



# GABAC

## GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE

DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293

ALBUQUERQUE, NM 87103

(505) 768-3658

Timothy M. Keller, Mayor

Monday, June 9, 2020

**4:00 - 6:00 p.m.**

**NOTE:** This meeting will be held electronic pursuant to Mayor Keller's instructions that Boards meet using virtual teleconferencing platforms.

**Join Zoom Meeting:** (Place mouse over hyperlink, right-click, choose "open hyperlink")

<https://cabq.zoom.us/j/91868522669?pwd=RVhXb0ZhRVlVnd1TE0yNC9VMzBsdz09>

Meeting ID: 918 6852 2669

Password: 332789

One tap mobile

+13462487799,,91868522669#,,1#,332789# US (Houston)

+16699006833,,91868522669#,,1#,332789# US (San Jose)

- **Welcome and Introductions**

- **Approval of the Agenda**

- **Approval of the May 2020 Minutes**

- **Announcements/Administrative**

**Joint Meeting with GARTC (Greater Albuquerque Recreational Trails Committee)**

Meeting Format.....Josef Jansen, DMD

-Please wait until recognized to begin Comment/Questions

-Written Questions/Comments and/or Response may be requested

- **Public Comment**

Please use virtual raise hand feature or email comments to [jjansen@cabq.gov](mailto:jjansen@cabq.gov). Comments are generally limited to two minutes or less.

- **Presentations**

- **GABAC Committee Reports/Updates**

- **Adjourn**

- **Next Scheduled GABAC Meeting MONDAY, JULY 13, 2020**

Members: Dan Majewski (City-SW); Robin Allen (City-At-Large); Josiah Hooten (City-At-Large); Raul S. Chavira (City-SE); Rose McCamey (City-NE); Richard Meadows (EPC); Lanny Tinning (Unincorporated East)

City Staff: Josef Jansen, DMD, Engineering (768-3842)

Notice: If you are a person with a disability and require assistance to participate in this meeting, please call 768-2680, 72 hours prior to the meeting. TTY users may access this number via NM Relay at 1-800-659-8331.



# GABAC

Timothy M. Keller,  
Mayor

**GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE**  
**DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293**  
**ALBUQUERQUE, NM 87103**  
**(505) 768-2680**

**VIRTUAL MEETING MINUTES**  
June 9, 2020

## Members Present – Quorum

Dan Majewski  
Robin Allen  
Richard Meadows

Lanny Toning  
Raul Chivara  
Josiah Hooten

## GARTC Members Present

Valerie Cole

Scott Crago

## Staff Present

Josef Jansen, COA DMD  
Terra Reed, COA Planning  
Tara Cok, MRCOG  
Cheryl Sommerfeldt, COA Parks  
Whitney Phelan, COA Parks

Debbie Bauman, COA DMD  
Shanna Schultz, COA Council  
Julie Luna, Bernalillo County  
Jill Mosher, NMDOT

## Guests

Peter Rice  
Abiel Carillo

Steve Pilon  
Joe Cosades

Dan Majewski called the meeting to order

(4:30 pm)

## **Welcome and Introductions**

### **Approval of the Agenda –**

*Motion to Approve the Agenda* (Dan Majewski), 2nd (Richard Meadows), Vote – Unanimous

*Motion to combine the GABAC/GARTC agendas* (Dan Majewski) 2nd (Lanny Tanning),  
GABAC Vote – Unanimous

**GARTC Vote - No Quorum** - only 2 members present

Due to limited GARTC attendance, Dan suggested to move forward with only the GABAC agenda.

### **Approval of the May 2020 Minutes –**

*Motion to Approve May 2020 Minutes* (Dan Majewski) 2nd (Josiah Hooten), Vote – Unanimous

### **Public Comment 1 of 2** – (Dan Majewski)

The following statement does not reflect the views of the board. They are simply my personal reflections:

When I stepped onto this committee in 2014, I had a limited understanding of our world and I still don't know much. However, I'm now more aware of the many issues within the cycling community, involving race and equity.

Over the past weeks, I've watched as police officers use bikes as weapons and defensive shields against protestors. I've also watched videos of officers taking bikes from protestors, depriving them of a way to get home before curfew. Bicycles inhabit an important space in our world, sometimes used as tools of oppression but mostly as tools of liberation, utilized by the marginalized throughout history and today.

When I joined this committee, it was mostly made up of white males like myself. Much of (though not all of) this small segment of the cycling community has the following characteristics: wealthier, faster riders on light road bikes, riding for leisure, who feel comfortable & confident riding on many different types of roadways, including places with high-speed traffic.

Since those voices were driving the conversation for many years, in our community and nationwide, it led to the infrastructure we find on many of our roads today: narrow painted bike lanes close to high-speed traffic. Most people in our community don't feel comfortable riding on these types of facilities, as indicated by our small bike commute ridership numbers despite our temperate climate. One only needs to look to the Netherlands or even Ft. Collins, Colorado to find walking & biking networks that are appropriate for all ages and abilities.

While we have an impressive trail network, it was mostly built for recreation. For the most part, it fails to connect people to the places they need to go.

Since 2014, this committee has become more diverse. However, there's still a long way to go.

I intend to step down from this committee at the end of this year.

My fear is that I will be replaced by someone who perpetuates the systemic inequities found throughout our city and in our cycling infrastructure.

My hope is that I will be replaced by someone who is more representative of this city, which is around 50% "Hispanic or Latino of any race", according to the Census.

My hope is that this committee in the future includes and places more emphasis on cyclists who ride because they have no choice, who don't have lights because they can't afford them, who are almost invisible in the urban landscape.

My hope is that it also includes families with children and other riders who are more vulnerable and don't feel the least bit comfortable riding on our roads as they are today.

I stand for comments and questions.

**Public Comment 2 of 2** (Steve Pilon)

Because of Covid-19, I've been doing a lot of riding on the trail and I just noticed what terrible condition a lot of the trails are in, and I'd be happy to share some of the pictures I sent of the giant cracks. Sometimes they're bigger than 8 inches wide and 3 inches deep and, so I brought this up with Dave Simon of Parks and Rec who I happen to know socially, and he says that yeah, he'd like to be maintaining the trails better but, there's no money for it. So, I brought this up with Ike Benton the City Counselor and he mentioned that the budget cycle is coming up. It was delayed. It should have been done in April, but it got delayed because of a Covid-19 as well. He urged me to get as many of the bicycling community as possible involved in the budget process and put our words in with our city councilors and the mayor, About getting more funding trail maintenance in particular, but bicycling in general and finally I understand that the city's getting ready to spend three million dollars on an undercut at Indian school, and I'd like to at least keep the dialogue between about whether that's an appropriate expenditure given the fact that the maintenance on the existing trails is so bad and that a much smaller amount of money could be used to put in a HAWK signal there or a user activated the crosswalk there, and I'm aware that you know that this this may be in the TIF or the TIP or you know, whatever the plan is, but it seems like when they're so little money available that the sensory million dollars on an undercut at Indian school, when a signal could be put in for a fraction of that and the rest of the money can use for maintenance on the deteriorating trail system and they the lack of connections. I think it's something that we need to discuss. And I think it would be useful to I said on one of The meetings the minutes of your few years a month back saw that there was a wish list of a GABAC

wish list that none of which was being funded, but all of which looked like it would be a lot cheaper than the proposed undercut at Indian School.

I'd like to see or discuss what the alternative to spending three million dollars for a single crossing could be.

(Whitney Phelan)

I think that Dave Simon's Assessment was accurate and we're pretty tight; we get the quarter cent infrastructure tax, which we can use for trail projects and trail maintenance. A lot of state grants and other types of money like that, we can't necessarily use for some of the maintenance. State money and things like that we have to use contractors, so they're inherently a little more expensive. So there are some struggles there. I definitely also encouraged to talk to city councilors. I would like to see the list of trail maintenance issues that you have that would be really helpful for me, and then I was going to talk about this later but we also have had a shortage of trail maintenance staff.

We normally have four folks covering the hundred and fifty-five miles of trail and lately we've had three and then we've had less staffing due to Covid. So I think if we know some of those problem areas we can start prioritizing a little bit.

(Debbie Bauman)

Indian School was a GABAC priority and is going to construction starting October 1st, so the funds that have already been appropriated from the Feds for that project, and we need to spend because we've now got a contractor on board. I'm not sure about the comment that was made by someone about federal funds not being allowed to be used for trail maintenance. I would have to look into that. I think that there is an option. For that certainly trail rehab is possible to make people run into is when we have right away issues, it makes it difficult to take advantage of the federal funding sometimes but I'm not sure if that really is the case but I'll be happy to work with Whitney or Christina or anybody else at parts if they've got a list of projects or something.

Federal funding as Richard knows doesn't come up all that often and it's pretty hard to compete for, but we've been pretty successful. For those federal funds, at least in small part.

It's hard to get federal funding for a blanket trail maintenance program. It used to be about a long time ago, that you actually had to have a specific location with specific termini, but I'm sure we can all work together and come up with something. This north diversion under crossing project was pushed heavily by then commissioner Stebbins; it was heavily pushed by the county and by GABAC at the time and also by Parks and Rec staff at the time and the administration for the city as a whole.

That project is going to be well underway sometime after October 1st but we certainly can work together to come up with other potential funding avenues if there are other needs that trail and or on street bicycle users need. GABAC came up with a pretty hefty list of gap projects that we are also trying to get funded. We can come back to that later, but I didn't want to dismiss that.

That list was a lot for the committee to put together and was really helpful for us to prioritize not just those kinds of projects as standalone but also work that could be incorporated into other projects so I'm talking more than I wanted to but I did want to say that the North diversion channel project is moving forward and they'll be starting construction sometime after October first.

(Richard Meadows)

Mr. chair could I just add on a little bit. I did want to say that I think HAWK signals are appropriate at some locations but they're not a fraction of this cost. The one we're doing on Central is several hundred thousand dollars, so I think three million dollars is a pretty good cost for a crossing, and you know it's of course much safer. Much more than a surface crossing so I think you have to look at those locations and be aware of the costs and ways, you know your funding source and all that but HAWK signals are expensive.

(Steve Pilon)

Yeah even though a HAWK costs \$300,000 that's still one tenth the cost of doing all that engineering and concrete pouring and cutting and I just think that you know, Cost effectiveness. I've been crossing that I've been crossing Indian school there for years for as long as I've lived in Albuquerque, it's going on 30 years now and somehow we managed to get across there and I think if we had a user actuated crosswalk like they do out in front of Montezuma Elementary that would be very effective at stopping that traffic along there at a literally at one-tenth of the cost.

You know, I appreciate having these underpasses when you're talking about a freeway as there are two crossing on the north diversion channel as well as you know, streets like Montgomery but it seems to be very cost ineffective this is the same kind of mentality as a resulted in wasting 140 million dollars on ART, it's not cost effective to be spending three million dollars before a problem that can be solved with three hundred thousand dollars.

### **GABAC/GARTC Committee Reports & Updates**

None

## **Presentations**

### **1) Parks & Recreation**

North Diversion Channel Bridge Transition Improvements and Copper Avenue (Abiel Carillo)

Construction of the Bridge Decks between I-25 and Osuna was done earlier this year, but work continues to improve the transition. Improvements will be implemented based on committee and 311 feedback. The existing ½” steel plate will be replaced with a ¼” steel plate. The contractor will also grind the edge and smooth the surface. The gaps will be filled with a rubberized material. The intent is to complete one bridge at a time.

Copper Avenue Trail is on schedule with the intent to complete the project in May. The project limits are from Daniel Webster Park to the Eubank Trail. Design is at DRC for signatures and a contractor will be selected in the next month or so to plan out the construction. A new trail will be built with a sidewalk buffer. The fence will be moved back and accessible through existing intersections and drive pads.

(Steve Pilon) Interested in the path through the center of the golf course.

(Whitney Phelan) Parks is currently looking at adding a pedestrian pathway and a loop around the golf course similar to the one at UNM. There would be pedestrian gates that staff would open in the morning and evening. An NOO was also approved by the state to improve landscaping. Will look into additional trees.

The bridge transition construction will begin July 6th. The detour will be the same as the last construction period.

Updates: There will be no Freedom 4th @ Balloon Fiesta Park due to Covid-19. There is an AMAFCA chicane/roundabout to get from the Riverview Trail that goes from Mariposa up Golf Course to Piedras Marcadas where a person on a hand bike got stuck. Parks just got a quote to replace the obstruction with retractable bollards.

### **2) NMDOT**

I-25 & Montgomery Interchange (Joe Cosades)

The extents are from Comanche to Jefferson bridge, and the intent of the project is to continue widening the southbound direction of I-25 and to provide safer merging distance between Montgomery and Comanche.

Sheet 2 On/off ramps are being realigned near Comanche bridge. The off ramp will go underneath and the on ramp will go over to reduce merging movements. Frontage roads will be shifted slightly. There will be a new bridge going in at Montgomery. It will be wider with 4 lanes in each direction and have Texas turnarounds. Going north the frontage will be shifted slightly to

fit improvements. The bulk of the work will be on Montgomery. The bike lanes will tie into anything north or south of this project. The design is approaching 60%

(Richard Meadows) Asked for more details on the bike/ped facilities.

(Joe Cosades) Showed where the bike lanes are located on the drawing and said there will be a lane in each direction.

(Dan Majewski) Expressed disappointment in the presented design. GABAC discussed this many months ago with NMDOT and the presented plan does not reflect what was discussed. What are the widths on the sidewalks and pike lanes?

(Joe Cosades) 11' driving lanes, 5' bike lanes, 6' sidewalks. The sidewalks are between lanes of traffic with a wall barrier. This is due to the free-flow turnarounds.

(Scott Crago) This is a commuter path for pedestrians and bicyclists. It is currently beyond sketchy and safety should be a priority.

(Dan Majewski) As previously mentioned, a grade separated trail is the best feature for this area. Look at San Mateo and I-40 as an example of bike lanes that are not being used.

(Richard Meadows) This design meets the very bare minimum for bike/ped design.

Joe Cosades will discuss exploring a new trail with Jill Mosher. There are difficulties in how openly NMDOT can discuss the specifics of a scope change.

## **Staff Reports**

### **Municipal Development -**

NDC Notch at Indian School - Construction will be starting sometime after the AMAFCA moratorium is lifted in October. DMD has not yet received traffic control plans and do not expect that information until the end of the summer.

William Street SE - DMD Engineering is drafting a cost estimate and scope for sign placement and coordinating improvements needed with Street Maintenance and Traffic Engineering.

Bike to Work Day - DMD is working on developing plans for how to conduct Bike to Work Day amid the COVID-19 virus. While the Administration is committed to this event, the city is developing options for how to conduct the event in order to reduce the risk of spreading the virus

among city staff, volunteers, and participants in the event. We have reached out to the League of American Bicyclists to see if they have any best practices that have been identified.

Funding - DMD is working to respond to requests from the Administration and Council in an effort to try to preserve the state capital outlay funding for projects that is the subject of the Legislature's special session

**Council Services -**

The Silver Bike Blvd. plan will be up for consideration at the Land Use Planning and Zoning meeting.

William Street is added to the MRCOG long range map

Councilor Benton sponsored and passed a resolution called the Active Streets Initiative, which will temporarily close certain streets throughout the city to vehicular traffic allowing a space for people to recreate. This excludes streets that carry transit. The street must be a collector or local street and access needs to be considered for businesses. The roadways will reopen when the current pandemic restrictions are lifted.

6:03 *Motion to adjourn meeting* (Dan Majewski) 2<sup>nd</sup> (Lanny Tanning)

# GABAC | GARTC

Greater Albuquerque  
Bicycling Advisory Committee

Greater Albuquerque Regional Trails  
Committee

June 9, 2020

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# AGENDA

Note that this is a combined GABAC and GARTC meeting.

- Welcome + Introductions
- Approval of Agenda + Minutes
- General Announcements
- Public Comment
- Presentations + New Business
- Staff Reports
- Discussion

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## **PARKS + RECREATION**

### **North Diversion Channel Update**

- Abiel Carillo, KSA Engineering
- Fixing the plates – will be doing one at a time, trying to minimize delays (beginning after July 6)

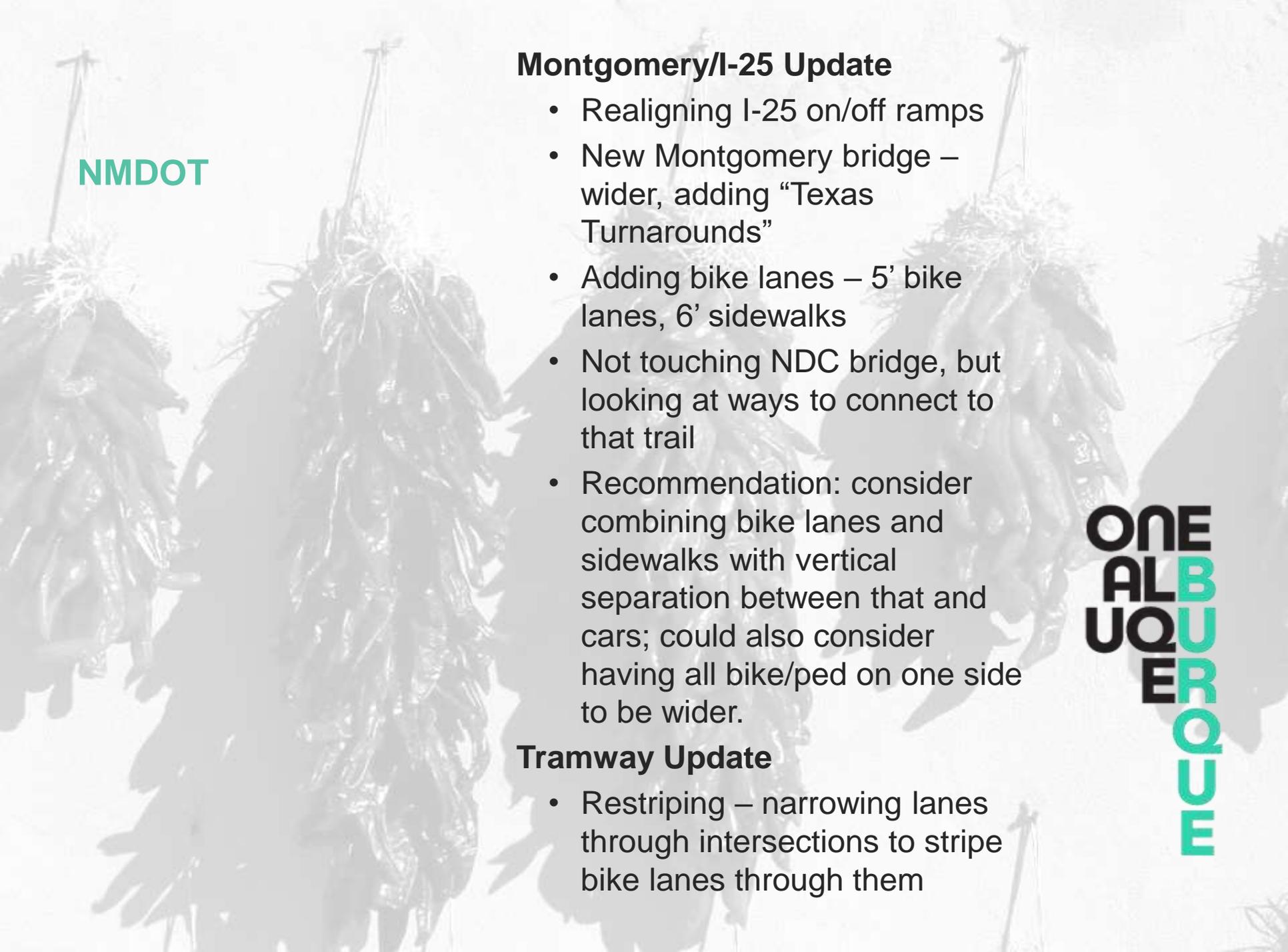
### **Copper Avenue Trail**

- Abiel Carillo, KSA Engineering
- Design complete – City DRC reviewing before construction begins

### **Other Updates**

- No Freedom 4th
- Piedras Marcadas trail updates

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NMDOT

## Montgomery/I-25 Update

- Realigning I-25 on/off ramps
- New Montgomery bridge – wider, adding “Texas Turnarounds”
- Adding bike lanes – 5’ bike lanes, 6’ sidewalks
- Not touching NDC bridge, but looking at ways to connect to that trail
- Recommendation: consider combining bike lanes and sidewalks with vertical separation between that and cars; could also consider having all bike/ped on one side to be wider.

## Tramway Update

- Restriping – narrowing lanes through intersections to stripe bike lanes through them

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# DEPARTMENT OF MUNICIPAL DEVELOPMENT (DMD)

## **NDC Notch at Indian School**

- Construction will be starting sometime after the AMAFCA moratorium is lifted in October. DMD has not yet received traffic control plans and do not expect that information until the end of the summer.

## **William Street SE**

- DMD Engineering is drafting a scope for sign placement and coordinating roadway condition improvements needed.

## **Bike to Work Day**

- DMD is working on developing plans for how to conduct Bike to Work Day amid the COVID-19 virus (reduce the risk of spreading the virus among city staff, volunteers, and participants).
- Reached out to the League of American Bicyclists to see if they have any best practices that have been identified.

## **Funding**

- Working to respond to requests from the Administration and Council in an effort to try to preserve the state capital outlay funding for projects that is the subject of the Legislature's special session

## **I-25 Study**

- Report finalized, but working with Admin to vet. Working with BHI to set up presentations to Admin and GABAC/GARTC and to put together a more detailed list of recommendations to connect to GABAC Gaps list

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## COUNCIL SERVICES

### Project Updates

- Silver at LUPZ 6/10
- Williams St. on LRBS map
- Updates in July: Indian School, Buena Vista, Presbyterian construction

### Legislative Updates

- Active Streets Initiative (R-20-59) – Admin to choose roads and implement
- Outdoor Dining, Parklets

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## PLANNING + VISION ZERO

### Shared Active Transportation Program

- Spin e-scooter removal
- Next steps

### Safe Streets Pledge

- <https://mailchi.mp/cabq.gov/visionzero>

### Active Streets Initiative

- <https://arcg.is/0XX4Pv>

### Development Process Manual

- Update was signed last week and the updated DPM is now in effect

### NACTO Membership

- Application submitted ~2 weeks ago

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15:49:26 From Terra Reed : Will share this later as well, but in case anyone is interested right now: <https://arcg.is/OXX4Pv>

15:49:48 From Dan Majewski : ^ Form for submitting an Active Street!

15:58:01 From Scott Crago : I have to take my kid to his aunt's house real quick. I will be back in 10.

15:58:52 From Dan Majewski, GABAC : On phone: \*6 to mute and unmute, \*9 to raise your hand

16:08:27 From Steve Pilon : np

16:08:29 From Tara Cok, MRCOG : No

16:13:27 From Steve Pilon : I have a public comment

16:21:57 From Steve Pilon : <https://theconversation.com/poor-and-black-invisible-cyclists-need-to-be-part-of-post-pandemic-transport-planning-too-139145>.

16:21:59 From Terra Reed : Whitney Phelan (Parks & Rec): [wphelan@cabq.gov](mailto:wphelan@cabq.gov)

16:55:44 From Steve Pilon : I second DAN'S comments

17:02:00 From Lanny Tanning, GABAC : my phone just ran out of juice...I can watch on my pc and comment via chat only

17:02:11 From Dan Majewski : ok sounds good

17:02:13 From Terra Reed : Thanks for the heads up Lanny!

17:03:18 From Steve Pilon : What is the price tag for this project?

17:08:56 From Steve Pilon : Still waiting for price tag

17:09:46 From Steve Pilon : How much did the bridge across !40 at Winrock cost?

17:12:36 From Steve Pilon : Thought NM DOT was into multi-modalism?

17:20:08 From Lanny Tanning, GABAC : so moved

17:22:44 From Julie Luna, Bernalillo County : Dan - could I share a cross-section from Sunport Blvd?

17:23:01 From Terra Reed : yeah Julie I can make you a cohost

17:23:06 From Dan Majewski : Sure, for the purposes of this conversation?

17:23:12 From Dan Majewski : thanks Terra

17:23:19 From Steve Pilon : Bike/pedestrian lanes protected by jersey barriers on both sides

17:23:36 From Terra Reed : Julie is that for this conversation or for your updates?

17:25:53 From Julie Luna, Bernalillo County : I dont' think they have enough ROW to do what we are doing on Sunport, but is sidewalk, bike lane separated from motor traffic.

17:26:05 From Julie Luna, Bernalillo County : It can wait until updates.

17:26:26 From Dan Majewski : Julie, you can share it now if you want

17:27:50 From Cheryl Somerfeldt : If there are barriers at the edges of the bike/ped sidewalk, can they be aesthetically pleasing - perhaps incorporate shade?

17:28:24 From Dan Majewski : shade would be great!

17:32:51 From Steve Pilon : I agree that combining the pedestrian and bike lanes makes sense

17:46:54 From Steve Pilon : How do we see "Critical Links" list?

17:54:03 From Dan Majewski : Have a candidate? nominate a street to be an Active Street here: <https://survey123.arcgis.com/share/66fca3a6f5e147c1900d4596440b36cb>

17:55:19 From Steve Pilon : The Montgomery interchange will cost \$70 million. Gibson is expected to cost \$90 million. Copyright 2020 Nexstar Broadcasting, Inc. Jan 31, 2020

17:55:23 From Josef Jansen, DMD Staff : 5 minutes remaining

17:55:36 From Abiel Carrillo, KSA : I'm logging off, but thanks again for your time, and if anyone is interested in the Copper Ave Slides from the public meeting we had in April, just email me at [acarrillo@ksaeng.com](mailto:acarrillo@ksaeng.com).

17:56:11 From Terra Reed : THank you Abiel!

18:03:41 From Lanny Tinning, GABAC : I move to adjourn