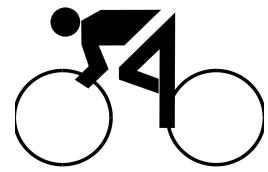




Richard J. Berry, Mayor



GABAC

GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE

DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293

ALBUQUERQUE, NM 87103 (505) 768-2680

MEETING MINUTES

April 14, 2014

Members Present

Steve Mathias, Chair

Douglas Stiebler

Ronald Nelson

Scott Hale, Vice Chair

Larry Gilbert

Diane Albert

Staff Present

Michael Riordan, COA DMD

Martin Carrasco, COA DMD

Diane Sholtis, COA DMD

John MacKenzie, COA DMD (Present not signed in)

Carrie Barkhurst, COA Planning

Linda Rumpf, COA Planning

Members Absent

Bruce Farmer

Ed Hillsman

Moises Gonzalez

Guests

Daniel Zamarripa, Wilson & Co.

Savina Garcia, Wilson & Co.

John Thomas

Jennifer Buntz

Julie Luna, MRCOG

John Barncastle

Dianne Cress

- **Mr. Mathias called the meeting to order** (4:36 pm)
- **Mr. Mathias established the presences of a Quorum**
- **Welcome and Introductions**
- **Approval of the April 14, 2014 Agenda**
The meeting agenda was approved.
- **Approval of the March 10, 2014 Meeting Minutes**
Meeting Minutes were not approved. Mr. Mathias stated that he would not ask for a motion to approve the minutes since the revision was not sent until 3:20 today. He said that he did not like the minutes but would discuss it later.
- **Visitor Presentations**
50 Mile Activity Loop.....Savina Garcia, Wilson & Co. and Linda Rumpf, COA
Ms. Garcia started the presentation by explaining the purpose and goal of the 50 Mile Activity Loop. She explained that the Loop is intended to go around the entire city and to also have sub-loops. Some of the purposes of the Loop are to improve quality of life and help revitalize businesses. Ms. Savina presented a map and explained that they would like to fill in gaps but it was necessary to break the Loop into segments. She explained that the main routes include Tramway (adjacent to Sandia Pueblo), Paseo De Las Montañas, Alvarado, Lead, Coal, Silver, Mountain, Unser, etc.

Ms. Garcia stated that ABQ Uptown to Zuni had the largest gap in connectivity so the team felt that this would be a good place to start. She shared the location of a new bridge near Pennsylvania that would provide a better crossing for the trail users at the signalized intersection. Ms. Garcia shared numerous exhibits illustrating crossings at Lomas and San Pedro. She continued on to discuss the crossing from Zimmerman to Haines and the challenges of alignments. Mr. Ron Nelson asked what the plans were for crossings at Lomas and Central. Ms. Garcia said that they were looking into all options, including, but not limited to, a median refuge. Mr. Nelson wanted to know if options for a Hawk Signal or some other crossing signal were being evaluated.

Mr. Doug Stiebler asked why Alvarado was selected for the 50 Mile Activity Loop. He further questioned why Constitution was not selected. Ms. Garcia stated that, in her experience, she felt Alvarado provided a comfortable ride. Mr. Steven Mathias noted that Haines and Alvarado would both have "Sharrows". He asked if "Dog Walkers" could use those shared lanes. Ms. Garcia stated that the "Sharrows" Lanes were only for cyclists and that an "Urban Trail" would be provided for people wishing to walk their dogs. Mr. Mathias further questioned who this project was being constructed for. He expressed that the project was very confusing in terms of who it was serving. Mr. Scott Hale at the time agreed that the project seemed to be promoting joggers and others on the trail. He stated that caution should be exercised because the project could be creating an unsafe condition. Mr. Hale stated that the project should look into injury rates on current facilities. He expressed that he has significant concerns.

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Mr. Nelson asked why the 50 Mile Activity Loop was starting in this location. Ms. Garcia stated that she felt this was a good location to start because of the opportunity to construct a bridge and improve the connection at Pennsylvania. Mr. Hale questioned why it would be called the “50 Mile Loop” when there is not 50 miles of loop constructed. It would only be two miles of actual “loop”. Mr. Mathias agreed and stated that the project would be creating connection to nowhere. Mr. Hale stated that the project would be sending people to an unsafe place.

Ms. Linda Rumpf started her portion of the discussion by explaining Councilor Gibson’s support of projects in that area, particularly Fair Heights Bike Boulevard. In that context, Ms. Rumpf explained that the 50 Mile Activity Loop is showing two legs in the vicinity of the Fair Heights Bike Boulevard and was asking if the Committee felt that both legs were needed. It was explained that, as it is, there is not a protected crossing at the intersection of Mountain and San Pedro. Mr. Mathias noted that it was an offset intersection and that he considered it very dangerous. Ms. Rumpf notified the Committee that Councilor Gibson was currently studying a “Road Diet” on San Pedro that would involve construction of a crossover at Mountain. Mr. Mathias stated that San Pedro was on the Long Range Bike Plan. He would like to invite Councilor Gibson to come in and discuss the Fair Heights Bike Boulevard. He questioned why infrastructure was not being put in all the way to Zuni. Ms. Rumpf directed that question to Ms. Diane Sholtis. Ms. Sholtis explained that the area currently being studied for improvement was San Pedro from Lomas to Menaul. Ms. Sholtis explained that the other areas to Zuni were not being considered at this time and that San Pedro also spanned multiple Council Districts. Mr. Mathias expressed that he felt Councilor Garduño would be supportive.

Ms. Rumpf explained that she had been informed of numerous Bicycle Facility studies. She found the I-40 Corridor Study particularly informative. Mr. Hale asked if that study was the one that took place in 1994. Ms. Rumpf stated that this one was dated 1998. Mr. Hale explained that the 50 Mile Loop was a big change from the documents of the last 30 years.

The discussion was moved back to who this project was intending to serve. Mr. Stiebler stated that the project was sending mixed messages. He said that there would not be “Dog Walkers” on Tramway (adjacent to Sandia Pueblo) and that bicyclist would primarily use the shoulder on the portion of Tramway where the trail is adjacent to the roadway because of all the runners who utilize the trail. He questioned who we were appealing to. The discussion continued between Ms. Rumpf and Committee members regarding the selection of which road facilities were included in the 50 Mile Loop, safety of portion of the loop and, again, who the project was intending to appeal to.

Mr. Mathias provided final input by suggesting that this project had another plan that involved the business community. He stated that the Committee has been here before and that they are trying to provide meaningful input but that the Committee does not support the 50 Mile Activity Loop. He stated that Committee Member, Moises Gonzalez, had published an opinion piece and, after reading some portion of it, suggested that others could read it. Mr. Hale agreed that the 50 Mile Loop is out of context but supports Councilor Gibson’s efforts.

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Bikeways and Trails Plan.....Carrie Barkhurst, COA

Ms. Barkhurst stated that she had reached a milestone and would like to present it to the Committee for input. She said that she has a draft of the first three chapters of the Plan. She provided a draft of the Background to the Committee. She stated that she would like to provide an overview of the three chapters and proceeded to her PowerPoint presentation.

Ms. Barkhurst went explained each item in detail. Mr. Mathias asked that on the “Accomplishments” section that it clearly reflect the mileage that are in compliance with the Federal Guidelines. He also stated that there should be some acknowledgments that lanes exist that are not up to Guidelines. For instance, an 18” bike lane on a 40 mph road should not count. At this point, Mr. Michael Riordan asked if a five million dollar bridge counted. Mr. Mathias stated that this was not an open discussion. Mr. Mathias then asked about the statistics provided in the documents. Ms. Barkhurst stated that they were provided by Alta which utilized Census-based data nationwide. Mr. Nelson asked where the data from the Crash Analysis was from. Ms. Barkhurst noted it that it primarily came from APD and the State. Mr. Nelson asked about the data from the Bosque Trail. Ms. Barkhurst clarified that the data only reflects crash data when a bicycle and a vehicle are involved and the damages surpass a minimum dollar amount. Ms. Diane Albert suggested that Ms. Barkhurst speak to Ms. Jennifer Buntz because she would have knowledge of the accidents.

Ms. Barkhurst went on to discuss the Planning and Policy Framework and the Vision. Mr. Mathias expressed concern that the existing document (Vision) is de-emphasizing the “transportation” aspect of cycling. It appears to be invalidating a cyclist’s right to be on the street. Ms. Barkhurst explained that the document is attempting to combine both trail and on-street facilities and offered to sit down with Mr. Mathias to further explain. Mr. Hale agreed that emphasis appears to have changed from Transportation to more of a “Recreational” perspective. He questioned how to make facilities better in terms of Transportation and provided that he felt other communities were distancing themselves away from the “Recreational” aspect. Ms. Barkhurst stated that the Committee was one stakeholder group and that the main goal was to combine the trail and on-street aspects. She stated that she realized it was an “uncomfortable partnership” but that it was necessary in order to provide multiple route choices so that cyclists have the ability to select the route that feels most comfortable regardless of whether that was a trail or an on-street facility. Mr. Hale stated that he felt that thirty to forty years of effort had been disregarded. He felt that the “A to B” was important, which is more of a Transportation aspect, and that the context should remain focused on that first and “Recreation,” second. Ms. Barkhurst stated that they were not reanalyzing facilities. She stated that all the analysis is from the original Alta/GFW study, which was done from a Transportation dominant stance. Mr. Mathias restated that de-emphasizing the Transportation aspect essentially de-legitimizes that cyclists should be on streets. Ms. Barkhurst said that she would take recommendation on how to re-write the Vision because she did not share the same interpretation that Transportation had been de-emphasized. Mr. Hale encouraged re-evaluation of roads as rated by Alta/GFW. He suggest that the roads have changed and that there are lots of needs but to not de-emphasize “A to B” efficiency. He concluded that there have been substantial network changes. Ms. Barkhurst said that his statement would be noted. She also provided that the document could not eliminate the “Recreational” aspect. She said that the balance could be fine-tuned if that is what the community would like but that needs to be communicated. Mr. Mathias asked who made the decision to combine both and Ms. Barkhurst stated that she did not know. Mr. Mathias said that he would like an answer. Ms. Barkhurst said that having one system instead of two separate, Trail and Commuter, provides a

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benefit to everyone. Mr. Mathias asked if the document would be made available for comment. Ms. Barkhurst shared that the first half was on-line and was sent out by Ms. Melissa Lozoya. She also stated that she would post the PowerPoint presentation on-line as well.

Discussion was had regarding the Trails aspect of the document. Mr. Nelson provided that Safety Audits should be added. He stated that the National Academy of Emergency Room Doctors intend to release information on Trail Injuries and that this information will be passed on to the Federal Highway Administration. He encouraged Ms. Barkhurst to look at what the actual reports are saying. Mr. Hale expressed concern about providing “universal access” on trails. He feels that given ADA requirements that the City could be opening itself up for improvements that would utilize a lot of money. Ms. Barkhurst clarified that PROWAG will be issued in July 2014 and the City will have to comply. The goal is to accommodate all users; however, not all users can be accommodated. Mr. Hale again expressed concerns that compliance could be expensive.

Ms. Albert thanked Ms. Barkhurst for an exceptional presentation. She expressed concerns that there were no walker advocacy groups. She asked if Ms. Barkhurst could reach out to them. At that point, Ms. Barkhurst stated that she would take comments offline.

- **Announcements**

Mr. Mathias noted that the Paseo Del Norte/I-25 Project team chose not to attend. He stated that letters have been sent by GARTC and by the Bike Coalition.

Mr. Hale shared that there has been discussion of a bike bridge being proposed near the original location. He said funding has possibly been identified. He asked the Committee to consider talking to NMDOT and encouraging them to construct these facilities. At this time, Ms. Albert contributed that she had copies of the letter from the Bike Coalition available regarding the Paseo Del Norte/I-25 project.

- **Public Comment**

Mr. Mathias recognized Ms. Julie Luna with MRCOG. Ms. Luna shared that there is a MTP Public meeting (provided flyer) all day on May 22nd. She stated that there would be two additional meetings at a later date. She also shared preliminary data regarding Pedestrian Crashes and asked the Committee to provide comment.

Mr. Mathias then recognized Mr. John Thomas. Mr. Thomas stated that he had recently attended the FHWA workshop. At that workshop it was revealed that Albuquerque is in the top 30 cities for Pedestrian Fatalities. Albuquerque is a focus city and he questioned what we were doing wrong. There are ten Gold Level cities that are walk friendly (Ann Arbor, Eugene, Hoboken, etc.). He stated that many of those top ten cities have high quality bike facilities and he believed that there was a correlation.

Mr. Mathias then recognized Ms. Jennifer Buntz. Ms. Buntz stated that people are not accounting for where crashes occur in Albuquerque as they are planning facilities or improvements. The highest numbers of crashes are on Central and on 4th Street. The Homeless account for a large portion of those accidents. It is unsafe and they are not getting any assistance on riding safely nor are the facilities doing anything to reduce those crash rates. This population is clearly not on anyone's radar.

Mr. Mathias recognized Mr. John Barncastle. Mr. Barncastle shared that for three years and four months he has requested the removal of gravel along the North Pino Trail and Parks and Recreation has done nothing except for transferring him to the City Attorney's office. He said that he has now reported it to the Department of Justice for their lack of not only getting the gravel off the trail but also for about a dozen other maintenance issues on the trail. Mr. Barncastle asked the Committee to include Earl Gage in their prayers as he was hit last Thursday.

- **Staff Reports**

None.

- **Discussion/Action Items**

Taylor Ranch Rd Bike Lane Striping.....Scott Hale, GABAC

Mr. Hale started the discussion by saying that he had received a call from Tom Menicucci stating that Tony Duran from Councilor Lewis' office had contacted Mr. Riordan regarding why the road had been striped the way it was. Mr. Hale provided Mr. Riordan with some background about how the road was striped after a maintenance activity and a bike lane had been removed. Mr. Hale said that it had been brought up and within a matter of days it had been restriped with a sub-standard bike lane. In addition, the road was automatically "road dieted". He stated that the Committee had asked in the previous meeting whether there was potential for a "Road Diet" and they were told "no" but then it did get a "road diet". Mr. Hale contends that it is really confusing to the cycling community as to what is going on up there. Mr. Hale stated that it is likely a very easy solution but this was brought up about two months ago and he again followed up last week and it was implied that it was on Mr. Riordan's desk. Mr. Mathias stated that it was not just the cycling community. He showed Mr. Riordan a picture with a car and stated "what does anybody think to do there?" Mr. Mathias stated that it's almost a joke but that it was not because that was the paint on the street. He gave that photo to Mr. Riordan for his use.

Acceleration/Deceleration Lanes (Like Unser).....Scott Hale, GABAC

Mr. Hale stated that he would like to table this item until next month in order to discuss the next topic. Mr. Mathias stated that he doubted that there was anyone there to deal with it anyway.

DMD Interactions with GABAC (or lack thereof).....Steve Mathias, GABAC

Mr. Mathias wanted to discuss DMD interactions with GABAC or lack thereof. He stated that he had been contacted by at least three other Committee members regarding issues related to this topic or parts of this topic. He feels that is impossible for this Committee to function as the legislation states they are supposed to because of the lack of cooperation/interaction from DMD. He provided three bullet points outlining this to start the discussion:

- DMD Liaison, Melissa Lozoya, has not been present for three meetings, including this month, and left two other meetings early without providing notice or explanation. He is sure that some of the Committee has recollection of times when they have gotten to "Old Business" or "Discussion Items" and nothing can be done because they have no information or input from the City.

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- Approximately a year ago, a letter was sent to GABAC from Mr. Riordan that stated that all DMD-lead projects involving bicycle infrastructure would be brought to the Committee at 30%, 60%, and 90%. Mr. Mathias went on to state that in the last six months that nothing has been presented and that he found it hard to believe that nothing is being done. He knows that it is not the case that the City is not working bicycle infrastructure. He stated that 8th Street was recently restriped and he also understands that there is some project at Carlisle and Constitution. Mr. Mathias stated that he was going to write to Melissa and request a list for next month of what is actually going on. He stated that he did not have time to go back into old meeting minutes to verify but he could not think of anything that had been presented.
- The last item for discussion is meeting minutes. Mr. Mathias stated that minutes are supposed to be a reflection of what occurs at the meeting. In particular, he feels that the March Meeting Minutes are far from a reflection of what actually occurred. He reiterated that the minutes should be a reflection of what happens at the meeting and not be a City-Oriented spin on their view of things. Mr. Mathias went on to read an excerpt from the draft meeting minutes as they were provided in first version, particularly relating to the Paseo Del Norte/I-25 presentation that was done by Mr. Smelker and Mr. Thomas. He then proceeded to read the revision he suggested to Ms. Lozoya. Mr. Mathias stated at 3:21 today a revision was sent out and, again, read the section for which he requested modification. Mr. Mathias said that he found it difficult to see this as an honest attempt to reflect the conversation that occurred at that meeting.

Mr. Mathias stated that somehow or another we needed to figure out how to deal with this situation.

Mr. Hale suggested that the audio be placed on-line. Ms. Albert stated that we could amend the minutes. Mr. Mathias stated that he had sent his amendments. Ms. Albert again stated that the minutes could be amended and then the Committee could approve them. Mr. Mathias questioned Ms. Albert as to whether she read the minutes. Ms. Albert replied that she had and that she agreed with Mr. Mathias. Mr. Mathias asked Ms. Albert if she had sent her comments in to Ms. Lozoya. Ms. Albert was unaware that she could do that. She asked if an e-mail address was available. Mr. Mathias explained that in the past when corrections have been made that a new version is sent out to everyone. Ms. Albert explains what is done on other boards that she participates on and then suggests that it could be amended and approved at the May meeting. Mr. Mathias stated that he has asked for the recording of the March meeting. He said that he has received no response. Ms. Sholtis stated that Ms. Lozoya had responded to his request at 4:02 today. Mr. Mathias stated that he had asked for the recording last Friday. Ms. Albert asked if the recording was available online or if it needed to be delivered to their home. She asked if Ms. Sholtis could answer that question. Ms. Sholtis responded that DMD was trying to figure out how to make that available online. Ms. Albert asked if there was a way for the recording to be delivered electronically. Ms. Sholtis responded that the audio file was too large to e-mail out. Mr. Hale went on to explain how the State and other communities handle the audio files by posting the audio online and the meeting minutes are simply composed of a topic and a time. Those minutes do not definitively recount word for word. It has been approved through Attorney General King. The audio is posted to a “Drop Box” then one must gain access to it. He again stated that this process works for the State. Mr. Hale further stated that with the City we are caught in the “Open Meetings Act” which means that if clarification is required on meeting minutes that it needs to be discussed at the meeting and then the item is postponed until it is resolved. Mr. Hale suggests that we ask the City Clerk for information on a better way of doing the minutes.

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Mr. Mathias stated that he would not be comfortable approving the March minutes until he can hear the recording again. He stated that, with regard to what is in the minutes, that his memory is not what it used to be but what was written is pure fantasy.

Mr. Mathias addressed Mr. Riordan and asked whether it was the case that in the last six months there have not been any DMD-lead projects that involve bicycle infrastructure at any stage of development. Mr. Riordan responded by stating that the 8th Street project Mr. Mathias referenced had been sitting on the shelf for a while waiting for State Funding. He stated if that had not come before the Committee it was because it was already a signed and approved set of plans that may have come through at previous meetings before the letter. Mr. Riordan then addressed the second project Mr. Mathias referenced, Carlisle and Constitution. Mr. Riordan stated that this project was more of a traffic fix and that no bicycle facilities were involved. Mr. Mathias stated that there are bike lanes through that intersection. Mr. Riordan explained that a left turn was being added northbound to westbound and that he did not believe any bicycle facilities were being affected. He stated that it's possible that they could be affected by some of the work on the southeast corner but that he would look into that. Mr. Mathias interjected that if bicyclists are using that intersection then how could Mr. Riordan claim that this project did not involve bicycle facilities. He pointed out that there are bike lanes on that road. Mr. Riordan asked if the Committee expected DMD to bring all projects to the Committee for 30%, 60% and 90% if there is a bike lane on the road. Mr. Mathias stated that this is what Mr. Riordan's letter stated. Mr. Mathias again asked the question as to whether, in the last six months, if there had been any DMD-lead projects at any phase moving forward. Mr. Riordan could not recall any project. Mr. Riordan asked Ms. Sholtis whether Alameda had come before the Committee. Ms. Sholtis requested clarification on which section. Mr. Riordan clarified the section of Alameda from I-25 to Wyoming. Ms. Sholtis pointed out that Alameda between I-25 and Wyoming had come to the Committee some time back. Mr. Hale confirmed that it had been presented to the Committee. Ms. Sholtis pointed out that University Boulevard had been presented to the Committee within the last six months. Mr. Riordan pointed out that most of the roadway projects had been placed on-hold because of the Paseo Del Norte/I-25 project. He stated that not a lot of roadway projects have been coming through.

Mr. Hale clarified that when, for instance, a left turn is added there have been a lot of accidents with left turn movements. He expressed concern about double left turns. He stated that he would like to hear about every project DMD is doing exclusive of resurfacing jobs. Mr. Hale feels that if there is a project that does influence the cycling community, Taylor Ranch Road for example, that he would like to see it presented before the Committee. He feels that had the Committee had input that people on the west side would not have gotten as upset. Mr. Riordan discussed Taylor Ranch and explained how it was part of a larger rehab project that involves multiple roads. It is not identified as its own project. He continued to explain that, since Chappell road, if there is a bike facility on a rehabbed road that the City has to either make it better or put it back as it was. He said he would investigate further. Mr. Hale explained that GABAC is divided by coordinates so that, if the City does not want to burden the entire Committee, it can contact the appropriate member to discuss the project so that GABAC could be in the loop. That would allow the member to ask questions as well. Mr. Riordan went back to discuss the left turn at Carlisle and Constitution stated that he understood Mr. Hale's point regarding left turns. He further explained that the project is meant to remove some of the heavy left turns at the intersection; however, he clarified that his letter was not meant to bring every capital project to the Committee. It was specifically meant to address projects that affect bike facilities. He elaborated that is definition of affecting bike facilities is that the project is relocating one, adding one, or removing one. He

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restated that this was the intent of his letter. Mr. Hale went back to Taylor Ranch Road explaining that the bike lane was there and then the bike lane was removed and commuters in that area were upset. Mr. Riordan said that he had made it very clear prior to that project starting that the road needed to go back exactly the way it was because the question had been asked. He stated that he was as upset as Mr. Hale was and that the road will be fixed. Mr. Hale reiterated that this could have been avoided had the procedure been in place to discuss with the Committee particularly because of the 30" bike lane. He stated that he would have put pressure on Mr. Riordan or the staff person to see if the bike lanes could be made wider.

Mr. Riordan discussed meeting minutes. He said that he would defend his staff on this issue. He stated that his staff's purpose is to give both sides of the story when they review the tape. Mr. Riordan said that the sentence that was included in the meeting minutes was Mr. Smelker's statement. Mr. Riordan said that it was not a "Steve Mathias Editorial." Mr. Mathias stated that he respectfully disagreed and that the meeting minutes were a "Melissa Lozoya Editorial." Mr. Mathias felt that when he received the tape that it would be very obvious and easy to demonstrate that this was not what was said. Mr. Riordan disagreed stating that he was there and that is what was said.

Mr. Riordan stated that according to Mr. Mathias' board members that Mr. Riordan is either a "liar," an "idiot" or both. Mr. Mathias responded that according to Mr. Riordan's Department that Mr. Mathias is all of the above or worse but that was not what the discussion was. Mr. Mathias reiterated that the paragraph from the meeting minutes did not describe what was said.

Mr. Riordan stated that his last point was that this Committee has run off Parks and Recreation, Planning Department, NMDOT, Bernalillo County and that DMD is the only Department that has stayed making sure that minutes are taken and that staff is present and some of them wonder why. Mr. Hale stated that if it was put in that context that he would enter the conversation. He stated that it should be disbanded. Mr. Hale said to disband it and to go and tell the City's congressional representatives and the funding people that it has been disbanded and why. He stated that GABAC serves a very important and good function. Mr. Hale said that he did not like that Parks and Recreation did not attend the GABAC meeting because he would have to go to their meeting tomorrow and, as a citizen, it requires a lot of time. Mr. Hale does not appreciate that someone who is paid with public funds can decide not to attend a meeting because they are upset. He stated that if a vehicle comes to close to him that he gets upset. He stated that he gets over it and comes to talk to DMD about it and we all work together. Mr. Riordan reiterated that DMD is still at the meeting. Mr. Mathias reminded Mr. Riordan that the first bullet point he brought up was that the DMD Liaison has not been there. Mr. Riordan stated that Mr. Mathias mentioned three meetings in the last year; he stated that she missed two of those meetings for illness and he did not know about the third meeting. Mr. Mathias also mentioned that Ms. Lozoya has left early twice in the last six months. He clarified for Mr. Riordan that he was talking about the last six months, not the last year. Mr. Mathias said that he had not received any notice. He stated that the only reason he knew that she would be missing this meeting was that he asked her directly.

Mr. Riordan informed Mr. Mathias that his was the only meeting that required a security guard and stated that this was very telling. Mr. Mathias asked to stay on the subject to which Mr. Riordan responded that he was on the subject. Mr. Mathias asked if there was a security guard present and Mr. Riordan responded that there had to be. He reminded Mr. Mathias that he had called for one at the previous meeting. Mr. Mathias stated that he called for one because someone had been speaking out of line. Mr. Mathias questioned whether that was allowed at a City Council

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Meeting. He continued that he is not a professional. Mr. Riordan reiterated that it was very telling about the Committee that a security guard was required. Mr. Mathias stated that no one on the board had asked for a security guard to which Mr. Riordan responded that his staff had requested it, as well as, some of the public who attend the meetings. Again, Mr. Riordan reminded Mr. Mathias that he did need security at the last meeting. Mr. Mathias stated that security is at City Council. Mr. Riordan said that is City Council not a board meeting. Mr. Mathias stated that GABAC is a City Committee. Mr. Riordan pointed out that GARTC and EPC do not need security at their meetings. He stated that these meetings are very abrasive and it is very difficult on staff to have to attend. Mr. Mathias stated that he has written letters on why the meetings are abrasive and even outlined points on how DMD “stonewalls” GABAC and ignores them. Mr. Riordan again stated that DMD is the only department that stays with GABAC. Mr. Mathias said that it is not up to him. He said he had to deal with whoever is there. Mr. Riordan said that they can look at themselves or blame everyone else but that the Committee is choosing to blame everyone else. Mr. Riordan stated that DMD would continue the commitment that was made as paid City employees but that the Committee is doing themselves a disservice. Mr. Mathias disagreed.

Ms. Albert interjected to state that she stood behind Mr. Mathias and Mr. Hale as they care very deeply about the bicycle community. She stated that the Committee cares very deeply about cycling in Albuquerque and she does not even live in Albuquerque. She feels that it helps economic development and low income people get to work. She stated that she does not want to fight against the City. She said that she has been on GABAC for eight years and that the issue that she has is that she wishes that we all could communicate better. Ms. Albert asked if she could sit down with Mr. Riordan and ask him how to communicate better. Mr. Riordan responded by saying to not call him an “idiot and a liar”. Ms. Albert said that she took that back and that she would like to sit down with Mr. Riordan and “mend fences”. Mr. Riordan stated that he is always open to a professional conversation. Ms. Albert said that she would e-mail Mr. Riordan tomorrow so that they can sit down and discuss how to improve communication. Ms. Albert stated that Mr. Riordan’s comments were right on point and that she would like to meet with him. She feels that he is trying to help GABAC. She stated that she appreciated that Mr. Riordan attended.

Mr. Riordan returned to Mr. Hale’s point regarding disbanding and stated that he felt that GABAC should perhaps be a COG board. Mr. Mathias agreed that this Committee should absolutely be at the COG level and have people who control the money. Mr. Hale stated that we could all behave better and that sometimes in the heat of the moment things are said that are regretted. He continued that this was not the point of the discussion. He said that structurally we are in opposition. He said that we need to solve that and it’s going to take a commitment that we do not have right now. He said that he understands that the Committee can say offensive things and that he and others do not have a good filter. He said he has told Parks that they are doing themselves a disservice by not attending these meetings. Mr. Hale made suggestions on how to get others to attend and said that he needs Mr. Riordan’s help.

Mr. Riordan said that his last point is that the City has resources that other entities do not have. The City sets aside 5% of all Transportation monies are dedicated to bike facilities and they also receive other money. He stated that if we did not argue we could be doing great things for the community. He said that without direction, with only de-constructive criticism, sometimes we just go with what we have. Mr. Hale said that the Committee is very frustrated in that they only find out about things after the fact. He said that they have become a commentary body after something has happened instead of being able to discuss things in advance. Mr. Hale stated that we all want

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the same thing but that we all have different influences. He stated that we need to drop the barriers to move forward. Mr. Riordan restated the commitment as pointed out in the letter and said that he would look at projects more than from the perspective of whether they add or remove bike lanes. Mr. Riordan stated that the City has an inventory of projects for the last year and that he will look into what has been developed over the last three to six months but that he cannot imagine that there has been much. Mr. Mathias said that he could possibly understand that given the amount of money the City has placed in Paseo Del Norte/I-25 interchange.

Mr. Mathias stated that there has not been a staff report in the last six months. Mr. Riordan stated that staff was scared; staff does not want to get ridiculed or ripped apart. He said that it was the environment that had been set up at this board meeting. Mr. Mathias said that it is staff's job to report to that Committee. Mr. Hale said that the Committee did not know if it was staff's job to report because it has never been defined. Mr. Mathias conceded that this was a valid point. Mr. Hale said that this was perhaps the disconnect. Mr. Hale stated that perhaps GABAC does not know what their role is and that this again could be the disconnect. Mr. Hale said he would look into why other agencies are not attending.

- **Open Discussion**

None was had.

- **Adjourn (6:45)**