



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

March 11, 2024 | 4:00 – 6:00 PM



Meeting will be held virtually.
Zoom meetings will be recorded for notetaking purposes.
*6 mute/unmute | *9 raise/lower hand

Join by Zoom: <https://cabq.zoom.us/j/86730137590>
Join by Phone: +1 346 248 7799
ID: 867 3013 7590

- **GAATC member introductions**

- | | | |
|--|---|---|
| <input type="checkbox"/> Ryan Mast (Vice Chair)
NE Quadrant | <input type="checkbox"/> Dr. Naomi George
SE Quadrant | <input type="checkbox"/> Vacant
NW Quadrant |
| <input type="checkbox"/> Vacant
SW Quadrant | <input type="checkbox"/> Vacant
Pedestrians + Transit
Users | <input type="checkbox"/> Josiah Hooten
Bicyclists |
| <input type="checkbox"/> Vacant
Represent individuals
w/a Disability | <input type="checkbox"/> Aaron Hill (Chair)
Youth (Under 24) | <input type="checkbox"/> Lanny Toning
Older Adults (over 60) |

- **Staff introductions**

- **Members of the public introductions**

- **Approval of March 11, 2024 Meeting Agenda**
- **Approval of February 12, 2024 Meeting Minutes**

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
 - Please email comments to Valerie Hermanson (vhermanson@cabq.gov) before the meeting (**must be received by 4 pm on March 11, 2024**) OR use the virtual raise hand feature during the meeting.
 - Participants will be an “Attendee” in the Zoom Webinar until the public comment period begins. The Zoom moderator will move you into the meeting room as a “Panelist” when it’s your turn to provide public comments. Please accept the Promotion to “Panelist.” You will be able to turn on your video and microphone to provide public comments. After completing public comment, an attendee will be returned to an “Attendee” of the Zoom Webinar where they can continue to observe the meeting.

Next Meeting: Monday, April 8, 2024



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- **Presentations**
 1. **Top Contributing Crash Factors for People Walking/Biking and Distracted Driving**, Sergeant James Burton, Albuquerque Police Department (APD)
- **Discussion / Action Items**
 1. **Discussion: Continued from February meeting. GAATC committee members discuss and edit the draft GAATC memo to City Council with recommendations for 4th Street from Menaul to Candelaria**
 - **Action Item:** Approve memo to City Council with GAATC recommendations for 4th Street from Menaul to Candelaria (draft memo attached)
 2. **Discussion: People biking at roundabouts and traffic circles. DMD requesting GAATC feedback.** Jennifer Morrow, P.E., and Tim Brown, P.E., Department of Municipal Development, City of Albuquerque
 3. **Discussion: GAATC Roles, Responsibilities, Open Meetings Act, Zoom meeting format**, Valerie Hermanson, AICP, Department of Municipal Development, City of Albuquerque
 4. **Discussion: Creation of a strategic plan for GAATC/identify subcommittee members**
- **Staff Reports**
 - Municipal Development (DMD)
 - Traffic Engineering
 - Transportation Engineering/Vision Zero
 - Council Services
 - Parks and Recreation
 - Planning
 - ABQ RIDE
 - Sustainability
 - Bernalillo County
 - MRCOG
 - NMDOT District 3
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
 - Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
- **Next Meeting:** April 8, 2024, 4 – 6 pm
- **Adjourn**

Next Meeting: Monday, April 8, 2024



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Committee Members Present

Aaron Hill (Chair)

Ryan Mast

Naomi George

Josiah Hooten

Lanny Tanning

Committee Members Absent

None

Staff Members Present

Tim Brown (DMD)

James Burton (APD)

Tara Cok (MRCOG)

Matthew Cox (Council Services)

Judith Gray (CABQ Planning)

Valerie Hermanson (DMD)

Albert Lee (Sustainability)

Julie Luna (BernCo)

Robert Messenger (CABQ Planning)

Jennifer Morrow (DMD)

Jenae Robertson (TYLin)

Chloe Simion (TYLin)

Cheryl Somerfeldt (Parks and Rec)

Visitors Present

Alex Applegate, Transportation and Housing working group for the Environmental Justice Caucus

Chris Baca, Near North Valley Neighborhood

Dianne Cress, Bike ABQ

Ben Garland, UNM Center for Pedestrian and Bicyclist Safety

Steve Pilon, Bike ABQ



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Peter Rice, Downtown ABQ News

Joseph Sabatini, Near North Valley Neighborhood

Aaron Hill (Chair) called the meeting to order at 4:02 pm.

- **Approval of March 11, 2024 Meeting Agenda**

Ryan Mast (motion); Lanny Toning (second)

Yes: Aaron Hill, Ryan Mast, Naomi George, Josiah Hooten, Lanny Toning

- **Approval of February 12, 2024 Meeting Minutes**

Lanny Toning (motion); Aaron Hill (second)

Yes: Aaron Hill, Ryan Mast, Naomi George, Josiah Hooten, Lanny Toning

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
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 - Emailed Public Comment, Patrick Martin: I travel north/south on Washington SE daily, and recently there was been a change in the traffic signal algorithm at Washington and Zuni (and Lead/Coal): if there are no cars waiting to go northbound on Washington but there are cars waiting to go southbound (a not uncommon occurrence), when the traffic signal turns red for the East/West traffic it only provides a green light for southbound Washington. The northbound traffic light stays red, meaning that a lone cyclist, like myself, is not permitted to enter the intersection at any point in the traffic cycle. Thankfully, a call to 311 resulted in the traffic signal being fixed within 13 hours: major props to the 311 team and DMD for fixing that so promptly! The original failure is rather baffling however, as there are no protected turn signals on Washington, so there is no reason to not give a northbound green light when the southbound light is green: so why was this failure mode possible? Additionally, there are numerous other intersections in the city where bicycles can be "skipped" by the signal cycle*: are those similarly malfunctions, or is there some fundamental issue with the signal algorithms? Thanks, Patrick Martin
 - Ben Garland: Similar to Patrick's comment, I want to say, props to DMD for filling the pothole reports so quickly. I filed 3 of them yesterday, and they've all been filled already.



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And second comment, I'm wondering what the status is on the format. It's been a few months that I attended a GAATC meeting, and we were still debating whether to turn the format into a participatory format rather than a closed-down webinar. Was there any decision made on that? Or is that still being decided? Thank you.

- Alex Applegate: I just want to commend the draft letter that I read on 4th Street road diet, I really appreciate the effort behind it and the consideration for cyclists and pedestrians. Thank you very much.
- Steve Pilon: My first comment is the same as Ben Garland's about the discussion regarding the unfriendly format for this meeting that has been pushed off the agenda. I think this is the 3rd month in a row that that's happened. I am hoping we could have a discussion. I go to advisory committee meetings of various kinds of this is the only one that uses this unfriendly webinar format. I hope the board will or the committee will see fit to get rid of this. And if you want to see a well-run meeting over zoom, go to go to our meeting, where I'm the vice chair. The second point was that I really appreciate the draft letter regarding 4th Street and the input. And finally, I don't know if anybody seen the journal article or the KRQE TV news piece the pedestrian deaths on East Central. As the journal article pointed out, Bohannon Houston was commissioned to do a study of East Central and recommended the road diet which was ignored by the City at the time. And I can never figure out why or who had made the decision to ignore Bohannon Houston. They spent good City money for that and yet they ignored it. So, I was discouraged to see the APD being involved but not DMD being involved in the press conference. because I hope we're not going to resort to enforcing jaywalking rules. I'd like to see GAATC adopt a resolution saying that the City should adopt the recommendations by Bohannon Houston back in 2000.
- Joseph Sabatini: I've spoken previously, representing the Near North Valley Neighborhood Association and how a request to make a safe left turn lane for Fitzgerald given that there are 61 apartments about to be built. This turned into an entire street diet plan that raised the whole question of should or should there not be on-street parking or bike lanes. We've recently learned that in Comprehensive Plan and the Development Procedural Manual, they prioritize on-street parking over a bike lane along Main Street corridors, between Menaul and Candelaria as one. So, I'll stand with that. Thank you for your attention. We can cite the DPM regulation if you need it, I'll send it in the chat. DPM Part 7-4 (H) (1) (i) 2 On-street Parking Location
- Chris Baca: Thank you very much. I'm here to support the Near North Valley Neighborhoods Association request. As an affordable housing developer, we've been working with the neighborhood over the last three years to develop what was known as the brown property on 4th Street and Fitzgerald. As Mr. Sabatini mentioned, we have 61 units going on in the front, as well as 21 townhomes in the rear on Seventh Street. One of the things we were told was that the first floor of the apartment complex would have retail and that parking would be accommodated in this road diet. With that in mind, we went ahead and designed a complex that included four retail spaces on 4th Street. One of the things was to activate the site and the other is to bring some retail amenities to the area. So that 61 plus the 21 homes that we're building in the back, that's 82, times 3, it's about 243 or something like that, that new individuals that will be turned into this site, as well as the next-door facility, which is the old southern term mark that is also going to be repurposed into a Community Activity Center, to bring amenities to the site.



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So, there's going to be a lot more traffic and left turns. I'm not sure it's going to be safe for bicyclists. We honor the bicyclists and pedestrians that use them. But we have extensively designed walk and bike trails within the site itself, that would access the trails immediately south of it, for example, the Alameda drain etc. That's the extent of my comments. Thank you so much.

- **Presentations**

1. **Top Contributing Crash Factors for People Walking/Biking and Distracted Driving**, Sergeant James Burton, Albuquerque Police Department (APD)

- **Introduction:** James Burton is the Sergeant of the APD Fatal Crash Unit with the traffic division. The unit investigates ALL crashes in the city, fatal and serious injury. Today's presentation will be educational and some discussion. Forbes Magazine noted Albuquerque as the "worst drivers in America" per a 2023 study that included a couple years of data.
- **Data Overview*:**
 - In 2023 there were 10,800 crashes
 - 3% are pedestrian crashes – 15% resulting in serious injury/death
 - 1% are ped-cyclist crashes – 7% resulting in serious injury/death
 - Total of 51% of crashes were *fatal* (43% pedestrians, 8% ped-cyclists)
 - Up to date 2024, there have been 2,073 crashes
 - 4% are pedestrian crashes – 20% resulting in serious injury/death
 - Less than 1% are ped-cyclists – 0 ped-cyclists resulting in serious injury/death
 - Total of 69% of crashes were *fatal* 69% were pedestrians, 0% ped-cyclists)
 - *Statistics are gathered in-house or coming from 2 national organizations, NHTSA (National Highway Traffic Safety Administration) and the Federal Highway Administration*
 - **National average** of 19% of ALL traffic fatalities are pedestrian and ped-cyclist fatalities
- **Crash Factors:**
 - **Primary factor** in fatal and serious injury pedestrian crashes are **pedestrian/ped-cyclist error:**
 - Last 2 years, 87% were pedestrian error
 - In 2023, 77% were ped-cyclist error
 - **Additional factor – speed** (data from NHTSA)
 - 16MPH – results in 10% chance of fatal pedestrian crashes
 - 23MPH – 25% chance of fatal
 - 42MPH - 50% chance of fatal
 - 50MPH – 75% chance of fatal
 - 58MPH – 90% chance of fatal
 - Vehicle vs. vehicle is doubled (x2) for every 10 MPH
 - Majority of ABQ sits around 30 to 45MPH speed limits placing a 50% chance of the crash resulting a fatality
 - **Additional factor – nighttime**



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- A national average of 71% of crashes occur at night
- In 2023, 67% of crashes have occurred at night
- In 2024, up to date, 92% of crashes have occurred at night
- **Driver Awareness:**
 - More speed gives less time to react
 - Darkness = less visibility, giving less time to react
 - Allow for time, speed and space to react, as driver has no control over pedestrians' choice

Q&A, Comments for Top Contributing Crash Factors for People Walking/Biking and Distracted Driving Presentation:

- Lanny Tanning: My original question was, do we have any idea of the incidence of people dealing with cell phones when there is some kind of collision? I have two acquaintances who have been hit by somebody that was not paying attention. And of course, the score between pedestrians, bicyclist, and car, is always 100 to 1 for the car. But if in fact that's a problem, I'd like to encourage this panel to encourage the City and for them to encourage the State to then raise the penalty for distracted driving involving a cell phone.
 - James Burton: That's a question that I'd have to pull data for on low-end crashes meaning crashes with minor injuries or property damage. As of now, distracted driving for our stats would be on the low side. The primary factor in most of our crashes, pedestrians aside, is speed or aggressive or intoxicated driving behavior. So, a good chunk of our fatal and serious injury crashes came from pedestrians walking into a roadway in front of somebody, or excessive speed or intoxication. When reviewing last year's, just a rough estimate, we had maybe 2 or 3 crashes that resulted in a fatal or serious injury that were specifically related to distracted driving. One of those was looking at a GPS on their phone. The other 2, I'd have to do a refresher to remember exactly what they were.
- Naomi George: Thank you so much for the presentation. I think that the crash statistics can be viewed in a different frame. I think the roads are not designed for pedestrians to make a choice, and similar for cyclists. And I think that is the major underlying cause. There are folks who are intoxicated in every city, and distracted drivers in every city and our rates are potentially higher here than the national average, but not in a way that describes the differences in fatality rates. What troubles me is that our rates are made low by the fact that so many folks don't use non-motorized vehicle transportation, because it's so unsafe. Albuquerque rates would be way higher, if people were out there using the sidewalks, if the roads were in the current condition that they're in. So, I really take issue with a frame of pedestrian error as an explanation of difference. I think it's still road design. I also want to point out the fact that our population and the vehicles that are on a road are very different. You mentioned that the crash rate at 40 or 45 mile per hour rate is much higher here, the national average. Our patients and our health care system are not as healthy in a way that makes a dramatic impact. I can see that causes of death are amplified by the underlying health of the person not being necessarily as high as it might be in Denver, or a different



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healthier city- this is a long-term factor. So, I think our roadways must be engineered for the fact that the fatality rate here will remain high and will continue to be high until the social safety net in New Mexico, living conditions, etc., are improved. My final concern which I do not have the data for, and I could be wrong, but our cars are much bigger. The national data, I don't think that it's corrected for that important difference. For example, if a 1996 Honda Civic runs into at 20 miles per hour, you're probably going to be okay. But, if a Ford F150 hits you at 25 miles per hour, much less likely. And I don't know for sure that our cars and trucks are bigger, but in my experience is that they are. The statistics are horrifying, and I don't think that our population and their choices are what's making the difference, it's the choices being offered to them through roadway design. And similar for drivers. And it's not as if New Mexicans just are terrible drivers, because they are. There are reasons for it and a lot have to do with system design. Thank you.

- James Burton: Two points. First, going back to the last comment, the national data does put in for differences in vehicles. That would be a correct assessment and one of the reasons we are a bit higher, is because we have larger vehicles in Albuquerque. I didn't put all the different data of the types of vehicles causing what crashes, but you are correct in your assessment. This being one of the factors involved is that we do have a lot of trucks in this city and are more likely to kill you as opposed to a car.
- Ryan Mast: On the statistics, do you have granularity down to whether there's a higher rate of both incidents and fatalities at the intersection or crosswalk versus between the intersection?
 - James Burton: That is one of the issues, some crashes are happening just feet from designated crosswalks. This year, off the top of my head, I can think of 3 crashes that were less than 100 feet from a fully marked crosswalk. And, instead of walking in the crosswalk, they choose to walk right in the unlit portion of the street. So again, I'm not trying to blame the deceased or the injured. There are definite areas we've investigated, had there been better crossing, it could have resulted in a non-crash. Central is a great example because there are portions of Central with a readily available crosswalk, and portions that are not. However, I have taken numerous crashes where the pedestrian was right next to a crossing area and chose not to cross in the crossing area. On Coors and Central, the crosswalk box was fully lit, and the pedestrian chose to cross 78 feet away from it into an unlit portion of the roadway. So, the driver didn't have any chance of avoiding the individual. But again, I've also seen it on the flip side where they got hit in an area where there was no crosswalk nearby. The crosswalk is about 3 or 4 blocks in each direction. I hope that is kind of interesting.
 - Ryan Mast: I'm not here to throw weight behind behavior versus design, I know that both are important. I think just the more granularity we have around that, the more educated we can be on recommending an intervention so that we know how to start to address those and act because it might change the direction of the intervention. I appreciate that. Thank you.
- Aaron Hill: I think this is a wonderful presentation and I think the more data we have on



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this sort of thing will always lead us to make better decisions than not having the data. Something that stood out to me, I'm curious about the rate from 2023 to this year, the rate of crash fatalities that happened during the night went up significantly. It jumped from like six 67% to 97%. I was wondering if you have seen a reason for that, if there's a geographic connection, if there has been a change in behavior, anything that might indicate why that rate has gone up so much.

- James Burton: Part of it is logistics. Looking at our crash map from 2023, one change we've seen is a lot more pedestrian traffic on the eastern side of Montgomery and Tramway, as well as towards the expanding part of westbound Central. As the city expands and populations shift, this changes how things are. For example, we've had 3 pedestrian fatalities in the Tramway and Montgomery area. Two of those on Montgomery, and the other was on Tramway and Manitoba, which is close. This is a little bit of an outlier to what we've usually had and it's not an area that we've primarily been targeting. Additionally, we've had crashes out on Central and 98th. Again, a little bit of change in design in areas that we weren't initially focusing on, so they don't have lighting versus some areas where we've historically looked at. That's where, just as a growing city, it changes the locations of some crashes. That's where it comes down to when asking about night crashes- It's lighting. If we don't have proper lighting, we can't expect people to be seeing pedestrians. This is a gray area because, likewise, the pedestrian may not be seeing the vehicle as fast or anticipating that the vehicle is going much slower than they are, thinking it's safe to cross. So, the vehicle doesn't have as much time to react by the time they see them. I think part of the reason the number is skewed for this year, is because we're seeing a lot more crashes in areas that had not been a danger zone prior to this year, and it was not a place that we were focusing on.
- Aaron Hill: Looking at this map, there's a huge obvious cluster there on east Central. I think that's been a major discussion point for a lot of folks. Would you say these variables; lighting and crossing issues are a big factor on east Central?
- James Burton: Central has more pedestrian foot traffic than any other place that I respond to in the city, specifically Central between San Mateo and Eubank, and even higher between Louisiana and Wyoming. The residents and population in that area are more accustomed to use foot traffic, bicycle traffic and/or bus transportation. By the very nature of that, you're going to have a higher chance for a pedestrian crash because there is more pedestrian and ped-cyclist traffic. They are constantly making improvements but not every intersection has a crossway either. The best you can get in some places are a larger median, allowing for safe refuge between traffic. But, in the middle of the night, and I say this cautiously so forgive me for being a blunt, but it is what it is. We also have a high amount of the streetlights in those areas being broken or shot out and we have to send out notices to PNM for them to come out and replace them. So, it just so happens that this corridor has a factor having proper lighting but oftentimes when the lights are not working, that flips back to what we talked about earlier; without proper lighting, you can't see people on the



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roadway or on the side of the roadway, it's nearly impossible for you to have enough time to react.

- Naomi George: I feel like your comments point to an area reframing. Our population is the population that we have in the city, right. There are areas along Central and all throughout the city, where pedestrians may likely be intoxicated or making "poor choices", that area does have the streetlight problem you're pointing out and I don't know if others do. We can't change choices or change the streetlight problem already more than what is being done. One thing we can change for a difference, is the speed of the road and the road diet. If we know that lots of crashes are happening there, and know we can't quickly change those other factors, irrespective of the amount that's behavioral seems to make sense to slow the roadway where people are dying. And do a road diet where people are dying would seem to make sense to me would favor human life over the continuation of motor vehicle traffic, using that road in the same way that it's accustomed to, because those results are not working. My other concern is where you mentioned there's a lot more pedestrian traffic. That's kind of my point, if there were more pedestrians using the sidewalks or lack thereof, making their choices and making their poor choices, the city would have even more dramatic statistics. But I think it is hidden in the data in some places where pedestrians use the roadways, they get killed at a rate that's unacceptably high. I know that there's a lot and I see these patients. I know what goes into a lot of their behavioral choices. I'm not shy about sharing that. I think we should design the roads and GAATC should use its position to advocate for roadways that accommodate the situation as it is. And I commend your police force effort to replace the lights and track the crashes. And it shouldn't have to fall on your shoulders to advocate for road diets. I also want to just advocate again for thinking about when we're when we're going through these plans that are brought to us by consultants by the city and the speed limit recommendations tend to be kind of boilerplate. Well, what's the size of the pedestrian that we anticipate being there?
 - James Burton: I've made two recommendations on our side and in line with you.
 - 1) Because of the high number of fatal crashes that have occurred in this specific area, one of my recommendations to the City was making it a safety corridor, which fines are doubled for speeders.
 - 2) The other recommendations outside of lowering speeds was adopting dual speed limits, like other cities or states. There would be a speed limit designated for the daytime and one designated for nighttime. If we know that this is a high population area and we already have a high pedestrian fatality and serious injury rate, I think we should lower the speeds by default. Even speeds less than 25 miles per hour, you still have a 1 in 4 chance of killing someone if you hit them which is still incredibly high. I believe a review is adequate, but speed is a different situation, seeing it from a cop's perspective. If we post the speed limit, for example, at 25MPH, by default we know that somebody will drive at least 5 to 10 miles over the set speed limit, which means they're still doing 30 to 35MPH, bumping it closer to the 50% range. Then, when you're putting a speed limit of 40 to 45MPH, now you have somebody that's going to be driving at 45 to 50MPH, putting the rate closer to the 75% fatal range. So, I am all about reanalyzing and looking at speed reduction, specifically on Central although I'm sure there's other areas of



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the city that would benefit. I would agree that your organization would be great in looking at those type of ideas.

- Cheryl Sommerfeldt: From a Parks perspective, I appreciate the thought about the crossings and the health concerns. But I did want to say that I attended a workshop given by the federal government on creating a plan for reduced fatalities. One of the suggestions that is working in other cities is to make the stop lights at intersections flash, as if they were stop signs during the middle of the night, for a certain timeframe, so that people aren't speeding through the corridors. And I can see if the stoplights are shot out, that wouldn't work. I lived in quite a few cities, but compared to others, they didn't have this issue of people speeding through the corridor as fast as they possibly can to get through the lights. And I agree with the road diet as a design consideration that would help. And perhaps doing a study of taking out some stoplights and replacing them with stop signs at some intersections. And I know it wouldn't work on Montgomery and Central, but I know maybe on Spain, Morris, or places where we have lights that don't seem necessary. But these interventions may be able help.
- Naomi George: I just want to add one thing that you might consider in recommendations moving forward because I do think there are a lot of areas that would have more pedestrian traffic if the conditions were to be amenable to pedestrians. So GAATC could have an impact aligning with business interests, and residential interests, not just pedestrians, cyclists and others who are not using motorized traffic, by making a recommendation for the area on how we want to see it developed. In terms of pedestrian cyclists, business, livability-friendly and make those areas slow too. That might be a recommendation to consider from that lens.

• Discussion / Action Items

1. Discussion: Continued from February meeting. GAATC committee members discuss and edit the draft GAATC memo to City Council with recommendations for 4th Street from Menaul to Candelaria

- **Action Item:** Approve memo to City Council with GAATC recommendations for 4th Street from Menaul to Candelaria (draft memo attached)

▪ **Overview:**

Important Discussion Topic: Potential to perceive disagreement between the Neighborhood Association recommendations, which was to not include bike lanes that were mentioned in the memo.

Current Draft considers overwhelming preponderance of other comments along with the information received through the committee. These include possibilities of having bike lanes available and potentially reducing or eliminating on-street parking while still meeting the needs and how these concerns are viewed. Overall, commentators and people wrote in support of bike lanes and that much of the area already has on-street parking and wouldn't make a significant impact or outlay the other interests.

▪ **Q&A, Comments for GAATC 4th Street Memo to City Council**

- Steve Pilon: I would like to express Bike ABQ support. The idea that multi-modality doesn't include bicyclists is ridiculous. The



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biggest thing we need to note is 2nd Street is a Bike Boulevard as far as the Alameda Drain. Once it hits Alameda Drain where it turns east/west, it becomes a killing field for bicyclists due to the lack of a bike lane and bike facility. If we were to put a bike lane on 4th Street, this would allow the continuation of the bike path along 2nd Street to the east/west portion of the Alameda Drain Trail and continue a safe bicycle route. They are supposedly promising a bike facility along 2nd Street but that's a pie in the sky as far as I'm concerned as there is no assurance that it's going to happen. There is not right-of-way there, if you look at it. And the idea that bicyclists don't belong there, I find ridiculous. But I want to say that I completely support this letter and feel comfortable speaking on behalf of Bike ABQ in support as well. Thank you.

- Alex Applegate: Bikes and bike infrastructure have NOT been shown to decrease business in neighborhoods and set up parking when they are replaced. In fact, they have increased business in areas. So, there should not be any worry about the businesses in this area. Also, I want to say that on the north side of 4th Street, which is a bit less Hispanic and a bit richer, they are including bike lanes on that part of 4th Street, and to me, it would be criminal to not include those here. Thank you very much.
- Joseph Sabatini: I would cite a business that started in 1945, or so, which is now Mary and Tito's restaurant just north of Menaul on 4th Street. And their on-street parking is critical to their success, which they've enjoyed through two changes with degeneration and two generations of ownership. And a newer business that's right next to them, that's called Sunday Service also has inadequate parking for their business and benefits from the existing on-street parking that's there. And I look at the description of the population density and the age of the housing in this tract and I think it were less dense and a little bit younger than it suggested in the text of the letter. I'd like to see a good access for bikes, I ride a bicycle and have for all my life. But I don't even see the Bohannon Houston as a good solution. But it's what we got back. And appreciate all your work on all of this. Thank you.
- Naomi George: I appreciate those comments. I think it would help me to understand better because I just pulled up Google Maps, I could look at Mary and Tito's. Because that's an important consideration you bring up. I just see two on-street parking spots in front of the restaurant. And I do see a parking lot out back and right next door. Both of which are empty on this Google Maps. And I also will say, one of my family members is wheelchair, and only wheelchair accessible things help. So accessible parking becomes quite relevant. Sometimes in Albuquerque that has been on-street, there's not accessible parking that's off-street. But I'm just curious how Marion Tito's might view those 2 on-street spots that are right



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in front of the building? How does that become critical when it's just 2 spots and there's the whole parking lot. I'm sure there's a thought behind this but I just don't think I understand it yet and curious if you could shed light on it?

- Joseph Sabatini: There have been lunch times where every one of the spots in the back of their very small lot, had been taken. And you need to remember that the building immediately to the north, which has had multiple turnovers of tenants, but each of them has denied anybody from Mary and Tito's parking there so they don't have that margin. And in front of the building to the north there is still more on street parking. So, it's like a rush hour situation, there's a couple of times a day where that is essential to their business. And as Sunday Service has come into play and become successful, their on-street parking supplements the 10 slots in their very small parking lot. So, it's on the margin but it's important if you ask their proprietors what use they get of it and how important they think it is. I'm sure you they will tell you that it's a big factor in their continued success and operation. Thank you.

- **Motion to *Send (as-is)* GAATC memo to City Council with recommendations for 4th Street from Menaul to Candelaria***
Lanny Tanning (motion); Aaron Hill (second)

Yes: Aaron Hill, Ryan Mast, Naomi George, Josiah Hooten, Lanny Tanning

** Valerie Hermanson will work with Matthew Cox from Council Services to share the letter with City Council*

2. Discussion: People biking at roundabouts and traffic circles. DMD requesting GAATC feedback. Jennifer Morrow, P.E., and Tim Brown, P.E., Department of Municipal Development, City of Albuquerque

- **Overview:** Planning on installing more roundabouts but this discussion came about because there are often comments that roundabouts are not friendly to bicyclists or pedestrians. We are interested in discussing with GAATC the thoughts and experiences on roundabouts. Some research was gathered from FHWA to share with GAATC and the public.
- **Roundabout Research:**
 - **Safety:**
 - There are fewer crashes, resulting in 90% less fatalities and 75% less injuries
 - There are 10-40% less pedestrian and bicycle crashes
 - Roundabouts are safer for beginner and elderly drivers
 - **Time:**
 - Time saving by 30-50%, less time waiting at stops/signals
 - **Environmental:**



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- Reduces pollution for cars not having to wait at traffic signals
- Reduces noise and fuel consumption
- Roundabouts can be landscaped with plants and trees
- Roundabouts require less land as they are not required to have turning lanes
- **Savings:**
- No cost for yearly maintenance on traffic signals
- Roundabout can still operate regardless of power outages, no need for police to direct traffic
- People can walk or easily drive to locations, improving sales at nearby businesses
- Can act as a marker to a business or downtown district
- **Minnesota Study:**
 - Nearly 450 roundabouts were installed by the end of 2022 on Minnesota roadways
 - MnDOT showed substantial decrease in fatal and serious injury crashes for all users after installing a roundabout, in 2017
 - Follow-up study consisted of reviewing 95 roundabouts with higher use of pedestrians and bicyclists finding:
 - 40% decrease in all severity crashes
 - 70% decrease in fatal and serious injury crashes for bikes and pedestrians
 - 15% decrease in *total* bike and pedestrian crashes
 - Results suggest roundabouts have better safety performance than traffic signal-controlled intersections. Roundabouts can be an effective safety treatment for both pedestrian and bicycle crashes.
- **Albuquerque / Rio Rancho Roundabouts:**
 - Silver Ave Bike Boulevard “mini” roundabout
 - 18MPH speed limit
 - Cyclists and cars share the same space
 - Forcing motor vehicles to slow down
 - Loma Colorado, Rio Rancho roundabout
 - Was previously a 5-lane section with 2 driving lanes in each direction and 1 center left turn lane but turned out to be “over-designed”
 - The City then installed and repurposed the right-hand lane in each direction as a buffered bike lane
 - Down the road, the roundabout was 1 lane
 - 12th and Menaul roundabout
 - 1 or 2-lane roundabouts, depending on entry or exit
 - Left lane entry is strictly a left-turn exit
 - Right lane entry allows to continue straight down Menaul, north on 12th, or left turn to southbound 12th
 - Northbound and eastbound entry are both single-lane
 - Southbound is a dual entry, depending on what lane



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you're in

- Idalia Road and Iris Road, Rio Rancho roundabout
 - Near Cleveland High School, with very heavy student population using the roundabout.
 - Next to the City Maintenance yard and Sandoval County landfill facility attracting a high volume of trucks- they use what is called a "truck apron" to drive over but look very unattractive to cars to do the same, purposefully.
 - Bohannon Houston was involved in early planning and roundabout was a better option than placing an intersection.
 - Injury crashes were reduced from 50% to 70%
 - Because there are new drivers that use the roundabout often, they use it well and operate almost as a European roundabout because of their precautions.
- **Conclusion:**
 - Roundabout will come off as safer than both traffic signals and 2-way stop-controlled intersections.
 - From a maintenance point of view, roundabouts are far preferable as many things can break in traffic signals (rust, power outage, crashes into poles, etc.)
- **Q&A, Comments for People Biking at Roundabouts and Traffic Circles**
- Ryan Mast: Being a cyclist and using roundabouts, I'm comfortable with them and like them. The number one reason is that it reduces the speed for everyone, making both vehicles and cyclists, more aware of what you must do to enter that intersection and negotiate that in a safe manner. I do like that there are different options there. I think that they can be employed in a variety of areas, both on larger streets, as well as smaller residential streets. Even on smaller residential streets, I think employing speed tables at intersections can be a good way to ensure that you will have that speed reduction. And then one question/comment that I have, particularly on busier intersections. How would you design something so that a pedestrian can safely cross? Let's say, a disabled pedestrian that is trying to get across the street in a wheelchair. Maybe they're slower and they need more time to get across. How would you design the roundabout so that they are with a fair amount of confidence able to negotiate that?
 - Tim Brown: I'm glad you brought that up I did tune the presentation more to cyclists rather than pedestrians. But the standard practice early on was, that you put up crosswalks and signs, and that should be enough to cue the motorists to yield. Unfortunately, Albuquerque drivers are not good at stopping and yielding to pedestrians in crosswalks. I think nationally, the conversation for pedestrian crossings at roundabouts has come around to understand that that can happen. So, the idea is to tune the roundabout in different ways. For example, if you've got a high-volume roundabout, you



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need two lanes for people to get in and out. 1. You can design tighter, smaller roundabouts, with harder entry curbs, forcing everyone to slow down even more than they would for another design. Then, you can do the same thing on the exit. Rather than having a fast exit, you can tighten that up and make it harder for people to leave and that will reduce your operations. 2. The other thing is having a combination of a roundabout and crossing that are governed by rectangular rapid flashing beacons and hit the button to improve yield compliance. 3. Another suggestion I've seen is to install a pedestrian hybrid beacon across multi-lane roundabouts. If you do end up having to put in something like that, you're still coming out ahead with fewer crashes, and motor vehicle operations, and the delay is improved to have a safer pedestrian crossing. And you're right, one of the biggest issues is with disabled people, especially blind pedestrians. They depend on being able to listen to traffic and with a roundabout, that ability just goes out the window. But there's been a lot of thought put into it, especially over the last 10 years. And we would want to adhere to what the best practices are right now.

- Ryan Mast: Yeah, thank you for that. I'm a big supporter of this concept, at least to evaluate the benefits of such first, and on the maintenance side. Because if you can free up that budget for maintenance of the intersections, then this can be moved to all the other significant needs that we have for making a roadway safe. So, I appreciate that. Thanks for the presentation.

3. Discussion: GAATC Roles, Responsibilities, Open Meetings Act, Zoom meeting format, Valerie Hermanson, AICP, Department of Municipal Development, City of Albuquerque

- **Overview:** Committee members often ask what are their roles and responsibilities. Staff reached out to the City Clerk's Office which manages all the City's Boards and Committees for further guidance and also investigated the GAATC ordinance to put together this presentation. Hopefully this presentation will provide better insight into that and also Open Meetings Act and we can also discuss the Zoom meeting format.
- Much of the information is from the GAATC ordinance.
- GAATC Membership: All GAATC members are appointed by the Mayor with advice and consent from City Council. There are 9 members representing different areas or topics:
 - 1- representing active transportation *north* of 1-40, *east* of 1-25
 - 2- representing active transportation *south* of 1-40, *east* of 1-25
 - 3- representing active transportation *north* of 1-40, *west* of 1-25
 - 4- representing active transportation *south* of 1-40, *west* of 1-25
 - 5- representing older adults (over 60 years of age)



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- 6- representing youth (under 24 years of age)
- 7- representing individuals with a disability
- 8- representing pedestrians and transit users
- 9- representing bicyclists
- *One of the above must also represent the Environmental Planning Commission (EPC) – Richard Meadows was currently this member but his EPC term ended and that is why he also had to leave GAATC. Staff are working to fill this vacancy and there are several new EPC members.
- It's important to note that the “pedestrians and transit users” member is not necessarily there to direct ABQ RIDE’s transit. Rather since most transit trips begin and end with a walk, that is the primary focus for that role.
- Each member shall understand the needs of residents, particularly active transportation users.
- Definition: Active transportation is any self-propelled, human-powered mode of transportation such as walking, biking, or using mobility devices.
- **GAATC Duties, Responsibilities and Roles:**
 - GAATC serves in an advisory role to advise the city on plans, projects, programs, bikeways, sidewalks, street crossings, on-street multi-use trails, complete streets, and Vision Zero to support equitable, safety and accessibility.
 - GAATC does NOT have decision-making authority and the role is to provide perspective and knowledge on the area or topic that is represented. Staff appreciate and value all your perspectives and feedback and you all volunteering your time to serve on this committee.
 - Monitoring on-street facilities
 - Promote bicycling and active transportation
 - Promote safety and safety education for active transportation
 - Promote facilities and amenities for biking and other active transportation
- **Advisory Role Plan examples:**
 - Vision Zero Action Plan Update/Year-in-Review
 - Chair and Vice Chair served in working group
 - Bikeway and Trail Facilities Plan Update
 - Chair and Vice Chair served in working group
 - Bernalillo County Pedestrian and Bike Plan
 - MRCOG Regional Transportation Safety Action Plan
 -
- **Advisory Role Project examples:**
 - GAATC representative on Annual Complete Streets Maintenance project
 - Draft plan sets- typically 30-60% design plans
 - McMahan Widening – plans proposed a 6’ bike lane while GAATC requested buffered bike lanes and staff were able



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to incorporate that into the design

- **Advisory Role Policies examples:**
 - Parks and Recreation working on draft for e-bike policy – we had a great conversation and meeting dedicated to discussing e-bikes in June 2023. I think Parks appreciated all the GAATC input and community input which helped to inform their writing of the policy.
- **Advisory Role Other examples:**
 - Letters of support for Grants
 - GAATC requested presentations - APD presentation about crash data and top contributing factors
 - Staff requesting feedback from the committee on roundabouts/traffic circles – the discussion we had before this presentation
 - Members have expressed questions about what their role is and if they're filling their role. Hopefully, this helps to clarify and demonstrate that you are all serving in your role. GAATC members have provided valuable feedback and input on these things and many others for which staff are appreciative.
- **Roles of Vice Chair and Chair:**
 - Vice Chair will run meeting if Chair is absent, following agenda
 - Recognize members who ask to speak
 - Let all members speak before allowing member to speak twice
 - When discussions get off track, get group back to agenda
 - Monitor time spent on addenda items
 - Work closely with City staff to set up meeting agendas for future presentations
- **Voting:** in the case of a tie, the motion shall be deemed defeated
- **Open Meetings Act (OMA)**
 - Meeting agenda must include:
 - Date
 - Time
 - Location
 - Agenda of items to be discussed (draft memos, minutes, etc.)
 - Avoid describing items in agenda vaguely
- **Quorum:**
 - Current quorum is 3 members and 5 members on GAATC
 - Quorum may exist even if members are NOT present
 - **Avoid having any discussion about public business through email- this is a violation of the OMA**
- **Public Comment:**
 - GAATC is not required to allow public comment unless voting on items, however, public comment is highly encouraged.
 - GAATC is not required to allow additional public comment for other agenda items. If time allows this is a decision for the Chair / Vice Chair to make whether they would like to open up presentations,



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- discussions, or other agenda items for further public comment.
 - Public comments should be addressed to the committee, not City staff
 - **Zoom Meeting Format:**
 - Each Board or Committee can decide the meeting format. It's important to note that each Committee is different. Switched to this format in 2022 because public members were interrupting GAATC members when they were speaking and having separate conversations within the chat, which was not being monitored by staff. Comparing this to an in-person meeting, that type of behavior would not be allowable and would disrupt the meeting. At an in-person meeting, GAATC members would be sitting together at a separate table running the meeting with staff and the public in the audience. If there were interruptions or side conversations in the audience it could disrupt GAATC members having their meeting.
 - GAATC follows City Council meeting format, which has clear guidelines for how the meeting will be managed.
 - Staff and City Council are in one virtual “room” while public members are can still listen and watch
 - Public members will only be allowed in the Staff and City Council “room” when commenting and people have the option to turn on their camera if they like and unmute themselves to provide comments.
 - City Clerk’s Office advised staff to turn off the chat for these meetings.
 - 2 public comment periods
 - Board and Committee advised to turn OFF chat during meetings, moving forward there will no longer be a chat. If GAATC members or staff have links to share, please share them in advance of the meeting and City staff can include them in the meeting minutes and share them out with all attendees.
 - **Q&A, Comments for GAATC Roles, Responsibilities, Open Meetings Act, Zoom meeting format**
 - Lanny Toning: The only thing I would say in terms of public education function that we have as one of our roles. We don't have any way of talking directly to the public, but the city has a million public information officers, and I'd sure like to see some of them in our meetings.
4. **Discussion: Creation of a strategic plan for GAATC/identify subcommittee members**

Motion to Move Discussion Item #4: Creation of a Strategic Plan for GAATC to April's Meeting



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Aaron Hill (motion); Lanny Toning (second)

Yes: Aaron Hill, Ryan Mast, Josiah Hooten, Lanny Toning

Not present: Naomi George

• Staff Reports

• Municipal Development (DMD)

○ Traffic Engineering, Tim Brown:

- Striping has been completed roughly 2 weeks ago on Chico, east of Eubank. It was redesigned as the striping was deteriorating. Redesign includes new bikes lanes from Eubank to Morris.
- North end of San Pedro, there were problems with push buttons that crews managed to fix.
- Our first bike minimum green time has been installed at the traffic signal on 98th and Blake. This is tied to bike detectors that are in the bike lane. This detects the bike, allowing for longer green time for crossings.

○ Transportation Engineering/Vision Zero, Valerie Hermanson:

- In the public comment period, there was a concern that DMD was not present for the East Central press conference, however, I want to make clear the DMD Director and Deputy Director Morrow (who just presented about roundabouts) were present and spoke. It sounds like the media did not highlight that we were there. East Central is a Vision Zero priority corridor, with many safety countermeasures planned for the area. As soon as I can share more information, I will.
- The Louisiana Boulevard Vision Zero project including a road diet, separated bike lanes and fiber is moving forward. Construction is expected to begin in June 2024 and complete in August 2024.
- The Bikeway and Trail Facilities Plan update has encountered some delays and staff are working to finalize the draft plan. Once we have a public draft plan posted, I will let the committee know and share the link.

• Council Services – Absent

• Parks and Recreation - Absent

• Planning – Absent

• ABQ RIDE - Absent

• Sustainability, Albert Lee - no updates

• Bernalillo County, Julie Luna:

○ No updates

- Thank you to the committee for the presentation, discussions, and others who attend the meetings. We have lots of support for the RAISE Grant from attendees, people leaving comments for the Safety Action Plan, and people attending the meeting for the 4th Street road diet.



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- MRCOG – Absent
- NMDOT District 3 - Absent

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
 - o Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
 - Ben Garland: First, thank you to James Burton for giving that presentation. And thanks to Jennifer and Tim, for the informative DMD discussion, this all makes attending these meetings worthwhile. I appreciate it. To my comment, regarding the meeting format and public comment, I understand concerns about violating rules. With the public comments, my concern is that we are only allowed to give feedback at the beginning and the end of the meeting. Often, it's the case that I've got to leave the meeting before the next public comment period, or the person who gave the presentation has left a meeting and they're not here to respond to my question. So, I think, there needs to be some deliberation on how to solve that kind of problem. And also, sometimes there's presentations where, they're talking about an engineering project and they're sharing engineering drawings, asking for feedback, and most times I want to dive into the plans, but they are not made available. Altogether, I think if GAATC could set up a file repository somewhere, or the presentations given could be dropped into there, then the link to the folder could be put on the GAATC website for people, that would be that'd be great. And thanks everybody, I appreciate everything you guys do.
 - Steve Pilon: I feel like the current webinar really hinders public input. I would like to second what Ben said about being able to comment and participate in the discussion when we have a presentation, as we did today. But I would have liked to have been able to get involved in a discussion with the police sergeant. He even mentioned the fact that pedestrian error is determined to be such and such percentage of cases. It's the officer at the accident that determines pedestrian error. And a lot of these officers don't know what the rules are. Stanley Atkinson was killed at the crosswalk of Lomas and Truman, back in February of 2020. And that was deemed to be a pedestrian error when in fact, he was in a crosswalk. And so these can be miscoded easily. Once again, I'd like to point out that Bohannon Houston did a study, paid for by the City, recommended a road diet to reduce the number of lanes from 3 to 2 in both directions, shortening the distance that pedestrians had to walk across, as well as forcibly reducing the speed via engineering measures of the cars. Both of those would reduce the number of people being killed there. And I would like to see the committee pass a resolution, which they did back in 2020, when the report came out in support of that. And it could even include on street parking on Central, which everyone seems to seem to like on occasion. As far as the roundabouts are concerned, Bike ABQ supports roundabouts as long as the crosswalks are set up far enough away from the circular part. Lastly, I would like to point out that the locals oftentimes oppose the creation of the roundabouts. But it turns out good and they agree and come around after it's been installed. Thank you.
 - Alex Applegate: I just want to thank you for the 4th Street letter. And I agree



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wholeheartedly with Steve on the classification of most of the pedestrians being at fault. Roads are meant to go fast. People aren't supposed to drive fast at night. They aren't supposed to speed. All those are contributors to deaths and should be the fault of motorist or the City and its designs. And with the roundabouts, I love roundabouts but as a frequent user of the 12th and Menaul one, it is very unclear that this is supposed to be an option. And if you are dumping people onto sidewalks, both pedestrians and cyclists should be made aware that it is the option. So, I think you could stripe them differently or mark them somehow so that they would be clearer. Thank you.

- **Next Meeting:** April 8th, 2024, 4 – 6 pm
- **Adjourn 6:16 pm**

To: City of Albuquerque City Council

From: Greater Albuquerque Active Transportation Committee

Re: Street Planning for 4th Street between Menaul and Candelaria

The Greater Albuquerque Active Transportation Committee (GAATC) advises the City on the promotion of equitable, safe, and accessible active transportation for Albuquerque. The City of Albuquerque has made notable progress in this area, including the creation of an extensive system of pedestrian and cycling trails including hundreds of miles of bikeways, bike paths, walking trails, bike lanes, and bike boulevards.

However, as the largest city in a state with the highest per-capita pedestrian fatality rate in the United States for the past 7 years [1], remaining focused on safety is critical. Beyond the horrifying toll of death and injury, the lack of safety on our streets has important ramifications in terms of equity, economic development, environmental degradation, and the 'livability' of Albuquerque. For Albuquerque to be an economically viable, desirable place to live, for businesses to flourish, and for people to be safe, the city needs to shift its focus to prioritizing increased safety and access for pedestrians, bicycles, and other active modes of transportation in all improvements, while slowing car traffic, and reducing street space allocated to parking and other vehicle infrastructure. **This focus must be applied to every new road infrastructure project, including re-striping projects.** To ensure this and future projects meet the goals of GAATC and of the citizens, we help to represent, GAATC strongly recommends revisiting and revising the 4th Street plan between Menaul and Candelaria to provide safe bike lanes for cyclists in both directions.

The North Valley is the heart of historic Albuquerque, with small lots, dense housing and multiple side streets. This pre-WW2 style of development is ideal for re-creating a vibrant commercial area attracting customers on foot and bike from the area. Increasing the availability of **safe and accessible** pedestrian and bicycle space in this section of town is crucial and **will very likely amplify (not impede) economic development, livability, and desirability in this area, whereas increasing land allocated for parking will do the opposite.** Despite this data-driven and citizen supported supposition, the current Bohannon Huston Inc conceptual plan for re-striping neglects to provide safe space for bicycles and misses opportunities to increase safety for pedestrians in favor of increasing on-street parking. Importantly, while the desire for on-street parking is motivated by important concerns from businesses and neighbors, on-street parking will actually result in the opposite effect that these stakeholders are hoping for. Conversely, using road space for buffered bike lanes will help to serve those interests and:

- Provide cyclist access to businesses.
- Discourage cyclists from riding in the traffic lane, which is their right but is dangerous for the cyclist and frustrating for motorists.
- Discourage cyclists from riding on sidewalks and endangering pedestrians.
- Provide a buffer from car traffic for pedestrians.

- Provides a safe continuation for cyclists traveling on the 2nd St bike path which ends where Alameda Drain turns east/west.

Another aspect of the plan of great concern to GAATC is the pedestrian plan. While GAATC lauds the BHI plan to slow traffic as a mechanism to improve pedestrian safety, more can and should be done. GAATC supports strengthening the focus on pedestrian safety, which could include increasing the frequency of crosswalks, and other restriping mechanisms.

The BHI conceptual plan includes a bulleted section titled “WHY PARKING INSTEAD OF BIKE LANES ON 4TH ST?” As GAATC’s charter is the promotion of active transportation, we feel it is necessary to refute each of the bulleted points in this section:

- *Not enough right-of-way for both parking and bike lanes*

The proposed road diet, which GAATC strongly supports leaves room for bike lanes. The addition of on-street parking is unnecessary, and may be counter productive, in a neighborhood that already has ample off-street parking (> 50% of the land use in the area), both in private lots along 4th and on adjacent side streets.

- *On-street parking encouraged in the following plans:*
 - *Comprehensive Plan*
 - *Main Street Corridor and Multi-Modal Corridor*
 - *Corridor Metropolitan Redevelopment Area Plan*
 - *All encourage on-street parking and walkability with less focus on bike facilities*

The Comprehensive Plan’s chapter on transportation contains 224 references to biking and bicycling. Walkability is also a common theme (64 references). With only 9 references, on-street parking is a mere afterthought.

The North Corridor Metropolitan Redevelopment Area Plan designates 4th street as both a Main Street Corridor (North of Alameda Drain) and a Multi-Modal Corridor.

For Main Street Corridors, Policy 6.1.5 (page 6-36) refers readers to Regional Bike Facility Plans. The MRCOG Long Range Bikeway System classifies 4th street as a “Potential **Bike** Facility”.

For Multi-Modal Corridors policy 6.1.7 (page 6-38) says, “Balance the competing needs of pedestrians, **bicyclists**, autos, and transit in street design and improvements by slowing auto traffic, minimizing curb cuts, and encouraging primary auto access to parking lots to be provided from intersecting streets... Accommodate all users, providing safety and mobility for pedestrians, **bicyclists**, and people with physical disabilities.”

- *Complete Streets Ordinance*
 - *Prioritize the comfort of multimodal users with traffic calming*

Cycling is a mode of transportation and cyclists are typically included in the discussion of “multimodal users” along with pedestrians and transit users.

- *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*

Bike lanes, especially if buffered or protected, also provide protection for people on sidewalks. If bike lanes are not provided, cyclists will be tempted to ride on the sidewalk, creating hazards for pedestrians. If cyclists choose to use the traffic lane (as is their right) they will slow car traffic and cause frustration for motorists. Local businesses will benefit from increased pedestrian and bicycle traffic encouraged by buffered bike lanes. Removal of on-street parking will not harm local businesses given the abundance of parking that already exists in the neighborhood.

- *No existing bike facilities on other segments of 4th St or at project termini – Candelaria and Menaul*
- *MRCOG Long Range Bikeway System*
 - *2nd St has “Proposed Buffered Bike Lane” (parallel facility)*
 - *2nd St has Alameda Drain Trail (north of study corridor)*
 - *4th 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*

The bike path on 2nd Street ends where the Alameda Drain turns east/west. Extremely high-speed traffic on 2nd Street endangers the lives of anyone cycling on 2nd Street from this point south. A cursory examination of the area shows no ROW on 2nd for the “future buffered bike lanes “. However, were bike lanes to be built on 4th from Alameda Drain to Menaul (the non-Main Street segment), this would provide an immediate safe path for cyclists today.

The current BHI plan will go far to improve pedestrian safety in the neighborhood, however, additional improvements are needed to meet the needs of residents, businesses, and neighbors. Pedestrian and cycling safety and accessibility, far more than on-street parking, will improve the economic development and livability of the neighborhood.

In closing, GAATC gives strongly recommends that BHI revise the plan to include buffered bike lanes and increase opportunities for pedestrian safety and additional restriping mechanisms.

Sincerely,

[1] <https://www.fars.nhtsa.dot.gov/States/StatesPedestrians.aspx>

ROUNDAABOUT DISCUSSION



Safety

- Fewer crashes, 90% fewer fatalities and 75% fewer injuries
- Fewer severe crashes
- 10 to 40% fewer pedestrian/bicycle crashes
- Roundabouts are safer for beginner and elderly drivers
- Can be used in multiple road intersections

Time Savings

- 30 to 50% increase in traffic capacity for intersection, less delay waiting at stops and signals

Environmentally Friendly

- Reduces pollution (from cars not waiting at traffic signals), reduces noise, reduces fuel consumption
- Roundabout islands can be landscaped with native plants and trees
- Roundabouts generally take less land than traditional intersections as they don't require turning lanes

Saves Money

- Without traffic signals, no cost for traffic signals and yearly maintenance
- Intersection still operates in power outages, no need for police to direct traffic
- Roundabouts can help improve sales at nearby businesses across the country as more people can walk or easily drive to locations compared to traditional intersections
- Can act as a marker to a business or downtown district

MINNESOTA STUDY

3

- By the end of 2022, nearly 450 roundabouts were installed on Minnesota roadways.
- An evaluation of traffic safety at roundabouts published by MnDOT in 2017 showed substantial decreases in fatal and serious injury crashes for all users at intersections after installation of a roundabout.
- This follow up study evaluated 95 roundabouts with higher use of pedestrians and bicyclists.
- Findings:
 - ✓ A 40% decrease in all severity injury crashes for all roadway users,
 - ✓ a 70% decrease in fatal and serious injury crashes for bikes and pedestrians,
 - ✓ and a 15% decrease in total pedestrian bike and pedestrian crashes.
- The results of the comparison analyses suggest roundabouts have better safety performance than through-stop and traffic signal-controlled intersections and similar safety performance to locations with all-way stop control. The results of this evaluation thus indicate that roundabouts can be an effective safety treatment for pedestrian and bicycle crashes.

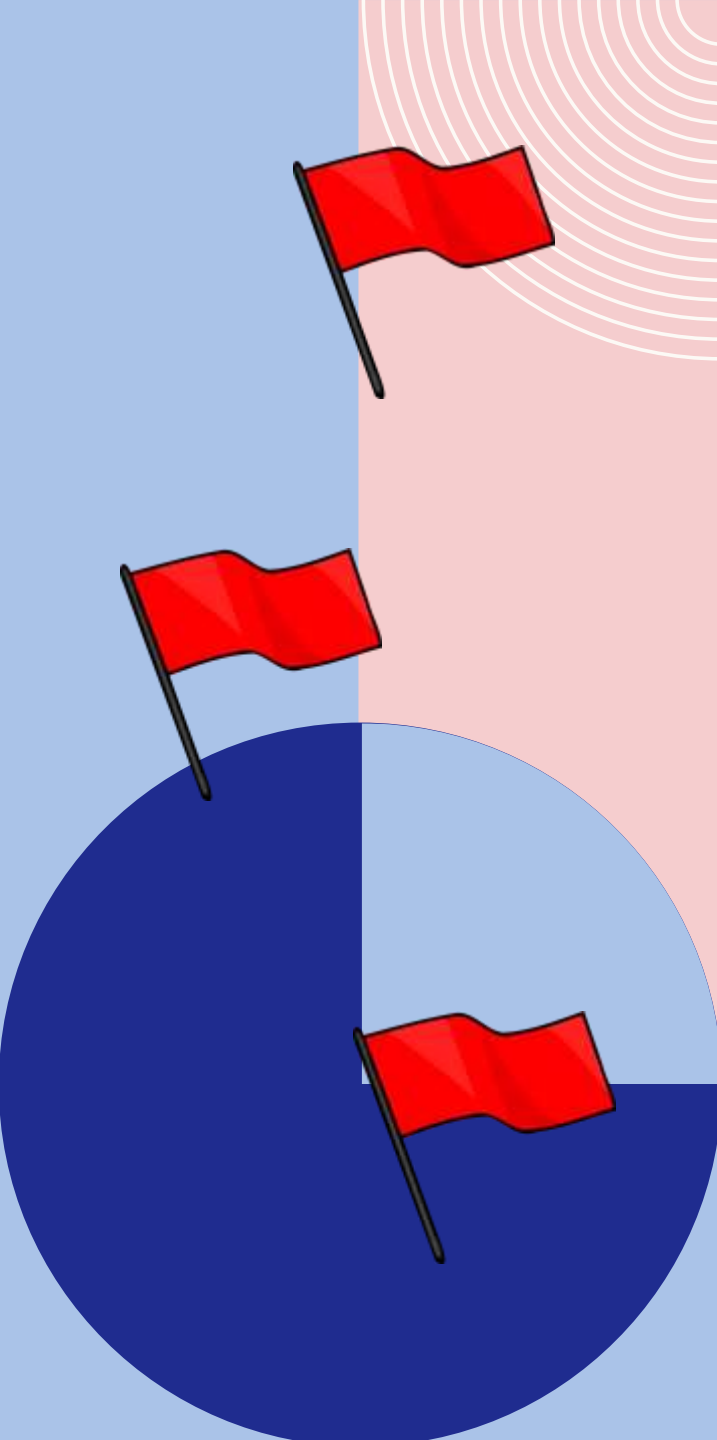
ALBUQUERQUE JOURNAL ROAD WARRIOR

4

AND SPEAKING OF CIRCULAR TRAFFIC CONTROLS: David Casas wants to give a reminder to Albuquerque drivers about how to navigate a roundabout with good manners.

"ABQ drivers are not well-educated on the proper etiquette and legal responsibilities when negotiating a roundabout," Casas wrote.

He recommends signs throughout traffic circles reading: "Vehicle to your RIGHT has the right-of-way," "Be courteous: ZIPPER mingle traffic flow" and "Please use your turn signal" along with pictures and diagrams.



ROUNDAABOUTS

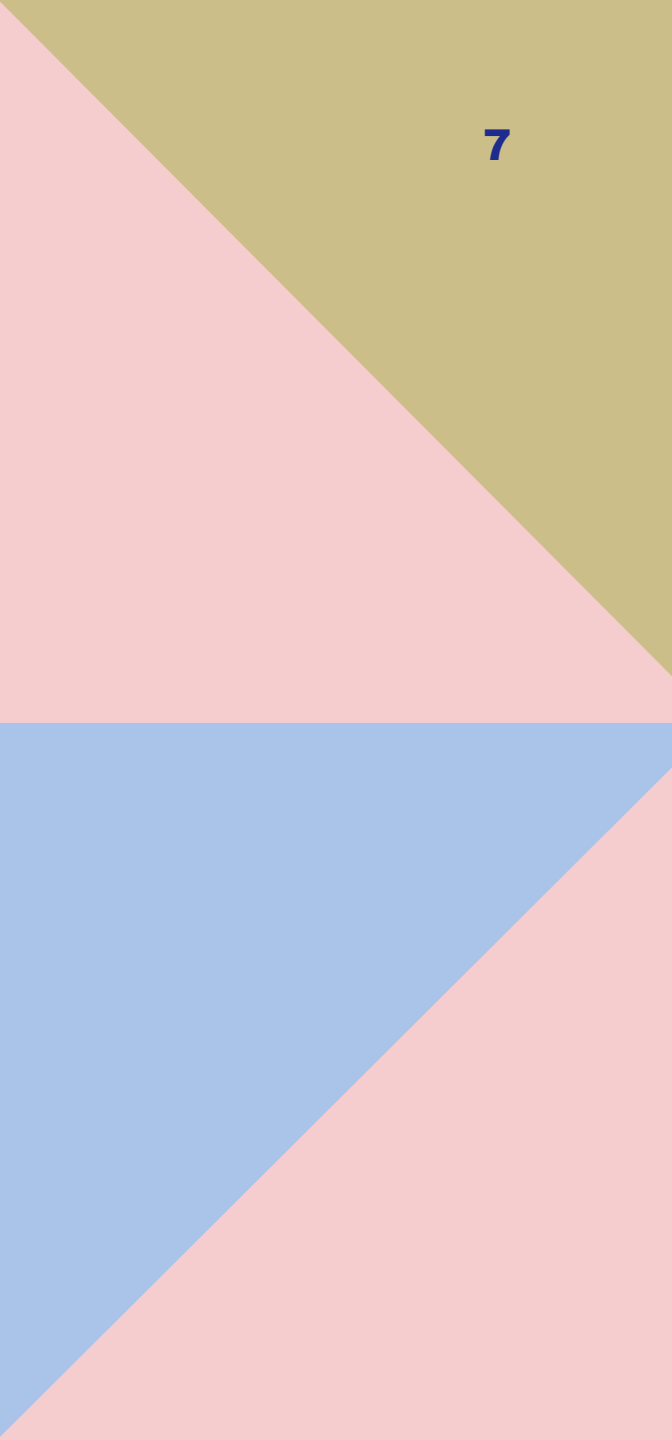


**RIGHT OF WAY
IN A ROUNDAABOUT**

SILVER AVE MINI ROUNDABOUT



LOMA COLORADO, RIO RANCHO



12TH AND MENAUL



**IDALIA RD
AND IRIS RD,
RIO RANCHO**





COMMENTS AND FEEDBACK

Jennifer Morrow, Deputy Director DMD

Tim Brown, Traffic Division Manager

GAATC ROLES, RESPONSIBILITIES, OPEN MEETINGS ACT, ZOOM MEETING FORMAT

Greater Albuquerque Active Transportation Committee Meeting
March 11, 2024

Valerie Hermanson, AICP
Public Works Strategic Program Manager
Transportation Engineering
Department of Municipal Development
City of Albuquerque

ONE
ALBUQUE
RQUE municipal
development

GAATC Membership

- **Appointed by the Mayor, with advice and consent from City Council**
- Nine Members:
 1. One member to represent Active Transportation users north of I-40 and east of I-25.
 2. One member to represent Active Transportation users south of I-40 and east of I-25.
 3. One member to represent Active Transportation users north of I-40 and west of I-25.
 4. One member to represent Active Transportation users south of I-40 and west of I-25.
 5. One member to represent older adults (over 60 years of age).
 6. One member to represent youth (under 24 years of age).
 7. One member to represent individuals with a disability.
 8. One member to represent pedestrians and transit users.
 9. One member to represent bicyclists.

*** One of the above members must also represent the Environmental Planning Commission (EPC)**

Active Transportation

- Each member shall understand and represent the needs of residents, particularly Active Transportation users.
 - Active Transportation definition: Any self-propelled, human-powered mode of transportation such as walking, biking, or using mobility devices.

GAATC Duties, Responsibilities, Roles

- **Advisory Role**
- **Advise** City Departments and other governmental entities, including City Departments of Municipal Development (DMD) and Parks & Recreation, the Environmental Planning Commission (EPC), Bernalillo County, the Mid-Region Council of Governments, and the New Mexico Department of Transportation, **concerning plans, projects, and programs** in the greater Albuquerque area for **bikeways, sidewalks, street crossings, and on-street multi-use trails, complete streets, and vision zero to support equitable, safety and accessibility**
- **Monitor** on-street pedestrian and bicycling facilities and recommend implementation strategies for adopted plans for bikeways, sidewalks, street crossings, and on-street multi-use trails
- **Promote** bicycling and other Active Transportation in the greater ABQ area for both transportation and recreation
- **Promote** safety and safety education for all Active Transportation modes
- **Promote** facilities and amenities for bicycling and other modes of Active Transportation
- **City staff bring plans, policies, and designs to GAATC members for feedback.**

Examples of GAATC Advisory Roles

Plans

- Vision Zero Action Plan Update/Year-in-Review
 - Chair/Vice Chair also served on working group
- Bikeway and Trail Facilities Plan Update
 - Chair/Vice Chair also served on working group
- Bernalillo County Pedestrian and Bike Plan
- MRCOG Regional Transportation Safety Action Plan

Projects

- GAATC representative on Annual Complete Streets Maintenance project
- Draft plan sets – typically 30-60% design plans before they're “baked”
 - McMahon Widening – plans proposed 6' bike lane. GAATC requested buffered bike lanes

Policies

- Parks and Recreation working on draft e-bike policy

Other

- Letters of support
- APD presentation about crash data and top contributing factors
- Staff requesting feedback from committee on roundabouts/traffic circles

Roles of the Chair / Vice Chair

- The Chair, or if absent, the Vice Chair, runs GAATC meetings, follows the agenda
 - Recognizes members who ask to speak
 - Lets all members speak once before allowing a member to speak a second time
 - When discussions get off track, gently guide the group back to the agenda
 - Monitors time spent on agenda items and keeps the meeting moving forward
 - Works closely with City staff in setting up meeting agendas, identifying future presentations
-
- **City staff/consultants can help the Chair or Vice Chair behind the scenes as needed or requested**

Voting

- In voting, in the case of a tie, a motion shall be deemed defeated.

Open Meetings Act (OMA)

- Meeting Agenda (notice) must include:
 - Date/time
 - Location (Zoom)
 - Agenda of items to be discussed and relevant meeting materials (draft memos, meeting minutes, etc.) must be posted at least 72 hours before the meeting (Friday before the meeting)
- Agenda – must contain a list of specific items of business to be discussed in the meeting
 - Should avoid describing agenda items in general or vague terms
 - Example: UNM Board of Regents listed “discussion and action on athletics” on its agenda when it cut several sports, the OAG determined that was an OMA violation and ordered UNM to redo the vote with an agenda that provided more information (“consideration of and action on ...discontinuation of UNM’s Men’s Ski Team....”).
- **City staff work toward posting agendas and meeting materials the Wednesday before the meeting. For example, the March 11 GAATC meeting, the agenda and meeting materials were posted on Wednesday, March 6.**

Quorum

- The Act applies to all meetings of a “quorum”
- Majority (more than half of the public body’s members) unless public body requires less for a quorum
- EXAMPLE: GAATC consists of (9) members. With no vacancies, a quorum is reached if five (5) or more members are present.
- Current Quorum: Five (5) seats filled, so three (3) is the quorum
- **Quorum may exist even if members are not present** together at the same time and place – rolling quorums or walking quorums violate the Act
 - Example: Quorum of members discussing public business in separate conversations (in-person or telephone)
 - Example: Quorum of members discussing public business in email
 - **This is why staff remind the committee to NOT discuss items in email**

Public Comment

- All meetings of a public body shall be public meetings, and any person “so desiring shall be permitted to **attend and listen to the deliberations and proceedings.**”
 - GAATC is not required to allow public comment unless voting on items
- **However...Public comment is highly encouraged**
- **The public can provide public comments in advance of the meeting OR during the meeting**
- **Boards and Commissions commended GAATC for including two public comment periods on each agenda**
- **GAATC is not required to allow additional public comment for other agenda items**
- Public comments should be addressed to GAATC members.
- The public has **two minutes** to address **the committee** during public comment periods

Zoom Meeting Format

- Each board and committee is **different**
- GAATC meetings currently follow City Council Meetings (either full Zoom or hybrid)
 - **Staff and City Council members are in the same virtual “room.”**
 - **No public members are in this room except during public comment when staff move the public into the room to turn on their cameras (if they like), unmute themselves, and provide timed public comment**
 - **No chat**
 - **Specified public comment period**
- Boards and Commissions advised staff to **leave the chat function OFF** during meetings.
- If people would like to provide public comment in writing before the meeting, they can do so and instructions are on all GAATC agendas.
- OR people can provide public comment at one of two public comment periods during the meeting.

Questions/Discussion