SUMMARY INDEX
CITY OF SANTA FÉ
BICYCLE & TRAIL ADVISORY COMMITTEE
December 16, 2015

ITEM	ACTION TAKEN	PAGE(S)
2. ROLL CALL	Quorum present	1
3. APPROVAL OF AGENDA	Approved as presented	1-2
4. APPROVAL OF MINUTES November 18, 2015	Approved as presented	2
5. CITIZEN COMMUNICATIONS FROM THE FLOOR	Comments made	2
6. COMMUNICATIONS FROM AGENCIES		
a. Conservation Trust - Trails Report	Reported by Tim Rogers	2-4
b. League of American Bicyclists Update	Reported by Bob Siqueiros	4
c. MPO Report	Reported	4
7. INFORMATION, DISCUSSION AND ACTION		
a. Bicycle Parking Ordinance	Approved	5-7
b. Cañada Rincón Trail Status Report	Reported by Radian Engineering	7-10
c. Bicycle Yield at Stop Signs Ordinance	Approved	10-12
8. BTAC Subcommittee Updates 2016 Goals and Membership	Not considered	12
a. On-Road	Not considered	12
b. Off-Road	Not considered	12
c. Bike Education and Outreach	Not considered	13
d. La Tierra Master Plan	Not considered	13
9. STAFF COMMUNICATIONS	Report by Ms. McDonald	13
10. COMMITTEE COMMUNICATIONS	Comments made	13-14
11. ADJOURNMENT	Adjourned at 8:10 p.m.	14
Next BTAC Meeting	January 13, 2016	

MINUTES OF THE
BICYCLE AND TRAIL ADVISORY COMMITTEE
Wednesday, December 16, 2015

1. CALL TO ORDER

A meeting of the City of Santa Fe Bicycle and Trail Advisory Committee was called to order by Councilor Patti Bushee, Chair at approximately 5:30 p.m., on the above date, in the Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT:
Patti Bushee, Chair
Frank Herdman, Vice Chair
Joseph Abbatacola
Paul Cooley
Gretchen Grogan [arriving later]
Tomás Rivera [arriving later]
Shelley Robinson

MEMBERS ABSENT:
John Longworth
James Ronald Pacheco

OTHERS PARTICIPATING:
Melissa McDonald, Staff Liaison
Bob Siqueiros, City Staff
Leroy Pacheco, City Staff
Nathan Todd, MPO Intern
Tim Rogers, SFCT
Charlie O'Leary, SFCT
Carl Boaz, Stenographer

There was a quorum of the membership in attendance for the conducting of official business.

NOTE: All items in the Committee packets for all agenda items are incorporated herewith to these minutes by reference. The original Committee packet is on file in the Public Works Department.

3. APPROVAL OF AGENDA

Member Herdman moved to approve the agenda as published. Member Abbatacola seconded the motion and it passed by unanimous voice vote.

4. APPROVAL OF MINUTES: November 18, 2015

Member Herdman moved to approve the November 18, 2015 minutes as presented. Member Abbatacola seconded the motion and it passed by unanimous voice vote.

5. CITIZEN COMMUNICATIONS FROM THE FLOOR

Ms. Pam Sawyer, 5180 Old Santa Fé Trail, #160 said she is the owner of Ecomotive Bikes. We had a huge meeting in Palm Springs and primarily trail systems with electrics and non-electrics. They were thrilled that we were in the train station. Marketing is part of her work. She has been passing out passes.

Her bikes are in cargo storage. They are in the north side of the Depot and put the bistro inside and will get a program together with Rail runner. It will be fun.

Ms. Margaret Alexander said it has been a wonderful year at SFCT. The trails program has hit the ground running with 2,500 hours of volunteers on dirt trails. She has learned a lot for sustainable trails and bring BTAC's attention to all of this expertise, willingness and enthusiasm.

6. COMMUNICATIONS FROM OTHER AGENCIES

a. Conservation Trust - Trails Report (Tim Rogers)

Mr. Tim Rogers and Mr. Charlie O'Leary for SFCT (for a few more weeks) provided a handout on their work in November with a summary of 2015 activity. Work days and field work has come to an end. Pages 2 and 3 give the summary. Atalaya Trail is separate. They spent 11 days on Dale Ball trails and 9 days in La Tierra with almost 500 hours of volunteer work just on city trails and 1,000 hours on the Flow Trail Altogether they invested 1,638 hours of work and got lots of great work done.

On the next page is the summary of field trips with over 500 people out on the trails. The largest percentage were students, teachers and parents from Nina Otero and El Camino Real Academy. The report cover is a snapshot of our work.

The next page, item 4 has a list of activities planned for 2016. Important connections will be made and still working with city staff for where and when we can get started on the connections. They have one more day with Capital High students to get them out to work and learn about conservation. Field Trips are

planned for three times more than last year and this summer with summer camps. They will continue working with BTAC on trails and road work. They are working on a project with City Parks and the Chili Line on preservation and interpretation. Small piece in La Tierra Trails to be preserved and promoted.

Member Rivera arrived at 5:46.

Mr. Rogers said they will also work under the agreement on GUTS outside of city limits. Met with Santa Fé County and Santa Fé Community College on that to make a connection from the Spur Trail directly to SFCC. Their Board has approved it. He is working with his counterpart at the County, Carol Branch and also another with US Forest Service.

Item 5 is replacing Dale Ball signage. The City found some funding to support it. It is just the cost of printing up the signs.

Chair Bushee asked, (back to GUTS), if he could speak to Councilor Dominguez and Van Klausen. We had to postpone GUTS.

Mr. Rogers said the partnership agreement resolution made it through BTAC and Public Works and Finance and was going to the full Council. There were concerns at Public Works about equity and development of trails. There is no problem with equity. Councilor Dominguez has been invited to GUTS Steering Committee on Friday and he now understands the distinction between GUTS and the paved trail system. The other stumbling block was whether the resolution conflicts with the resolution on wilderness expansion and the short answer is no. We will respond if wilderness expands. If the wilderness cannot support a community-based effort for trails, then we need to revisit the wilderness resolution. We will meet with them and resolve that.

The final item is in attachments that he was asked for information about bicycles not being allowed on the RTD Mountain Trail Route. It serves Dale Ball trails and Ten Thousand Waves. Item 6 is an email from Nancy Hurlocker (USFS). They decided they would allow the bus to go up the road, contingent on no bike rack. To him, it is unacceptable to take bikes out of the transit picture. It relates to bikes on the Windsor Trail. They decided they wanted to do a study but first ban bikes on the bus. It is not all about Windsor Trail. However, there are many reasons to have bikes on the bus.

Member Grogan arrived at 5:53 p.m.

Mr. Rogers said transit advocates are not that interested in the mountain and most serious mountain bikers will ride up anyway. He and Mr. O'Leary met with the Forest Service people and made our statement. The last two pages are the result of that email.

Member Herdman commented on the dangers.

Mr. Rogers said they do have a lawyer on SFCT who described this as arbitrary and capricious. They seem to be shooting first and asking questions later. Sandy Hurlocker agreed it wasn't much but needed to do that.

Chair Bushee noted that people here are reforming Bike Santa Fe. If you want to take it up with the County, the City or the Forest Service, she is on the board of the RTD. All the RTD literature said bike, hike and ski and the Forest Service pulled it at the last moment.

Mr. Rogers added that the route schedule shows a bike on the logo there.

Chair Bushee said the RTD meets on first Friday of the month at 9:00 and have public comment on the agenda.

Mr. Rogers mentioned contacts: Stacey McGuire who organized this and Jim Nagle is PR for the RTD. Maria Garcia manages the Santa Fé National Forest.

Mr. Rogers had discussion about desirability of putting up signs on urban trails regarding etiquette. Bicyclists yield to pedestrians and warn hikers that they are coming.

b. League of American Bicyclists Update (Bob Siqueiros)

Mr. Siqueiros reported this update. He said they are applying for Gold. Our silver expires in 2017 in January. The application would be due in June or July. He didn't know if BTAC wants a committee to help Him. This would be the fourth application. Based on the information he has collected; Santa Fe is in a good position to go for gold. Last April, a member of the League toured all the trails and there is a one-page evaluation from him on the 5 Es. Some of them are already completed. The applications change every year.

Now is the time to apply. At a minimum, we can continue our silver designation. They have added a platinum range. It requires working with other agencies. Having Ecomotive at the Depot helps and they are planning to expand.

Chair Bushee asked about a subcommittee - it is collecting details and working with Mr. Siqueiros and Ms. McDonald.

Member Grogan pointed out that BTAC renamed one subcommittee "Going for the Gold."

Member Robinson added that we now have a Pedestrian Master Plan and a Bike Master Plan - looking at all modes of transportation.

c. MPO Report - Transit Budget (Staff)

Mr. Aune was not present and his information was in the packet.

7. INFORMATION, DISCUSSION AND ACTION

a. AN ORDINANCE AMENDING ARTICLE IX AND ARTICLE XII OF THE UNIFORM TRAFFIC ORDINANCE TO ESTABLISH THAT ALL PARKING VIOLATIONS ARE CIVIL PARKING VIOLATIONS AND SUBJECT TO ADMINISTRATIVE ADJUDICATION AND COLLECTION BY AN EXTERNAL ADMINISTRATIVE AND COLLECTION AGENCY; AND MAKING SUCH OTHER CHANGES AS ARE NECESSARY TO MEET THE PURPOSES OF THIS ORDINANCE. (Nathan Todd)

Ms. McDonald explained that the ordinance title was changed. It is still in draft form and will soon be ready and Land Use is looking at it.

Chair Bushee said they had guidelines and asked if those were lost.

Ms. McDonald apologized that Mr. Guillen could not be present at this meeting. It will be tighter next time.

Mr. Todd reported on the ordinance and noted that the title had been changed. He worked with Jesse Guillen and drafted it. He was asked me last time to look into what happened with the older bike parking code. He had a string of emails that he could forward to the Chair. They were deleted and we don't know why. The content of this draft is pretty good. He used best practice standards - with guidelines of Biking Professionals Association. He used Mr. Guillen's edits and rewrote it and changed the chart on the last page. The big one is the old one and the one before that is the one he changed.

Chair Bushee liked it and asked him to make sure it gets to Public Works at their next meeting on January 11.

Member Rivera asked what multi-family residential developments meant.

Mr. Todd said it refers to apartments or townhomes.

Member Abbatacola thanked him for all of his work. On table is a formula for bike parking spaces. He asked if there were 100 or more parking spaces if it would require 26 bike parking spaces.

Mr. Todd said every city does it differently. Some use square footage instead. He could edit it for square footage or he could change the chart and that would be okay also.

Member Abbatacola noted that Second Street Brewery has no car parking but tons of bike parking.

Mr. Todd suggested it might be excessive to require 26 bike spaces for 100 parking spaces.

Member Cooley thought there should be a provision that bike parking not block handicapped access.

Mr. Todd agreed. The location should be within 50 feet of the main entrance and near the sidewalk

and Mr. Guillen mentioned that they are narrow. So he added language there - he quoted from the ordinance and thought it was in there.

Member Cooley pointed out that a bike with a bike trailer in a bike rack can block access.

Mr. Todd said San Francisco is dealing with that.

Member Herdman referred to page 4 where it says sheltered parking may be provided in buildings, however that must be made accessible to the public. He suggested the language, "provided that it is accessible to the public."

Chair Bushee said bike lockers should also be addressed.

Mr. Todd thought it might be upsetting to developers.

Chair Bushee asked if there is a way to give credit for locker or corral, etc. Our requirements in the past were minimum. She went around the Railyard and saw not much there.

Mr. Todd said the deletion was done because people who worked at the city thought it was too complicated.

Chair Bushee said special exceptions made it too complex with small charts. It has to be thorough, clear, and understandable.

Member Herdman pointed out that in the chart, the number of employees per shift or students is a number that is always in flux. The basis should be something that remains standard. Employees is not good - maybe seating capacity would be better.

Member Grogan said for hotels and commercial, it is better using square footage.

Member Herdman said it could be a correlation of guest rooms with bike racks.

Member Rivera suggested that maximum occupancy from the Fire Department could be used.

Chair Bushee said previously, there were not enough racks for people riding to those places. So it behooves the businesses to provide them.

Member Abbatacola recalled he had raised the issue of no bike parking at Home Depot. He bugged Ms. McDonald and Georgia from Land Use at the City and thank them for getting those racks installed.

Member Rivera said just a little editing is needed. He asked what kind of action is proposed.

Chair Bushee said she would like to move it forward. The general instruction is to make it readable and we can amend it. This is for our review first. Mr. Guillen will get the notes and she wanted it first at Public

Works in January.

Member Rivera asked what happens if they don't comply.

Chair Bushee said it is a matter of enforcement. They must comply on a checklist for a permit.

Mr. Todd said there seem to be different check lists.

Chair Bushee wanted Mr. Todd to visit with the Public Works Director on it.

Member Herdman moved to adopt the draft ordinance with the staff revisions discussed.

Member Grogan asked for a friendly amendment to include renovation, not just new construction.

Mr. Todd said it already says 25% increase of capacity.

Chair Bushee said that is part of the Certificate of Occupancy.

Member Rivera seconded the motion and it passed by unanimous voice vote.

b. CAÑADA RINCÓN TRAIL PROJECT STATUS REPORT (Radian Engineering, Staff)

Mr. Pacheco reported with a brief overview. It was listed in Phase A priority in the Bike Master Plan. Council budgeted $200,000 to make this connection for design and construction. It is to improve connections in this non-motorized trail north of Camino Francisca. This includes public input at ENN and development of recommendations for preferred trail alignments.

The ENN was held on November 12 with over 70 people attending. Many potential trail alignments were considered and the two most viable, considering all factors, were one on city lands east of the Reserve property and one on west of it in open space. Out of the meeting, some key issues came out. There is a survey for trail easements on the east of Reserve property from the 1990s.

Pedestrians and bikers make the connection on private property (through the Reserve property) and comments from the Reserve Board. We need to work closely with this important stakeholder - the Reserve Property. They have expressed concern with alignments. It also deals with Alamo - dealing with the connection down to Alamo safely.

Mr. Pacheco shared the context located about a mile and a quarter from downtown. The Santa Fé River Trail is the main connection. It is less than a mile to La Tierra Trails. The missing link for pedestrians and bikers is a high priority for the City. We've worked through many difficult processes. What is first proposed is always difficult to see the benefits. We are concluding our design contract for $15,000 and cannot move forward to next stage until resolving issues of drainage, arroyos, etc. We have numerous

trails in the arroyos such as trails through the Botanical Garden, museums, etc. It isn't new to us and we hope our team is committed to provide a good trail. The choice on the east city-owned property is the one staff will recommend. BTAC and the Governing Body need to approve it before going forward.

Public Comment

Ms. Margaret Alexander said she prefers the east alternative which on the map is in purple. On the west one, Camino Francisco is a very steep trail and is difficult. Before Zocalo was built, she lived there and everyone walked through the arroyo. When a causeway was built, the developer was supposed to provide steps and that didn't happen. The causeway disrupted that whole corridor. There are families there and they would like a route for kids to ride bikes to Gonzales School. They will probably not like going through the Reserve so the west option is not good. The Reserve has been there a long time but this corridor has been used for eons to get to places like the Spa. This would give a good way to get to the Spa.

Mr. Mark Little, 941 Calle Mejia #16, said he represents the Board at Reserve. None of the residents are against trails but this causes a huge hardship at the Reserve. The biggest issue is security and safety. We already have problems with those who cut through. We have people on motorcycles that cut through at all times of the night; also problems with burglaries and burglaries at Zocalo. People use the arroyos to come into Reserve now.

Chair Bushee asked if lighting is involved.

Mr. Pacheco said it could be involved but the City has a limited budget.

Chair Bushee said she heard the same concerns with the River Trail. With low level lighting, it has prevented those things from happening.

Mr. Little said they have had to put security cameras up and placed rocks in the way to prevent motorcycles going through. That needs to be addressed before the Reserve gets behind it. 260 families live in there now.

Ms. Dottie Starr, 1618 Villa Estrada, said she owns three properties in Reserve and one in Zocalo. As a former developer, and a Director at Reserve for 5 years, they had a meeting with Councilors and the police a few years ago that every fall, they have gangs of young guys coming at Arroyo Rincón from the hotel to as far as Tano Road and they spread out into the small developments and particularly in parking lots at Reserve, Piñones, and Zocalo. Zocalo had two or three home invasions. They found doors opened and burglarized them. So out of community concern, we held the meeting two years ago where you gave us good advice. She said she loves trails and networking areas but the eastern trail around Reserve is so very close to the existing buildings. She couldn't believe they won't take a western turn and vandalize. As far as those going through the Reserve, she had no problem with them coming through.

She didn't know of one neighbor who really knows about this project. About 4 years they came through and tried car doors. But she could not believe that a trail that makes the access easier would not

increase that kind of activity.

Chair Bushee asked if she was against either option.

Ms. Starr said she favored the one that is further west - not this western choice.

Mr. Pacheco pointed it out on the map.

Mr. Pacheco said that might be a PNM trail.

Ms. Starr said Calle Mejia is dangerous already without bike traffic. We welcome our neighbors coming through the Reserve but have a problem with those paved trail options.

Mr. Little asked if Mr. Pacheco is proposing to condemn some land there for right-of-way.

Mr. Pacheco said it is still very conceptual. There are some easements at Shadow Ridge so they are proposing to use that current ROW.

Ms. Starr said there are other condo developments nearby. So it would be beneficial to do a cost benefit analysis. She didn't know if anyone would use a bike path there.

Mr. Ronald Miller, 813 Calle David, spoke for the Santa Fé Estates Neighborhood Association which is north of the Reserve and west of Zocalo and south of Estrellas bounded by Camino Francisca and Calle David and also includes Calle Dorthea. He said they support connectivity and prefers the blue purple route along eastern boundary of our neighborhood and goes north beyond the boundaries of the aerial photo. People in the north spoke at the ENN on November. They want a path away from highway traffic that was in the Master Plan. The orange route on the west side appears to have drainage issues there. They didn't build there because of the drainage issues. As Vice Chair of the association, he was not speaking with formal portfolio because they have not taken a vote but many members took the position on November 12.

Mr. Harry Hughes, 611 Solana, in Zocalo, spoke as a resident. He supported the trail very much. We do walk to town and do go through the Reserve knowing that at any point they could close it. So having a permanent city-owned trail is best for this. The eastern one is preferred because the western one is much steeper and drainage is an issue. Regarding security, he lives in Zocalo and right behind his house is a trail that runs to St. Francis and anyone could use the trail for robbing but we have not had that problem.

People from the Reserve expressed concern about the arroyo - the trail doesn't make it easier for robbery to happen. People could walk in the arroyo so he didn't see how a trail there would do that.

Mr. Rogers said that as the main author of the MPO Bike MP, he is speaking in support of this connection. It is one he uses to access recreation trails and trails to the north up to Tesuque. In putting it into Phase A of the Bike MP, it is because the roads don't connect for people from there to Tano Road. It is a transportation route and people who use bikes for transportation would not say Calle Mejia is a

dangerous road. It is no different than others nearby. These roads are not through roads and are ideal for bikes. It also connects to the north and trails along the arroyo because arroyos are great alignments. The flood plain is where we put a lot of trails because no houses are there. In picking the alignment, which is the best? This trail is for transportation use and would connect with other trails. He preferred the trail along the arroyo. (Blue). It is efficient and connects with others. It is not just about bikes and will be used by pedestrians. They will get used to people walking dogs. Regarding crime, he pointed out that having a public trail means less negative activities.

Ms. Jennifer Wellington, 2307 Calle Bocha, with Bike Santa Fe. She reminds the Committee that if you read the literature, all studies show that developed trails increase property values and decrease theft and property damage. The people who live there will use the trail as an amenity when they sell or rent. She was totally in support of a trail there.

The Public portion was closed.

Chair Bushee said she would ask the Public Works Chair to have a public hearing. She asked if the City has ROW on each side.

Mr. Pacheco said it does on the eastern route and easements to accommodate a trail there. That is in the packets. The history is also in the packet. It is informally used now and has more level terrain. He was hoping to improve the perception of the trail with the Reserve folks. Some are on record in favor. It might require another easement. We could feasibly do engineering without that easement but it would be better to have an easement. There is $200,000 available. Preliminary engineering will need some enrichment working with stakeholders at the Reserve. Claudia Horn has experience working with them.

Mr. Pacheco said the phases A and C are from the Bike MP. The City has spent less than $15,000 in conceptual engineering to come in with the preferred alternative. It would be a hard surface trail of either concrete or asphalt. He didn't have that information yet.

Chair Bushee was hesitant to go forward because she needs more information on costs.

Mr. Pacheco said they have not done an in-house design. The budget might limit some of the features in the design.

Chair Bushee said some of that information should be forthcoming.

Member Cooley acknowledged the safety concerns of the Reserve Board. He believed trails make property safer. The Arroyo Chamiso Trail goes right by back yards.

Chair Bushee agreed. In every single case when trails went through, it has benefitted the homeowners. All have reported less crime. She asked for more backup on the $200,000 budget. This has to have buy-in from neighbors/

Member Robinson said she was an early supporter of this trail. We walked it with Margaret long ago. I

ride from Bishop's Lodge Road and Tano Road down through there and it is very beautiful there and people should be able to see how beautiful it is. I know people in the Reserve and thought it was shut down during the summer. They could shut it off. This little section is important. She talked with Ms. Starr at the meeting and uses this trail all the time. Ms. Starr said Calle Mejia is not striped. That is a simple solution right now. It is narrow and used a lot. Simple striping would help us feel better in sharing the road. Creating a public trail is not bringing in riff raff but allowing neighbors to have access to this beauty. It makes an area safer. So she would love to see it happen.

Member Rivera said the proposal does seem like a good connection and he preferred the blue trail alignment.

Member Grogan asked if it could it be a natural surface trail.

Mr. Pacheco said this trail has to be maintained for ADA as a hard surface trail. All trails go through ADA approval before we can construct it. There is one exception in the Railyard where they used a polymer and that is very expensive.

Mr. Pacheco said Staff will work with the Reserve Board to get to a comfort place. He didn't want them to feel rushed. Ms. McDonald is very good with that.

Chair Bushee thought the $200,000 was from the 2012 CIP allocation to Alameda Crossing. She asked if there are monies left from La Tierra Trails.

Member Cooley wondered if the City could work with SFCT on the design engineering.

Mr. Pacheco said it needs professional expertise. To ask SFCT to take it on would be asking a lot. We have to deal with Corps of Engineers because of the terrain. The $50,000 needs to be paid for it. Good concepts are followed by money. It is possible to keep it to $200,000. But it is too early to worry about the money.

Chair Bushee asked for a motion.

Member Rivera moved that BTAC support the blue trail (option 1). Member Abbatacola seconded the motion and it passed by unanimous voice vote except for Member Herdman, who abstained.

c. AN ORDINANCE AMENDING THE UNIFORM TRAFFIC ORDINANCE TO PERMIT BICYCLES TO TREAT STOP SIGNS AS YIELD SIGNS IF THE RIGHT-OF-WAY IS CLEAR OF OTHER VEHICLES OR PEDESTRIANS (Jesse Guillen, Councilor Bushee)

Chair Bushee proposed to postpone this item but several members wanted to consider it.

Chair Bushee said the cops met with Jesse Guillen and the Acting Chief signed on to it. It just applies

to stop signs.

Member Rivera read from under Section C and it is not about stop signs. He likes the ordinance but just wanted it to be clear.

Ms. McDonald said cyclists can yield and roll with stop signs but have to full stop at red lights.

Member Grogan moved to support the ordinance. Member Rivera seconded the motion.

Member Rivera said he would like it to be stronger that a bike in the intersection has the right of way.

Member Cooley shared Chair Bushee's concern about running a stop light after stopping. If the detection doesn't work, then it would be okay.

Ms. McDonald noted it is in conflict with state law.

Chair Bushee agreed and Law Enforcement can choose state law over city law.

Member Herdman recalled the police officers confirmed they have never cited people for running through red lights after coming to a stop. A rolling stop is fine and if traffic signals don't change, we all go ahead.

Chair Bushee asked about if there is an accident.

Member Herdman said if he goes through a green light he wants to make sure he has the right of way. "What is my exposure as a motorist if I hit the person who goes through a red light. There are plenty of opportunities. I propose to do nothing."

Chair Bushee said she personally prefers to leave out the red light altogether and stay with rolling stops at stop signs. Accidents do happen. It is why the City is going for a $4 million underpass. The cops last time, said they didn't like the red light part.

Member Grogan proposed to strike Section C. Member Rivera accepted that as a friendly amendment and it passed by unanimous voice vote.

8. BTAC SUBCOMMITTEE UPDATES:

These were not considered at the meeting.

a. Standing Subcommittees – 2016 goals and membership discussion (Staff)

b. On-Road

c. **Off-Road**
d. **Bike Education and Outreach - Going for the Gold**

e. **La Tierra Master Plan La Tierra Trails - completion status update (Staff)**

9. STAFF COMMUNICATIONS

Ms. McDonald said it would be great to get these items off the agenda.

Mr. Pacheco said the La Tierra Trails Subcommittee was created when we had the money for them. There were five key things we were trying to address and most of them were done and those not done were highlighted and projected costs listed. One was interpretive signs in the northeast portion and that fell by the wayside. We built the underpass connection and it lacked connection from the dog park. We applied for federal funds and didn't get them. Similarly, there was a connection from other side east of Las Montoyas. They are dirt and narrow.

He said it is amazing that we accomplished most of them. At the end of the process, spending $2.8 million, there was about $100,000 or a little less left over and at the time of discussion, we decided to wait until after the 2008 Park Bond Audit so we have not spent it. It is a question for Finance.

Chair Bushee asked what the red lines meant.

Mr. Pacheco said it means mission accomplished. We built a trailhead at Calle Mejia behind the Spa. None of those numbers with costs have ever been changed. The signs and kiosks were built and installed.

Chair Bushee said none of those numbers are real.

Member Herdman said the facility (La Tierra) is perfect or nearly perfect. It needs a dirt trail from the dog park to that bridge. There are no shoulders there and limited sight visibility. All it needs is the soft trail connection. Without that, there is a big deterrent to use that road. It does not need to be paved. With $100,000, we could do that several times over. It could be done with volunteers.

Ms. McDonald had no staff communications. She reminded Chair Bushee that she wanted to look at subcommittees and people have started to get back with her now on where they want to serve. It would help to have them in place.

Chair Bushee announced that John Longworth has resigned and they are missing a person from District 3. She asked Jennifer Wellington to resubmit. She would like to get it approved at the next Council meeting.

10. COMMITTEE COMMUNICATION

Member Cooley said the City has done a good job plowing streets but not the Museum Trail. It becomes difficult to navigate and also the Arroyo Chamiso by the tunnels.

Chair Bushee saw them doing Gail Ryba.

Ms. McDonald said a gabion is going in there to protect the trail.

Member Rivera invited BTAC to the Chainbreakers' annual holiday event this Sunday giving away 20 bikes. This is their tenth year doing it.

Member Grogan said Merry Christmas and added that Ms. McDonald is doing an awesome job.

11. ADJOURNMENT

Having completed the agenda, the meeting was adjourned at 8:10 p.m.

Approved by:

_____

Patti Bushee, Chair

Submitted by:

Carl Boaz for Carl G. Boaz, Inc.