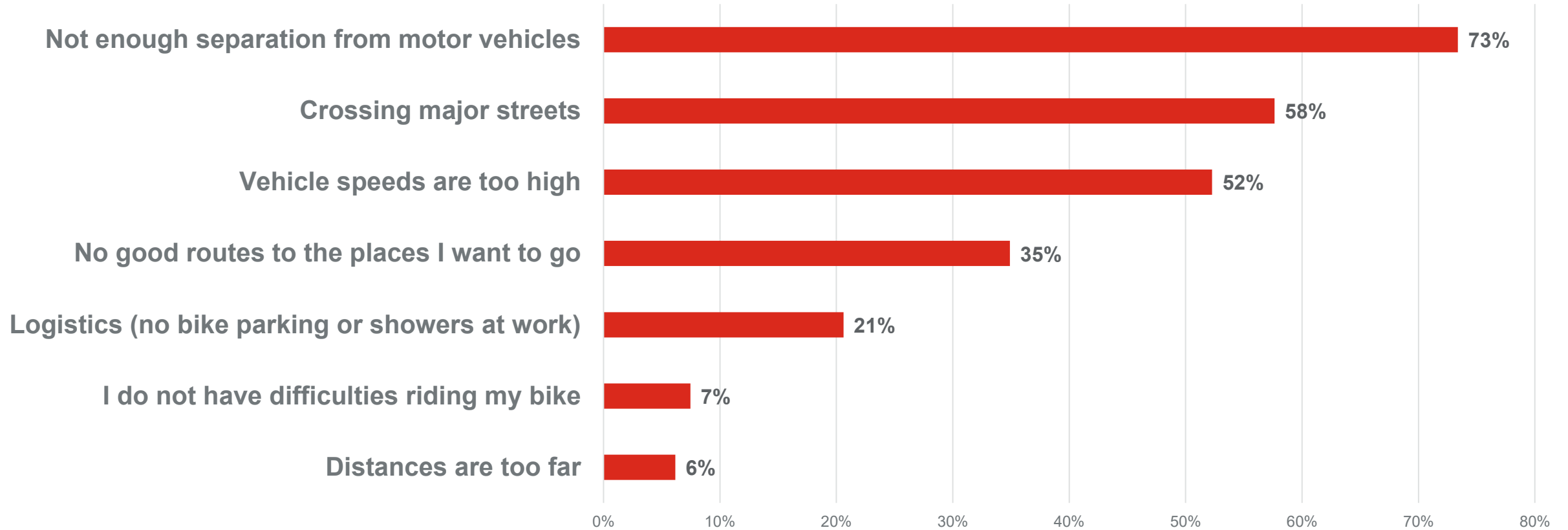
2023 Survey Responses



Perspectives on Conditions Over Time

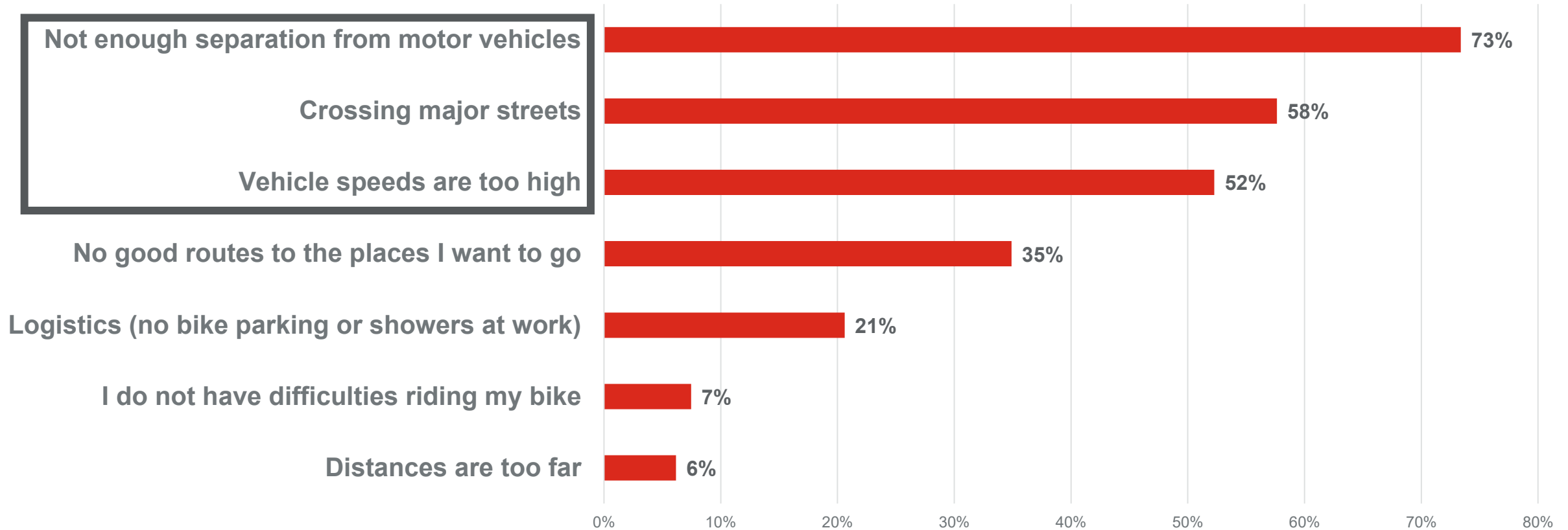


# Barriers or Challenges (top three)



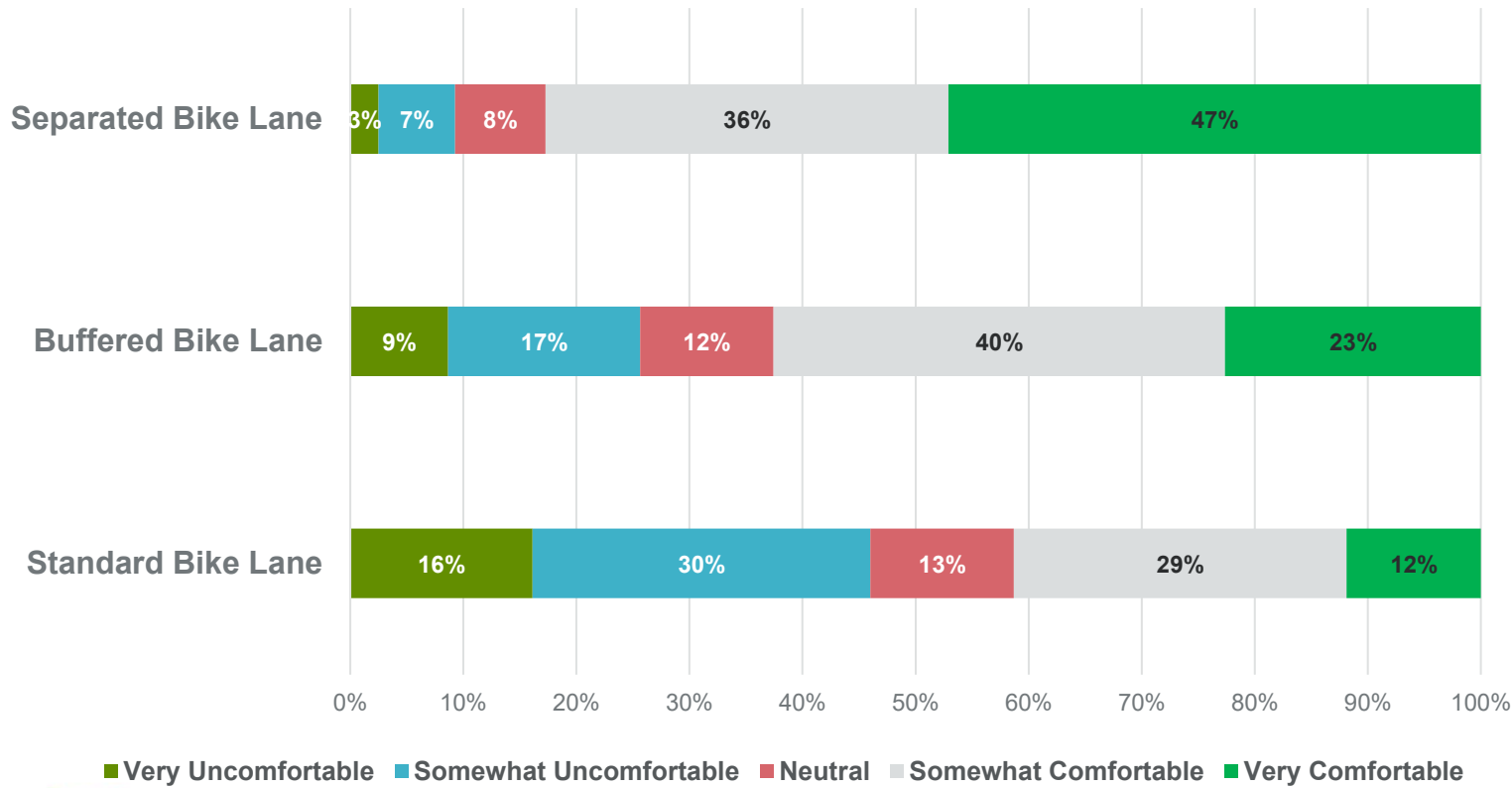
# Barriers or Challenges

- *Top three concerns related to general roadway design*
- *Distance is not a barrier (among advanced or expert bicyclists)*



# Level of Comfort by Facility Type

Types of Bike Lanes



**Separated bike lanes: 83%**  
(somewhat + very comfortable)



**Buffered bike lanes: 63%**  
(somewhat + very comfortable)



**Bike lanes: 41%**  
(somewhat + very comfortable)



# What Else Did We Hear?

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- Many existing designated bike routes are comfortable streets for biking
- Intersections can be significant barriers along bike routes as well as corridors with bike lanes
- Low-stress bikeways (i.e., LTS 1 or 2) do not always feel low-stress, often due to speeding
- Need to consider how standard and e-bike users share spaces



# Bikeway Network Development

# Goals for Network Design

---

- Identify infrastructure improvements that create a robust, citywide network that is:
  - **Low-stress**: appealing to people of all ages and abilities (LTS 1 or LTS 2)
  - **Implementable**: plausible in the near term
  - **Useful**: connected to a wide range of destinations



# An Implementable Network

---

## Street reconfiguration:

- Improvements within existing curb lines or within available space behind the curb
  - Restriping
  - Crossing treatments
  - Behind-the-curb improvements
- Lower costs and complexity (typically)
- More frequent opportunities to implement restriping as part of resurfacing projects
- Plausible in the near term





# An Implementable Network

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  - Restriping
  - Crossing treatments
  - Behind-the-curb improvements
- Lower costs and complexity (typically)
- More frequent opportunities to implement restriping as part of resurfacing projects
- Plausible in the near term

## Street reconstruction and trail construction:

- Projects that significantly change street geometry or new paved multi-use trails
  - Curb and gutter relocation
  - Right-of-way acquisition
  - Drainage impacts
- Higher costs and complexity
- Standalone projects with fewer opportunities for implementation
- NOT plausible in the near term



# Potential Implementation Timeframes

---

## Plausible in the near-term

- Does not mean it will happen
- Means that it could happen, pending available funding, available ROW, limited utility conflicts, staff capacity, etc.
- Lower-cost and lower-complexity
- Opportunities to build a network quickly if funding becomes available
- Projects subject to prioritization process



# Potential Implementation Timeframes

---

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- Opportunities to build a network **quickly** if funding becomes available
- Projects subject to prioritization process

## Long-term

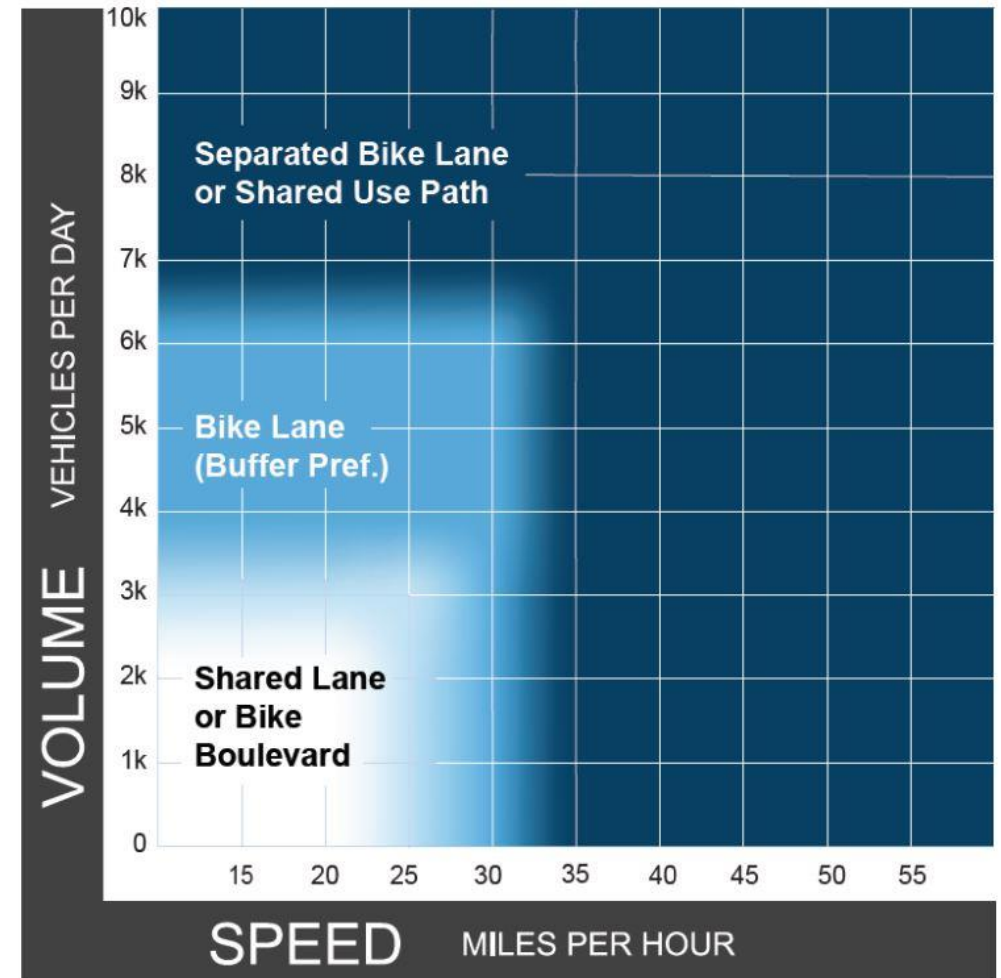
- Does **not** mean that it **won't** happen
- But...higher-cost and higher-complexity
- Projects subject to prioritization process
- Unpredictable and longer timelines can result in critical gaps in the network



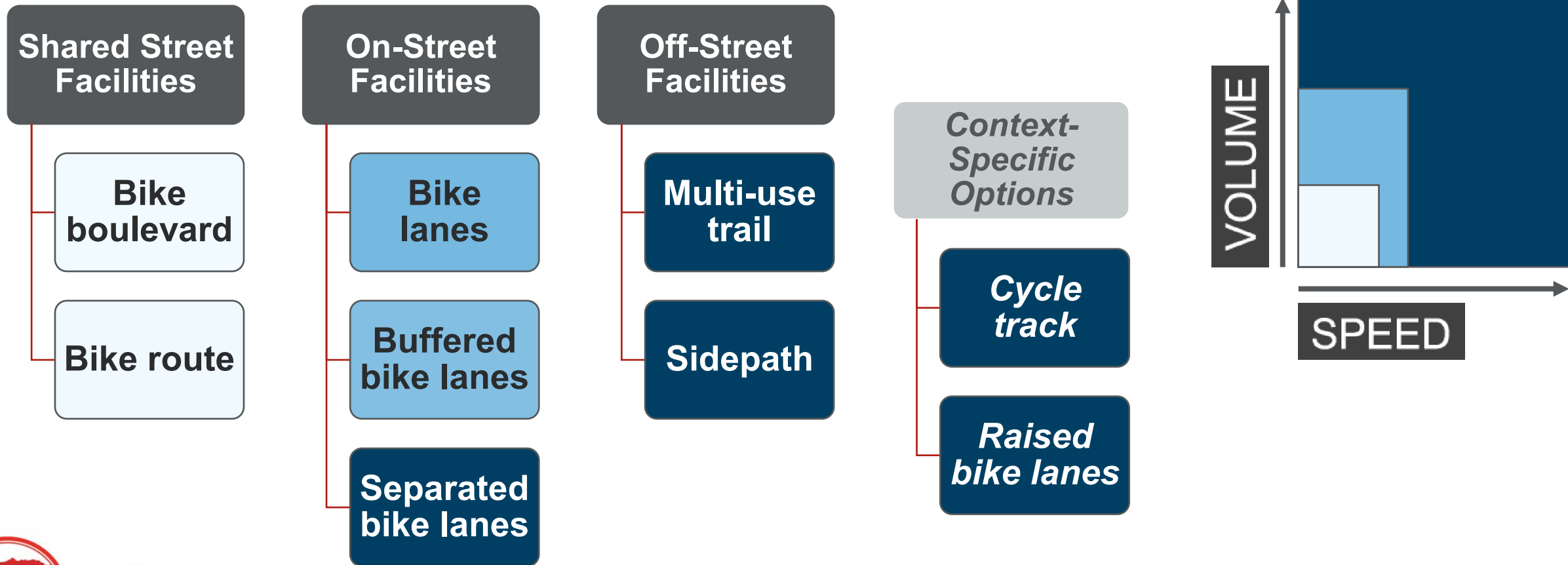
# A Low-Stress Network: Facility Types

- The Plan Update will recommend infrastructure improvements to create a robust *low-stress* network
- Low-stress facilities can take a variety of forms
- Appropriate facility types depend on traffic volumes and vehicle speeds, plus surrounding context

*FHWA Bikeway Selection Guide*



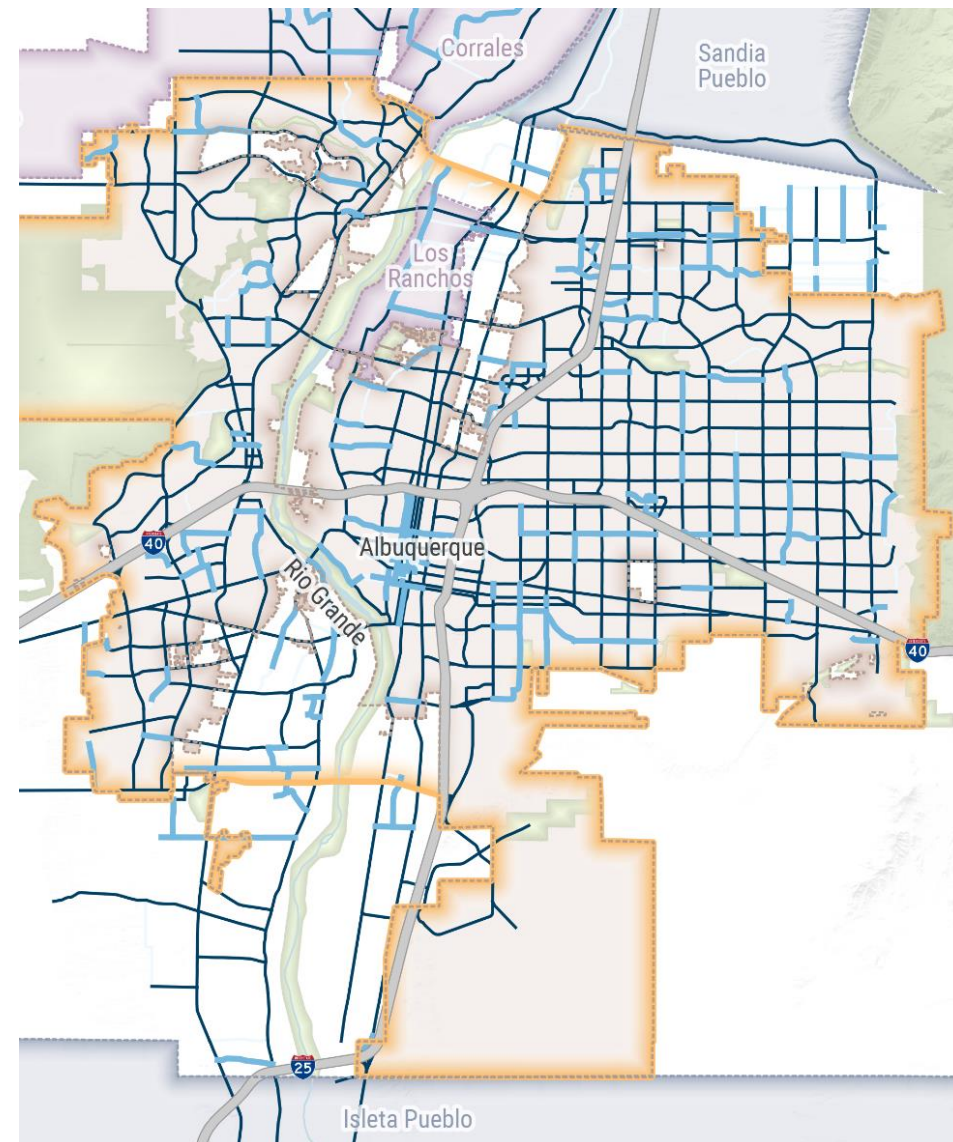
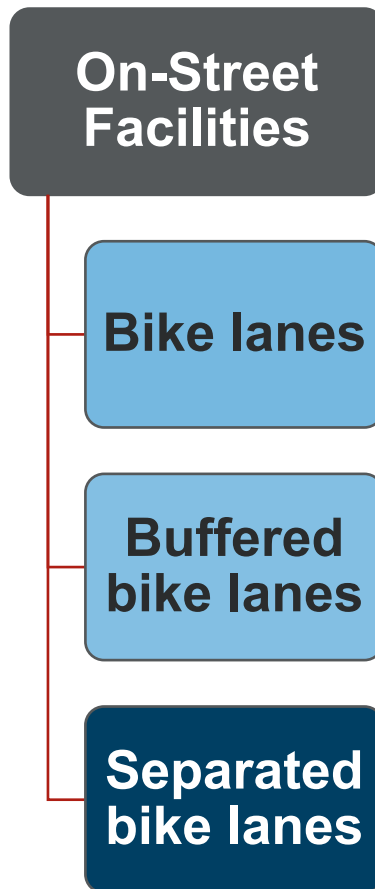
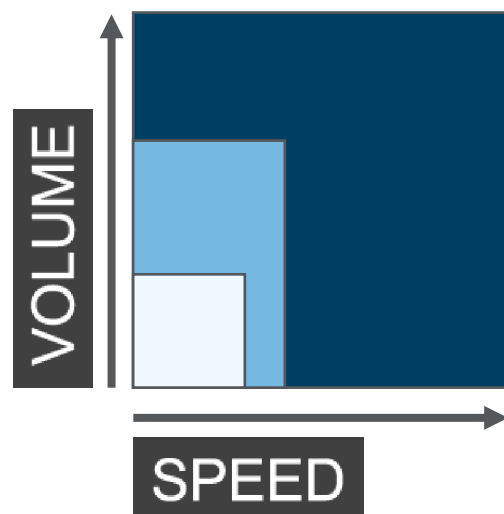
# A Low-Stress Network: Facility Types



# Challenges and Limitations

Best practice for creating low stress conditions for bike lanes and buffered bike lanes:

- 6,500 vehicles per day or less
- 30 MPH operating speeds or slower



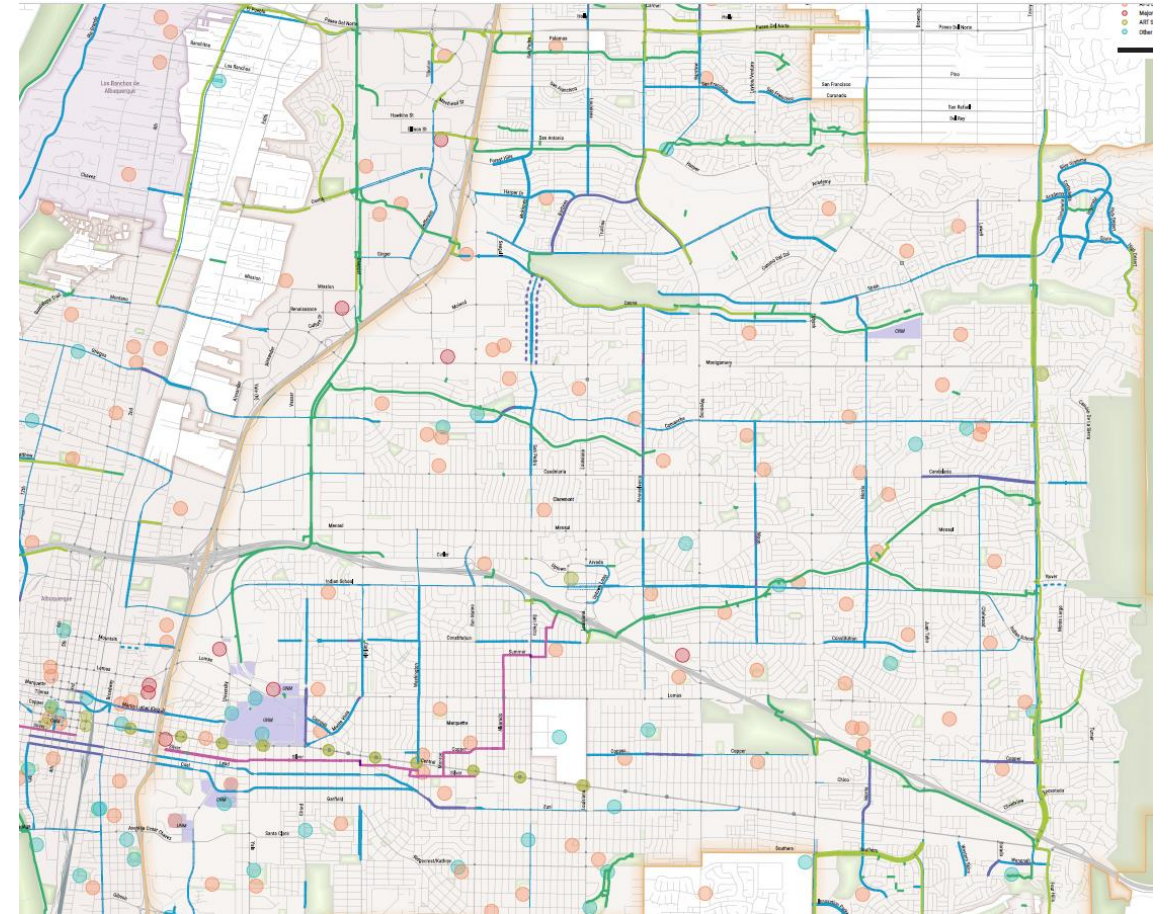
# Opportunities to Build on the Existing Low-Stress Network

## Existing Network

- East-west arroyo trails provide low-stress connections, but the trails are not always direct and feature some gaps

## Opportunities/Desired Connections

- North-south connections between the arroyo trails
- Low-stress connections to the North Diversion Channel
- Bike boulevards on neighborhood streets



Existing Low-Stress Network: East Albuquerque



# Enhancing Existing Bikeways

- Many existing bikeways are higher-stress (LTS 3 and 4) or *feel* high stress
- Near-term opportunities to create *lower-stress* bikeways through reconfiguration
  - Narrowing vehicle lanes to allow for buffers and wider bike lanes
  - Road diets through restriping
  - Adding vertical separation, where feasible
- **Limitations:** Creating *low-stress* facilities along some existing bikeways may require roadway reconstruction

Lead Ave: West of I-25  
– Existing Conditions



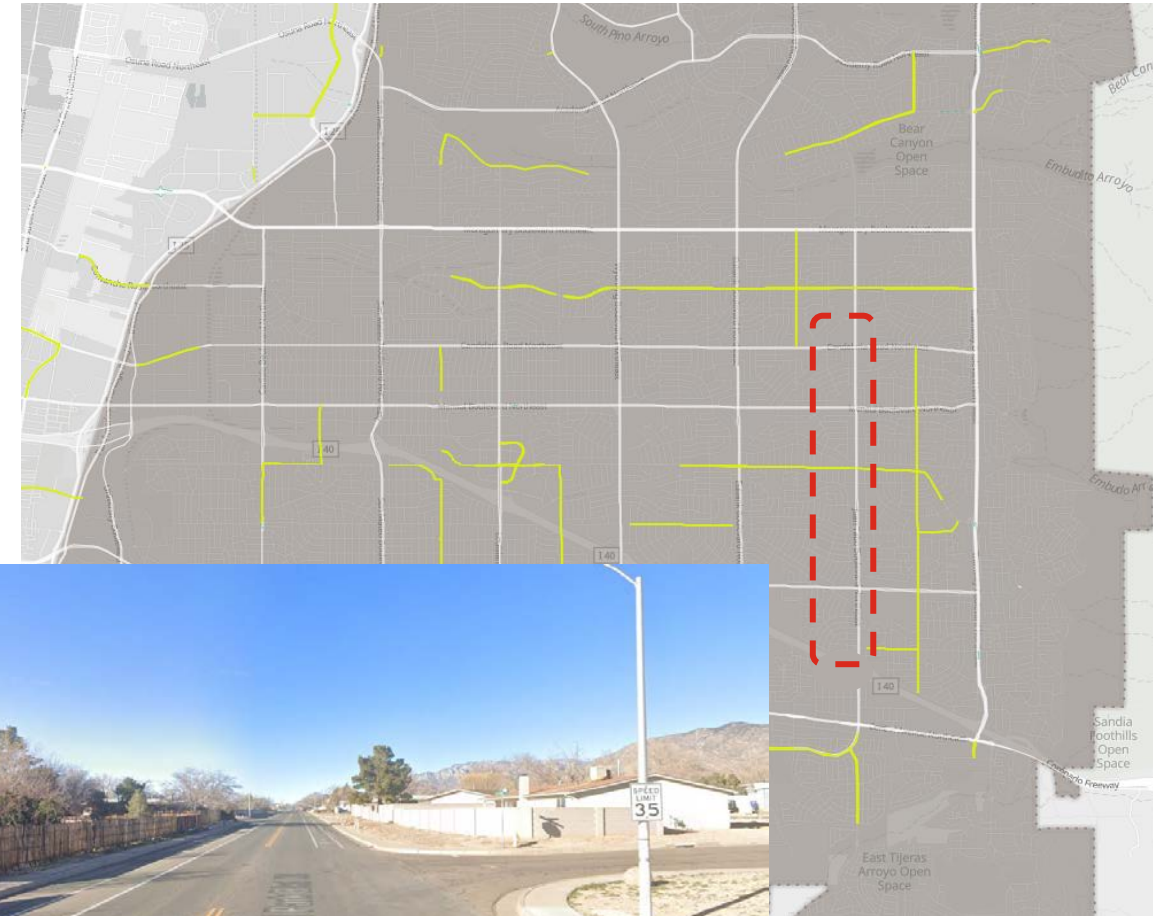
Lead Ave: West of I-25  
– Potential Concept





# Enhancing Existing Bikeways

- Near-term opportunities to create lower-stress bikeways through modest speed reductions
  - Reduce *design* speeds in addition to *posted* speeds: narrow lanes, modified signal timing, etc.
- Example: Chelwood Park Blvd
  - Current: 35 MPH
  - Proposed: 30 MPH



# Potential Spines: On-street Bikeways

- **Comanche Rd (east of San Mateo Blvd)**
  - 4 lanes with median/center turn lane
  - 8,000-10,000 vpd
  - Limited driveways and intersections
  
- **San Pedro Dr**
  - 2-4 lanes with center turn lane
  - 5,000-15,000 vpd (highest near Uptown)
  - Limited driveways and intersections

Comanche Rd –  
East of Morris Rd



San Pedro Dr –  
North of Lomas Blvd



# Bike Boulevards

## Desired/Low-Stress Conditions:

- 1,000 vehicles per day or less
- 15-18 MPH operating speeds or slower
- Crossing treatments at major roads:
  - RRFBs: 1 or 2 lanes per crossing stage
  - PHBs (HAWK signals): 3+ lanes per crossing stage (or high speed/volume locations)
  - *Note: Crossings are both essential and can greatly add to cost and complexity*



# Street Crossings

- Critical for bicycle comfort and low-stress connections
- Context-appropriate treatments based on City of Albuquerque *Bicycle and Trail Crossings Guide*
- Higher costs for major crossings
  - RRFB  $\approx$  \$100,000
  - PHB (HAWK signal)  $\approx$  \$750,000-1,000,000



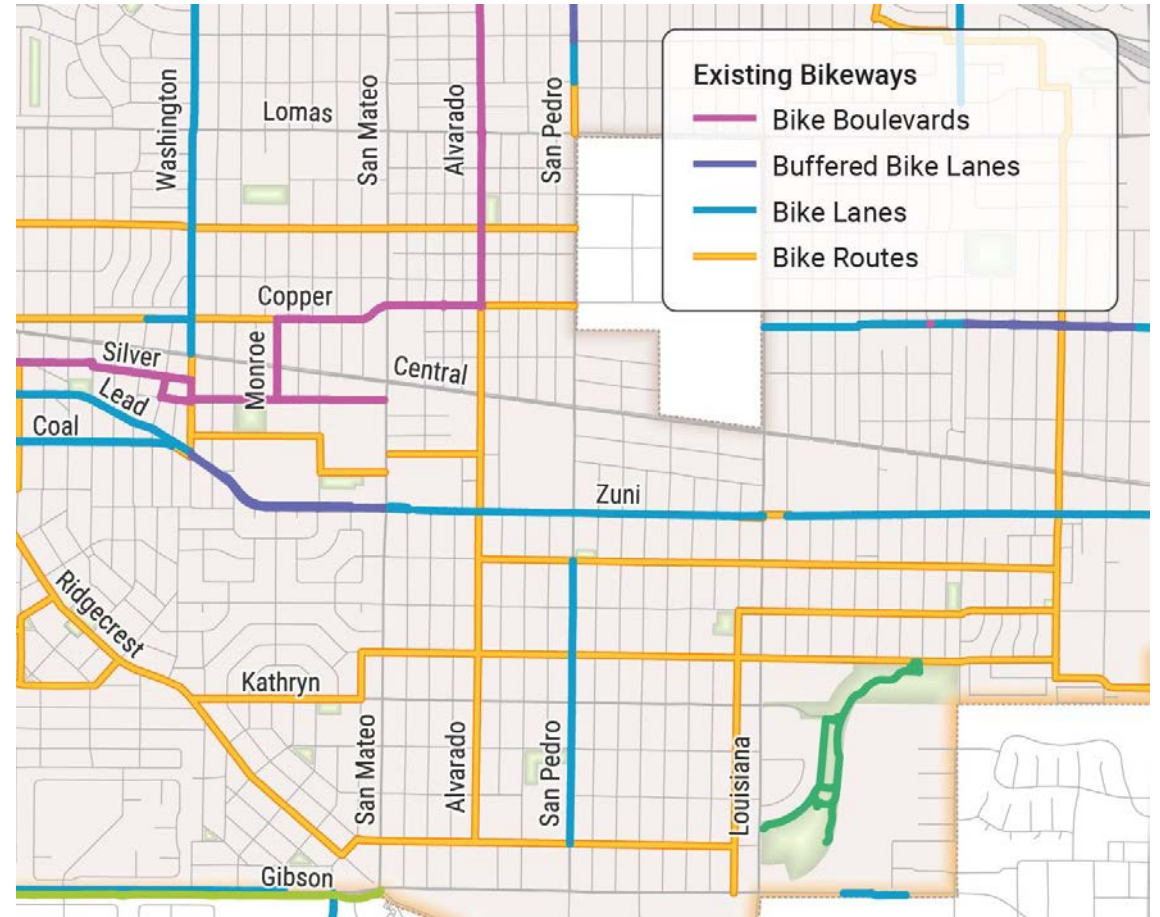
# Bike Boulevard Toolkit – *Draft*

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- Toolkit provides new level of rigor in identifying potential corridors and design components
  - Flow chart for screening and selecting corridors
  - Guidance on design features to achieve low volumes and low speeds
  - Emphasis on crossing improvements
- Will be incorporated into and adopted as a part of the overall Plan Update



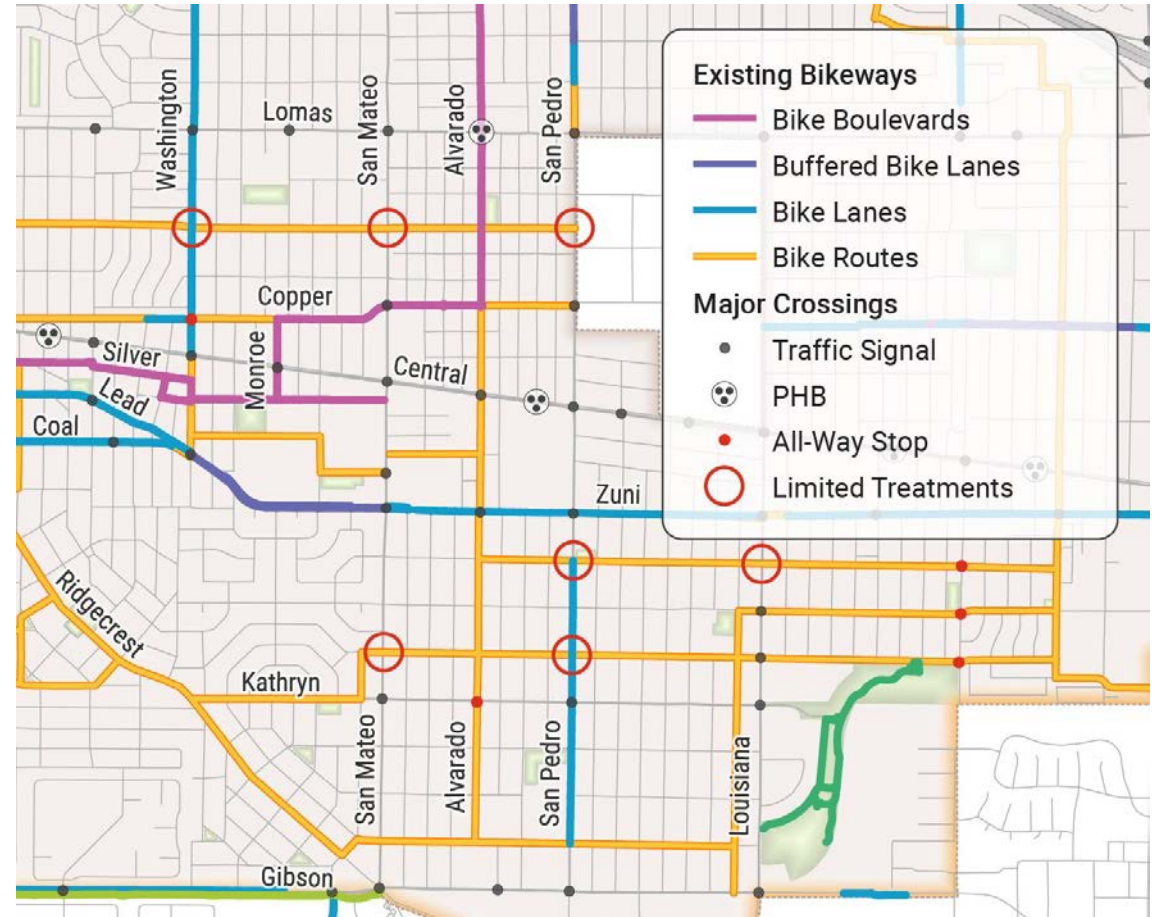
# Potential Spines: Bike Boulevards



Existing Bikeways: International District



# Potential Spines: Bike Boulevards

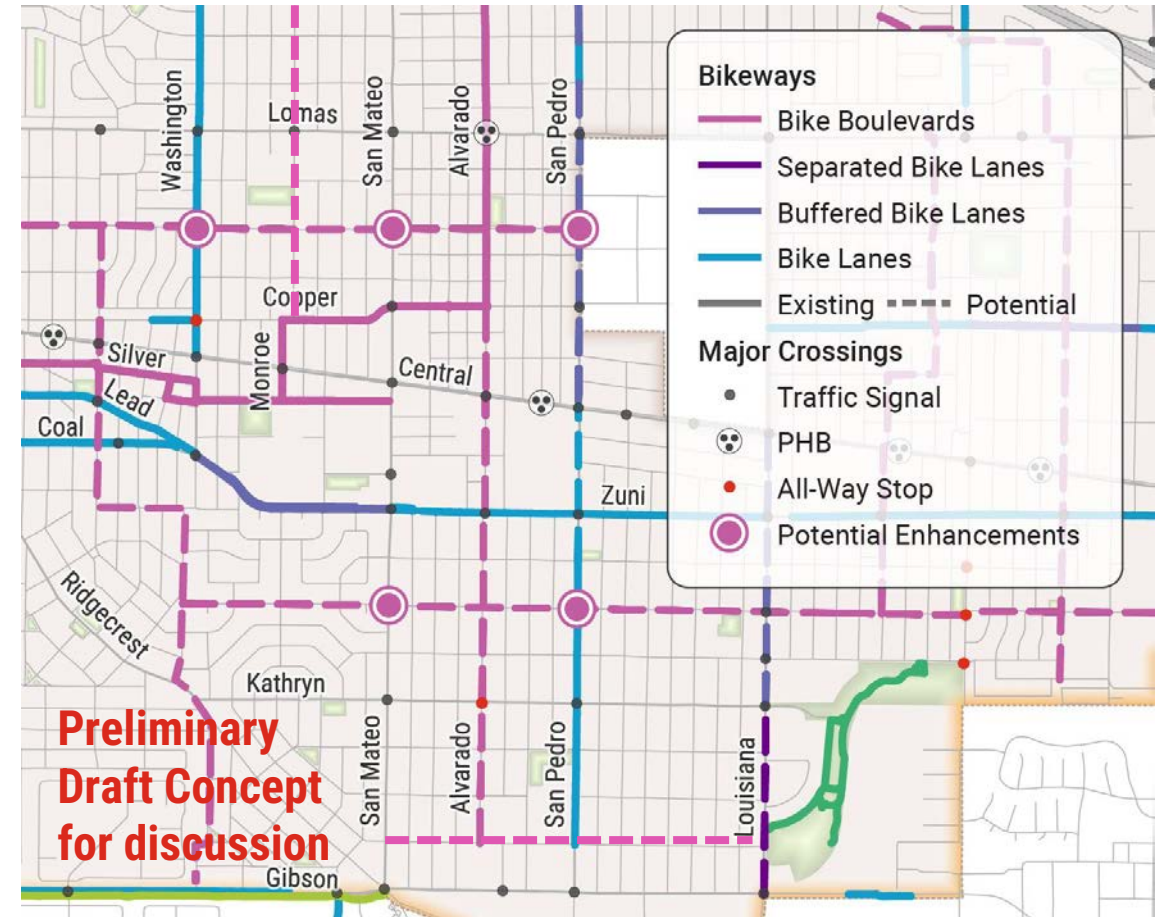


Existing Bikeways & Crossings: International District



# Potential Spines: Bike Boulevards

- Fewer, better corridors
- Potential Bike Boulevards
  - Alvarado Dr: upgrade existing bike route
  - Marquette Ave: upgrade existing bike route
  - Trumbull Ave: replace parallel bike routes
- Enhanced crossings
  - Based on recent experience, PHBs in this area may require additional analysis related to right-of-way and utilities and may not be plausible in the near term and



Potential Bikeways & Crossings: International District





# Community Input: Phase II

# Upcoming Outreach Events

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- Bike Thru Burque Week: October 21-29
- CiQlovía: October 22
- Pop-up events
- Public meetings
  - October 30 – 5:30-7 PM – MRCOG
  - October 31 – 12-1 PM – Virtual



ONE  
ALBUQUE  
RQUE



ONE  
ALBUQUE  
RQUE municipal  
development

TOOLE  
DESIGN

# Survey Map

- Provide input on which potential projects should be prioritized
- “Budget” game
- Available October 21 through November 30 from project website ([www.abqbikeplan.com](http://www.abqbikeplan.com))

## Legend

### Proposed Bikeways Near-Term 20231010

- Buffered Bike Lane
- Separated Bike Lane
- Bike Lane
- Sidepath
- Trail
- Buffered Bike Lane One Direction
- Separated Two-Way Cycletrack

### Proposed Bikeways Long-Term 20231010

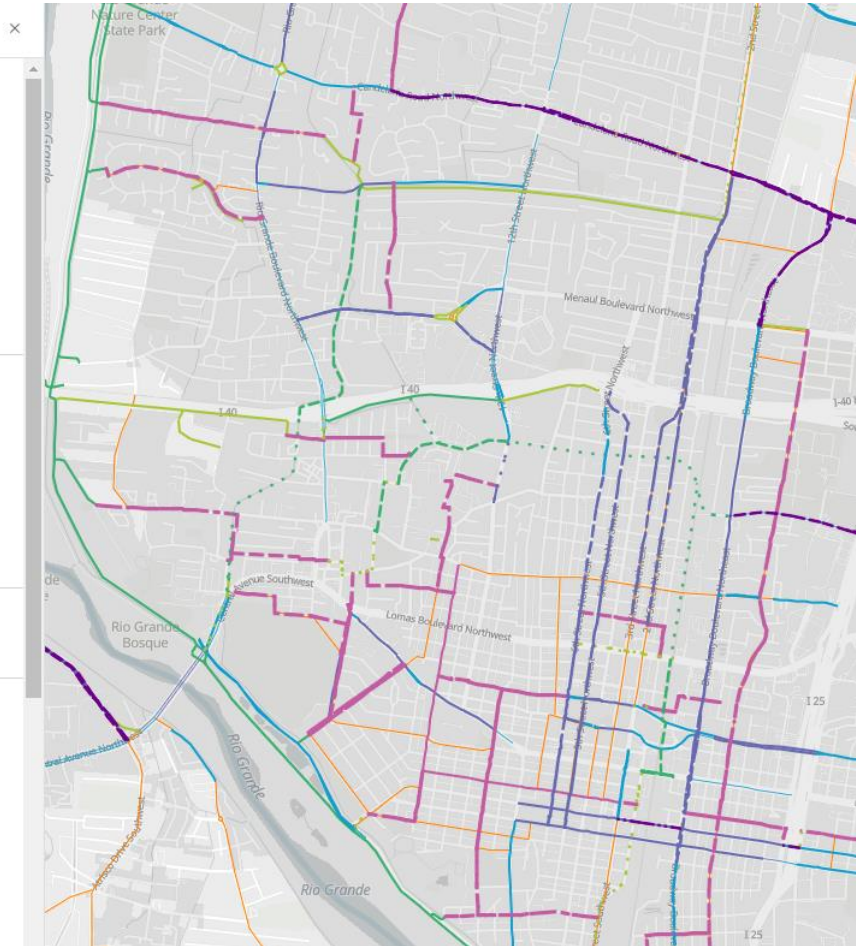
- Sidepath
- Separated Bike Lane
- Buffered Bike Lane
- Trail
- Bike Lane

### Proposed Bike Boulevards 20231010

- 

### Existing Bikeways Low Stress 20231010

- Bike Lane
- Paved Multi-Use Sidepath
- Buffered Bike Lane
- Paved Multi-Use Trail
- Bike Boulevard
- Wide Shoulder
- Separated Bike Lane



**T'OOLE**  
DESIGN



# Thank you

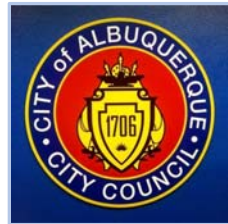
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[www.ABQBikePlan.com](http://www.ABQBikePlan.com)

[abqbikeplanupdate@cabq.gov](mailto:abqbikeplanupdate@cabq.gov)



# 4<sup>TH</sup> STREET STRIPING IMPROVEMENTS MENAUL TO CANDELARIA



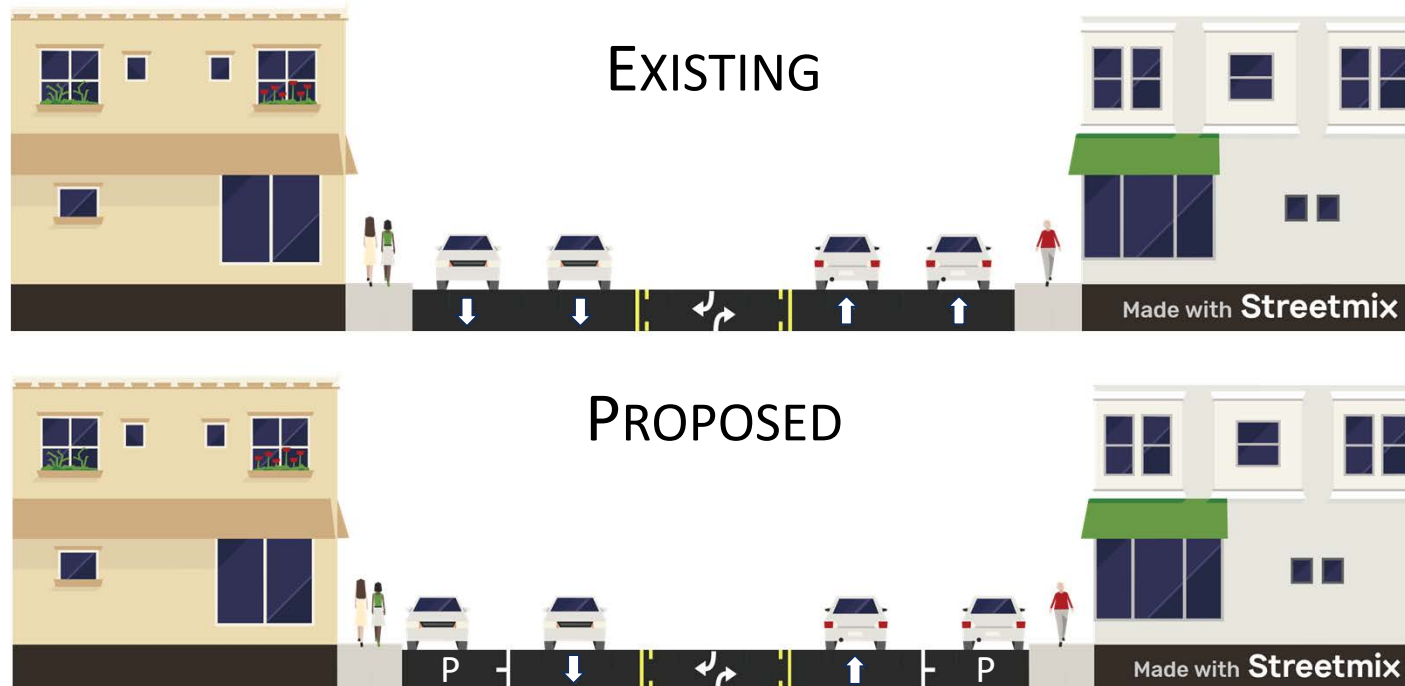
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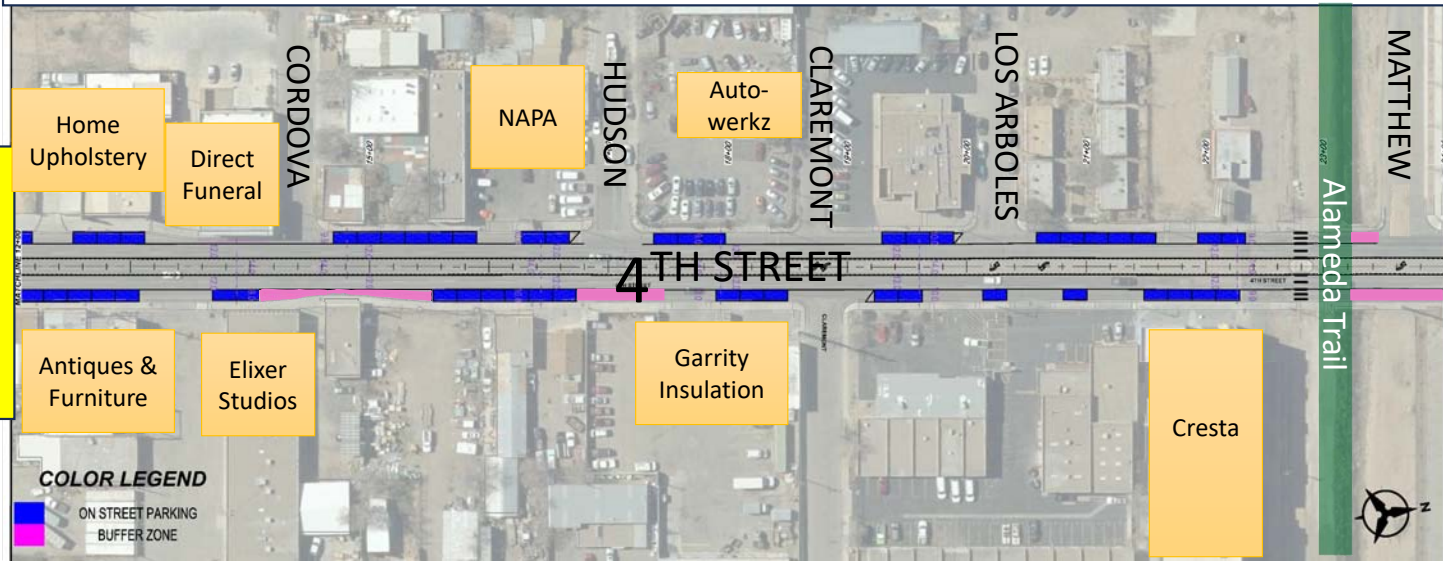
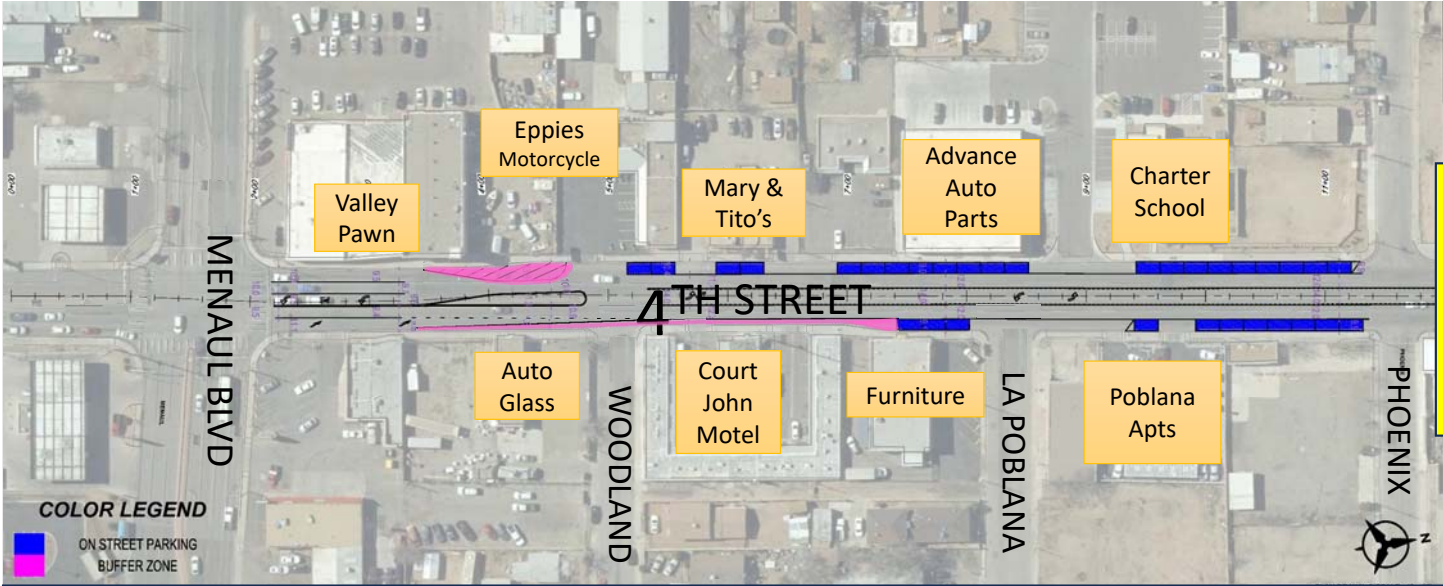
# OVERVIEW

- Project limits: 4<sup>th</sup> St from Candelaria to Menaul
  - Minimal/No improvements to Candelaria and Menaul intersections
- Major Focus to re-vitalize 4<sup>th</sup> St as Main St Corridor via application of a Road Diet
  - Neighborhood Associations/City have been supporting this for years
- Response to request made by a coalition of neighborhood associations
  - Based on years of effort to redevelop the north valley
- Recommendations align with current City and area plans
  - North Corridor Metropolitan Redevelopment Area
  - Comprehensive Plan/Main Street Corridor
  - Complete Streets Ordinance
  - Long Range Bikeway System
  - Integrated Development Ordinance (IDO) / Development Process Manual (DPM)
  - New multifamily developments
- Current project limited to striping improvements only

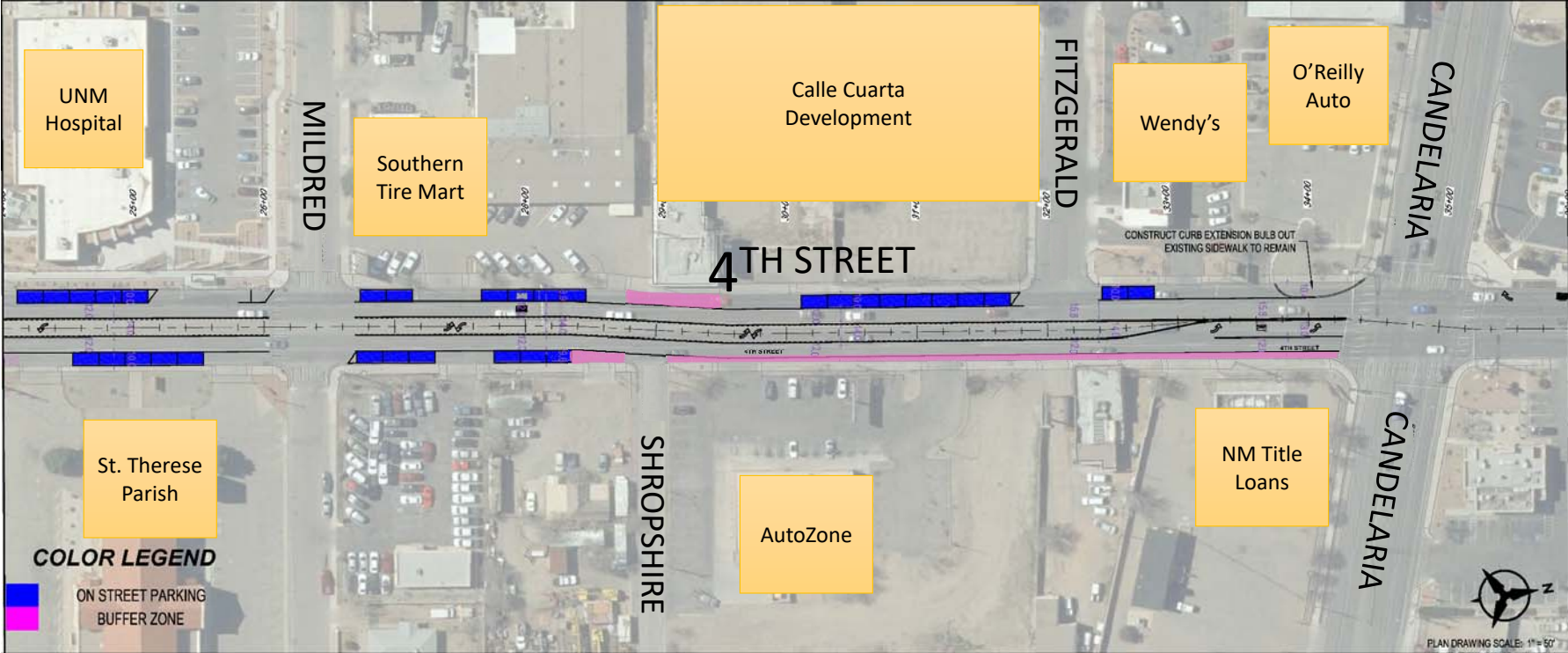
# PROJECT IMPROVEMENTS

- Road diet striping plan
- One travel lane per direction, continuous center turn lane and parallel parking (conditions vary along corridor)
- Delineate on-street parking (both existing and new parking)
  - Project will increase on-street parking









# ROAD DIET BENEFITS

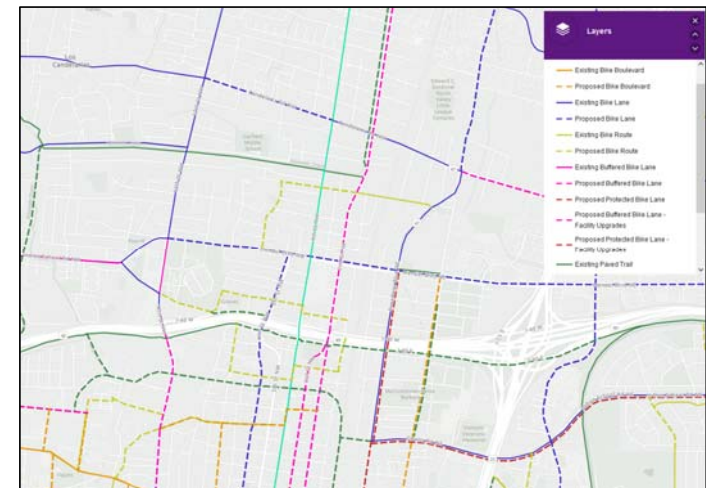
- Reduce driver speeds
  - Parked cars visually narrow the roadway, slowing driver speeds
  - One travel lane per direction reduces speed differentials
- Improves safety – road diets see 19 to 47 percent reduction in overall crashes
- Improves mid-block crossing experience for pedestrians
- Improves pedestrian experience by separating sidewalk from driving lane

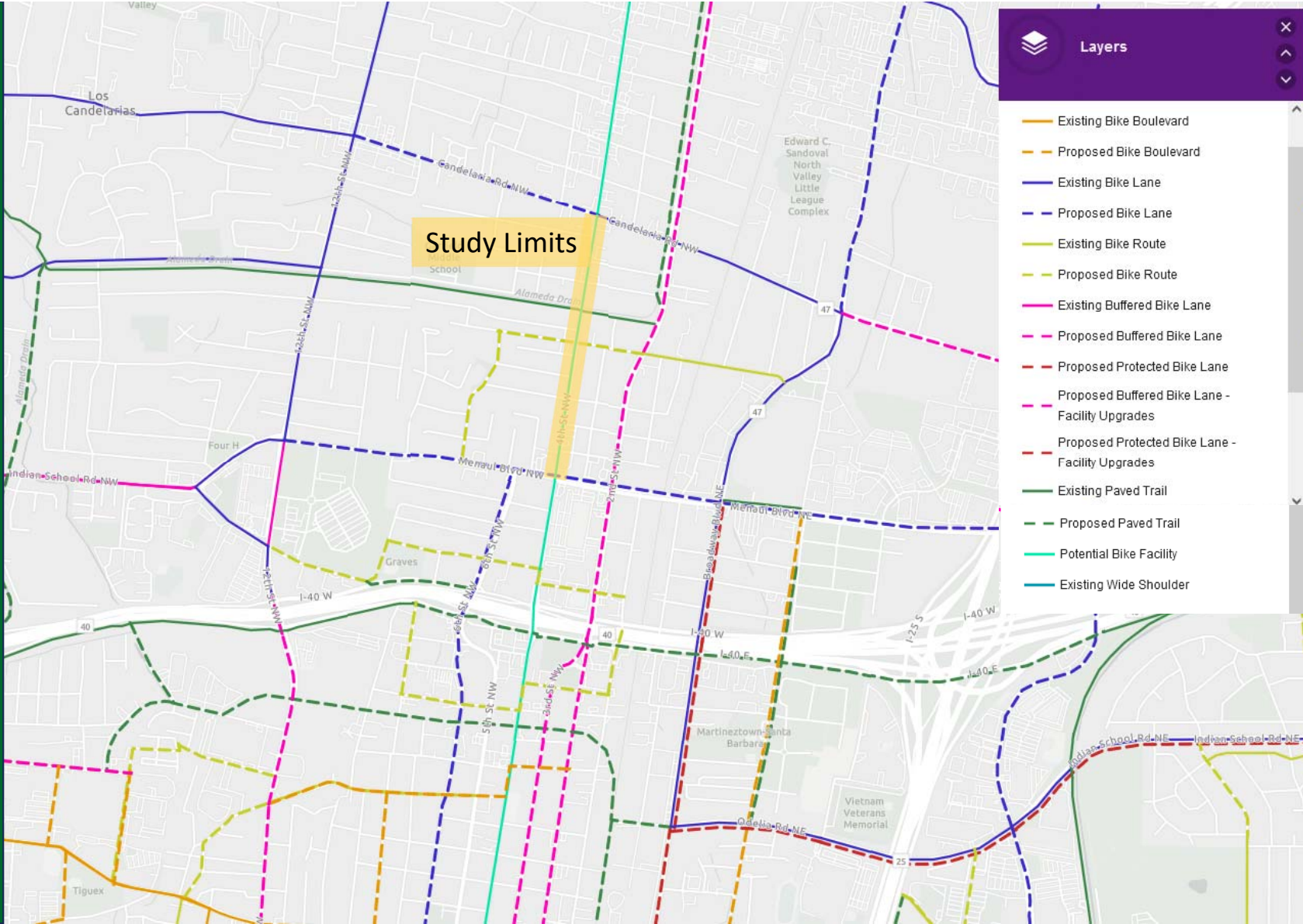
# WHY PARKING INSTEAD OF BIKE LANES ON 4<sup>TH</sup> ST?

- Not enough right-of-way for both parking and bike lanes
- On-street parking encouraged in the following plans:
  - Comprehensive Plan
    - Main Street Corridor and Multi-Modal Corridor
  - North Corridor Metropolitan Redevelopment Area Plan
  - All encourage on-street parking and walkability with less focus on bike facilities
- Complete Streets Ordinance
  - Prioritize the comfort of multimodal users with traffic calming
- Improve pedestrian experience
  - On-street parking will provide protection for people walking on the sidewalk
  - Provide more direct pedestrian access to local businesses and residential

# WHY PARKING INSTEAD OF BIKE LANES ON 4<sup>TH</sup> ST?

- No existing bike facilities on other segments of 4<sup>th</sup> St or at project termini – Candelaria and Menaul
- MRCOG Long Range Bikeway System
  - 2<sup>nd</sup> St has “Proposed Buffered Bike Lane” (parallel facility)
  - 2<sup>nd</sup> St has Alameda Drain Trail (north of study corridor)
  - 4<sup>th</sup> St only classified as “Potential Bike Facility”
- Bicycle use on parallel corridor (2nd St)
  - Easy connectivity to 4th St
    - Current – north end along Alameda Drain Trail
    - Future – buffered bike lanes along 2nd Street

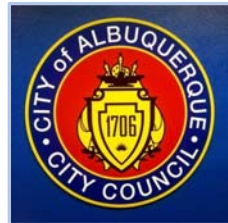




Study Limits

- Layers**
- Existing Bike Boulevard
  - Proposed Bike Boulevard
  - Existing Bike Lane
  - Proposed Bike Lane
  - Existing Bike Route
  - Proposed Bike Route
  - Existing Buffered Bike Lane
  - Proposed Buffered Bike Lane
  - Proposed Protected Bike Lane - Facility Upgrades
  - Proposed Buffered Bike Lane - Facility Upgrades
  - Existing Paved Trail
  - Proposed Paved Trail
  - Potential Bike Facility
  - Existing Wide Shoulder

THANK YOU!



Bohannon  Huston

# CITY PLANS AND POLICIES

- Main Street Corridor (north of Alameda Drain)
  - Main Street Corridors are intended to be lively, highly walkable streets lined with local-serving businesses. Main Street Corridors are active areas with buildings usually placed right up to the sidewalk, with **parking available on-street and to the sides or behind buildings**. Main Street Corridors should be well-served by transit with pedestrian amenities such as street trees, landscaping, and wide sidewalks.
- Multi-Modal Corridor (entire corridor)
  - Multi-modal corridors are intended to encourage the redevelopment of aging, auto-oriented commercial strip development to a more mixed-use, pedestrian oriented environment that focuses heavily on providing safe, multi-modal transportation options. **The development of these corridors will enhance the environment for pedestrians and transit users, while nearby parallel streets (if available) may serve bicycle travel.**
- NC MRA Plan includes same language as Comp Plan
- Complete Streets Ordinance
  - Roadway projects on arterial corridors shall prioritize the comfort of multimodal users by using traffic calming techniques, such as narrowing traffic lanes, and by **providing buffers between vehicle traffic and pedestrian and bicycle facilities where possible. This may include striped buffers, adding parallel parking where it does not currently exist or installing parallel strips delineating existing parking lanes.**
  - Bikeways shall be designed and implemented as identified by the MRCOG long-range bikeway system and ABQ Bikeways and Trail Facility Plan.