

**BICYCLE AND TRAILS ADVISORY COMMITTEE
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September 21, 2016**

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**BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING
CITY HALL – CITY COUNCIL CHAMBERS
SEPTEMBER 21, 2016 – 5:30 PM – 7:45 PM**

MINUTES

1. CALL TO ORDER

Chair, Councilor Joseph Maestas called the Bicycle and Trails Advisory Committee meeting to order at 5:37 pm in the City Council Chambers, Santa Fe, New Mexico. Roll call constitutes a quorum.

2. ROLL CALL

Present:

Councilor Joseph Maestas, Chair
Joseph A. Abbatacola
Paul Cooley
Gretchen Grogan
Frank Herdman
Tomas Rivera
Shelley Robinson
Jennifer Wellington

Not Present:

James Ronald Pacheco

Staff Present:

Melissa McDonald, Staff Liaison
Eric Aune, Santa Fe MPO
John Romero, Traffic Engineer
Tim Rogers, Santa Fe Conservation Trust
Fran Lucero, Stenographer

3. APPROVAL OF AGENDA

7C and 7D to follow item #5 Citizens Communication from the floor

Ms. Grogan moved to approve the agenda as amended, second by Mr. Herdman, motion carried by unanimous voice vote.

4. APPROVAL OF MINUTES FROM JULY 20, 2016 & AUGUST 17, 2016

No changes to minutes.

Mr. Herdman moved to approve the minutes of July 20, 2016 as presented, second by Ms. Robinson, motion carried by unanimous voice vote.

Mr. Cooley moved to approve the minutes of August 17, 2016 as presented, second by Mr. Abbatacola, motion carried by unanimous voice vote.

5. CITIZEN COMMUNICATIONS FROM THE FLOOR

No communications from the floor.

6. COMMUNICATIONS FROM OTHER AGENCIES

6a and 7a were reported on together.

a. Santa Fe Conservation Trust report (Tim Rogers)

Included in the meeting packet was the report and activities for August for committee review.

- Research and funding, they continue to receive money for the new bike trail project, they continue to work with the city and county and other partners to connect soft surface trails.
- Stewart recruitment, we have a workday with students at Capital High School in October, they skipped last year but it will be done again this year.
- Trail Maintenance – They are putting up the new signs in all trails; these are the junction marker signs. The trailhead signs are the big maps; the smaller maps are at the junctions. An invitation was extended to the committee members to join at the Cerro Gordo Trail Head at 9 am the following day.
- Training/Education: An article was sent to the New Mexican about the Paseo de Peralta road diet and hopefully it will be released in the next few days mainly the configuration. Mr. Rogers said that this is an area that he works on throughout the state in terms of biking pedestrian planning. The basic idea is that it is a real mistake to say it is for bikes; it is for everybody especially pedestrians. Mr. Rogers asked the members to take note of his “My View” in the packet information. Cordova and Siler have sidewalks that are good for walking and that is because of the strike shoulder. The strike shoulder establishes the buffer between the pedestrian and the motor vehicle. It is easier for the pedestrian to cross the street, it is known to improve motor vehicle safety.
- Community Events and Promotions (October) – They will be taking approximately 250 kids to the Dale Ball Trails North
- An email was sent out on August 19, 2016 listing all of the future different events. If anyone has not received, Mr. Rogers is happy to resend and list the BTAC members on his distribution list.
- Gonzales School is having their River Run on October 2nd and ATC is also holding a run on that same day. The Bike Traffic Class is also noted.

7. INFORMATION, DISCUSSION & ACTION

a. Proposed tour of recently completed connector trails (Tim Rogers)

Through conversation with Melissa McDonald it was discussed to do a community cruise to show off some of the trail connections. The next community cruise will bring new people participating in these cruises with the intent of showing people how to get around town on a bike. The proposal is to do a cruise around town looking at murals (Tour de Mural). (A flyer was provided with the details of the cruise.) The date of October 8th was selected as it is the last day of the photo fence.

Mr. Rogers added in Planning and Coordination, as we look at our opportunities for La Tierra Trails and Dale Ball Trails, it has been on the BTAC agenda in the past as to the status of the La Tierra Trails Master Plan funding. The dog park connectors, the pieces of the master plan that hasn't been done. Mr. Rogers said they are happy to do and Parks and Recreation would also like for them to do it. There will be a need for quick surveys, clearances and northern 2/3 of it will be very straightforward, the part closer to the dog park will not be due to some drainage issues close to Camino las Crucitas. If there is any funding left from the La Tierra Master plans that is where the funding should go. Mr. Rogers said they are happy to work on the northern 2/3 parts, which they can do with volunteers; the southern 2/3 requiring a right-of-way is not something they can, the city will need to do that. Thank you was extended to the BTAC members.

Mr. Abbatacola: Thank you for your creativity to get people out on their bicycles combining art and cycling. Comments: It might be nice to mention that it is free and where do the flyers get posted.

Mr. Rogers posts them at bike shops, library and coffee shops as well. There will be an added emphasis to get it out to the Art population who are interested in our urban environment. The trails we create are our urban environment. One reason he came up with this idea is that he had an idea for a mural. New Mexico Central rail line is important to Santa Fe and that will be one stop.

Ms. Grogan asked if there are a maximum number of people he would like to participate. Mr. Rogers said as many as possible. Ms. Grogan asked if Mr. Rogers could talk to Bob and see if there is an easy way to coordinate and summarize the activities and he could input to the application. Mr. Rogers said Bob's uncle was a muralist and he will follow up with him.

Another suggestion was to pass them out at the Santa Fe University of Art Design.

b. Discussion of Graffiti on Trails/Update on Adopt-a-Park/Trail Programs (Staff, Gilda Montano)

Ms. Gilda Montano: Adopt a Trail Adopt a Park: Agreement that Parks and Recreation authored was included in the meeting packet. Ms. Montano said that she is not overseeing this, it is all coming out of Parks and Rec and she will work with them. Keep Santa Fe Beautiful manages the adoption of the medians. The county has the Adopt a Road program. Graffiti on the trail; Keep Santa Fe Beautiful has graffiti under our section and we handle the public portions of the trail. The Parks Division handles the City portions that we are responsible for. Anything that is already maintained as far as the trails goes would be the Parks Division responsibility. When calls or e-mails are received, Ms. Montano or staff goes out to assess if it is private property or public property. If it is private we have to find out who the property owner is, getting permission usually to remove the graffiti and in some cases we have had to remove the graffiti if it is vulgar or reasons that need to be addressed immediately. Any public portions of the trail are the Parks and Recreation Division responsibility.

Mr. Herdman: On the trails, when you paint graffiti over, it creates a patchwork. Mr. Herdman gave an example of the dug outs at the ball field and talked about the steel supports painted in blue and the graffiti patches are brown and asked if there is the ability to match the underlying paint? Is there any thought to painting the entire infrastructure on the trails the same color.

Ms. Gilda Montano: The city does have specific colors but it would make it costly to try to match every color. Keep Santa Fe Beautiful tries very hard to keep the color consistent and as far as the dug out that would be a Parks Department responsibility. There are times that they work together to get the paint colors as close as possible.

Mr. Herdman stated that in the long term plan at some time the dug outs will need to be painted and if they could paint the infrastructure on the trails the same color then it would eliminate the problem of matching.

Ms. Gilda Montano asked for the pictures that were discussed.

Mr. Herdman asked if there is there an explanation of what tempts painting of graffiti.

Ms. Gilda Montano stated that a lot of it is competition, gang related, etc. a lot of them do it to show up the other person. A lot of people think they are doing art.

Mr. Abbatacola: Thank you for being responsive to e-mails that he sends on concerns. About a year and a half ago the trails were really bad with graffiti, Gilda invited me out with her crew and we drove the trails. It is such a night and day difference now, it stays clean so much longer for the long and consistent clean up. Thank you for keeping Santa Fe beautiful. Mr. Abbatacola asked about the signage on the trail where they have the mile marker sign, those have been tagged so many times they are almost a solid brown. Ms. Montano will find out who would change out the mile marker signs. Ms. McDonald noted that Tim does the sign replacement and Ms. Montano will work with him.

Ms. Grogan asked the question; is the reason this is coming up is because the city is trying to save money in maintenance costs. Are they depending on volunteers to save staff cost and who addresses the erosion issues.

Ms. Montano said that is correct, staff has been looking at ways such as the Adopt a median program.

Ms. Montano said it doesn't actually say erosion, it says littler clean up and some painting and some beautification, it doesn't talk about graffiti in the agreement.

Ms. Grogan said she isn't so much worried about the graffiti; if volunteers are maintaining the city trails and she does this as she manages a Trail network. When you are maintaining soft surface trails, a lot of what you are doing is erosion control. It is important to say if we have volunteers maintaining city trails, it is going to be important to work with Tim Rogers from the Santa Fe Conservation Trust as he knows how to do this.

Ms. Montano said that she did not read anywhere in this agreement on the trails working with erosion control, it is mostly litter clean up. There is a list included of the specific trails.

Ms. Grogan said if maintenance is going to be done on the soft surface trails the city will need to do it in collaboration with someone who has the knowledge and that person is Tim Rogers.

Ms. Montano said if that is going to happen she is assured that they would ask for the person with expertise before sending volunteers out.

Mr. Tomas Rivera asked if BTAC is acting on this resolution?

Ms. Montano said it has already been passed and this was more to inform the BTAC committee members.

Ms. McDonald said that this is an attempt to have community ownership, Parks

and Rec has more parks they can keep up with.

Ms. Robinson stated that some of the concerns that come to BTAC most often are the Trail Heads and they should be easier to adopt. The trailheads need attention and it is less intimidating than adopting a trail.

Thank you.

c. Update on CMAQ Funds (Eric Aune)

Included in the packet is a memo from Mr. Wilson dated 9/14/16 regarding the Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Mr. Aune stated that these are funds that every state receives and are used to help meet the requirements of the Clean Air Act. This funding source has been around a long time. Albuquerque metro area, up until recently, was a non-attainment area which basically meant that they were over the limits for starting air quality elements. They recently worked their way back up and all their levels are at attainment now. These are mandatory funds that have to be used in the areas of non-attainment and what we call CMAQ flights which is basically funds that can be used anywhere in the state. We have been successful in leveraging the CMAQ funds from the Feds which is funding the Acequia Trail Underpass at almost \$3.7 million dollars. We were also able to leverage CMAQ funds for design projects, one which is the Guadalupe Street reconstruction which is ultimately a safety project and also for the design of the Rail Trail underpass. NMDOT has always managed the CMAQ program in New Mexico and they have not had an open process for the non-attainment areas to access the CMAQ funds. We have been advocating strongly for utilizing these funds for our projects. Over the last 2-3 years the City has been trying to leverage those funds when meeting with NMDOT, but there has never been a formal process. With Albuquerque reaching attainment for air quality issues, there will be approximately \$1 million dollars available statewide. DOT is doing a study on best practices that other states use for distributing these funds. To receive CMAQ you have to prove that you have a reduction in air-quality issues so there are certain criteria you have to meet. Right now the state is working through that process of trying to figure out what other states are doing to distribute these funds for projects. They expect that study to be complete by January, 2017. Right now all CMAQ funds are programmed through FY17 and others through FY18 and once we develop a program the hopes are to have the funds available in FY19. At this time we are on a holding pattern until the study is complete.

The Chair explained the importance of BTACs involvement; this is a new funding source for Santa Fe and these are normally funds for cities like Albuquerque and we have secured ¼ million in the last two years. The Chair asked Mr. Aune to keep the committee updated on the securing of funds and allocations. The Chair commented that maybe there should be a set allocation by population vs. project.

The Chair would like for staff to stay on top of this and maybe even suggest criteria that would benefit Santa Fe. It was noted that we don't do emissions testing in Santa Fe so how would we quantify an improvement on emissions for projects we submit for funding.

Eric Aune: Based on my past experience when I was in Massachusetts and other states of non-attainment; if we had a project that we wanted to fund with CMAQ we had to plug in reductions of vehicular trips in to a spreadsheet indicating carbon monoxide reductions. Up until now we have not had to provide added explanations as they were approved projects. Mr. Aune also noted that in the packet was a list of other potential projects eligible to be funded.

Chair: We should maintain our existing air quality, I believe that Espanola and Santa Fe Air Shed is one of the cleanest in the country for Ozone and that could be another justification.

Ms. Robinson: I don't see anything hi-lighted that would show how proactive we are. I believe that the Pedestrian Master Plan, Transit Master Plan and Bicycle Master Plan are those presented as showing citizen input that are working towards getting people out of their cars.

Mr. Aune: Those are great processes for the TAP and Recreational Trail programs; those may be criteria if we come out with a ranking system. Not only does it reduce x,y,z, that shows the support and planning elements which DOT is quite keen on showing that they have gone through a process on the planning elements.

Mr. Rivera asked and suggested looking in to rebate funds. Mr. Aune said that there are so many guidelines when using Federal Funds and the sometimes in the size of the project it might be difficult to consider rebate programs. Mr. Rivera asked if in these operations is it limited to just capital expenditures or can it be used for operations? Mr. Aune said that typically it is capital items. In the past you could use CMAQ funds for the first 3 years for the operations of a new transit route. It is believed with the last legislation they removed that as an option.

It was asked if CMAQ funds could be used for the fueling station. Mr. Aune said technically you might be able to use it for that but the fueling station is moving forward, by this time next year it will be open.

Ms. Wellington: It says training is one of the elements, what kind of training?

Mr. Aune will need to research this question and provide a response at a later date. It could be training staff on air quality issues. It is also noted that Travel Demand Management project is to encourage employees not to drive to work and

to use public transportation and that may have used training funds.

Budget: All of the FY18 money has been allocated at this point. From a process standpoint the state can wait until January to do an initial evaluation and it will take another 6-8 months to come up with the criteria and we will already be in FY18 which doesn't give enough time to program the funds, logistically FY 19 is probably the earliest to get the programs in place.

Ms. Grogan was happy to see that two of the projects have been approved as noted in the bullet points and asked what is the earliest we could get funding for them. Mr. Aune said that the Federal Fiscal Year starts October 1, 2018 and construction funds have been identified for both of those projects in FY19.

Chair: Since the federal FY begins October 1st they are going to have to amend the State Transportation Improvement Plan which is a 3-year program and FY19 is the 3rd year. They can't just have an \$11.4 million place holder; they have to program it even though there are no projects identified.

Mr. Aune basically the first four years start with the current year, the first two years are typically fixed and the next two years are somewhat lenient because we may not be able to identify the CMAQ funds specifically at this point, we may be able to identify them as STP funds or other funding sources. Mr. Aune to get clarity on this item at the next MPO meeting.

The Chair asked Mr. Aune along with the Technical Committee if we could come up with criteria we can suggest to the State on projects for these funds. Once this is agreed upon, the Chair feels it would be appropriate for BTAC to create a resolution and for BTAC and the City Council urging there be a process with criteria that we recommend and thank them for the funding so far and emphasize the need for additional CMAQ funding. Maybe in general we can indicate some projects that we already have programmed that are eligible. We need to make a formal statement on this topic.

Mr. Aune said that the study that is being done in other states should be released in January and he will try to get copies to review the comparisons of what is done in other states.

Ms. Wellington asked about the Mid Region MPO since it is no longer in the maintenance area and no longer in the mandatory CMAQ allocation, is it just ABQ? Mr. Aune stated that it isn't just Albuquerque, it is Bernalillo County and all the way down to Los Lunas. Ms. Wellington asked, what is the O3 designation?

Mr. Aune said O3 is the ozone, they have been talking about this for the last 5

years or more, in talking about the air quality factors, O3 is the chemical for ozone so they have been talking about lowering the limit. Potentially if they do lower the O3 standards, they are looking at more than the transportation pollution. If they do lower the O3 standards than the southern part of the state would have to be CMAQ funded to get them in compliance.

Ms. Grogan said that this was the funding that brought the Acequia back to life.

Mr. Aune said that when the City was applying for Highway Safety Improvement Program funding for the Acequia underpass the man who was in charge of CMAQ funding said that this was a good could fit and this is how the CMAQ funding evolved.

Chair would like to have staff research what other cities have voluntarily created an inspection and maintenance that required mandatory emissions testing? Mr. Aune was not aware of any.

d. Report on Council Action and Message Regarding Road Diet Study for Paseo de Peralta; Report on Any Upcoming Road Diet Studies (John Romero)

Mr. Romero explained that at City Council he explained the funding that has come about to bring the project to fruition as well as the time that brought the project forward. The Council asked why they were seeing this again. It was explained that the funding was secure through thru 2012 and 2014 bond. Both of those bonds put a total of \$500,000 towards on road bicycle improvements. With that \$500,000 we used a portion for the Bike Shed Program, a portion for shuttle maintenance, green biking project and after that point Mr. Romero met with the On Road Bicycle Committee and we developed an program of the funding for on road improvements. The group of projects we identified was in line with the Bicycle Tri-Master Plan that MPO generated. We looked at all the projects that were yet to be done on the list starting from the top to the bottom of the list. This was one of the projects and how the funding came forward. This was one of the projects that was vetted by BTAC and endorsed that this was one you wanted to move forward. Mr. Romero further explained as Councilor Maestas mentioned that this is a feasibility study, this is not we are going to do a road diet. Part of the feasibility study was not only data analyzing traffic volumes but it was conducting public meetings, getting public comment and formally getting that public comment to present to BTAC and possibly Council so they can decide based on technical data and public comment if this is a project that they would like to do or not. Mr. Romero tried to emphasize that and was very clear that this was not a for sure thing, it was a feasibility study. It was also explained; say for instance the feasibility study one way or other would say not to do a bicycle road diet. It was explained that it would not be a waste of money that we would still get a timing plan for that corridor of road way. A lot of the

cost is in acquiring traffic counts and generating a model. This project is now on the back burner. We have that money freed up; budget total was \$80,000 – design services were \$57,377. Mr. Romero would like to finish what they have decided thus far and once he is in a good position on design he would meet with the Bicycle Transportation Committee to know where they want to spend the \$80,000. Projects that Mr. Romero would like considered are the Guadalupe Project and one of the primary goals is to provide better and safer pedestrian facilities and have considered adding bicycle facilities. The primary goal is to add better pedestrian facilities. It is Guadalupe from Paseo de Peralta North to Agua Fria and in that area there are very narrow sidewalks, utility poles and a lot of pedestrian traffic and hard to get in there. NMDOT has done a road safety study for the city; it is basically a scoping analysis that shows a purpose and need. What we got from that study is a plan and the plan is to reduce from 4 lanes and no median to 2 lanes with a median and wider sidewalks. Mr. Romero said that this is the only road diet he can see in the foreseeable future.

Ms. Robinson: What was the issue with City Council, was it that the feedback was so negative that they voted it down.

Mr. Romero could not assume the reasoning but what was explained by the Mayor quickly was that with this specific project, but he felt that there could be better projects that could provide bicycle safety than this.

The Chair commented that he looked at the bigger picture and two things, \$57,000 – it was consistent with the Bike Master Plan with complete streets, concept had been adopted here in Santa Fe and it had other positive attributes. It included an evaluation of the Acequia Madre and Paseo de Peralta inter-section, was going to assess if a signal was warranted. It was going to look at the northbound approach of the Paseo as it comes along Canyon Road and Alameda. It had good elements to it; it wasn't a pure road diet. The Chair saw it like a mini corridor and he asked his colleagues to see the elements for public safety and transportation in that corridor. There were some letters to the Editor that were very critical and the Council was more concerned about some pre-ordained outcome of the study that would recommend we drop a lane. No decision could be made on dropping a lane, which would require a feasibility study. We probably need to look at road diets that we have had in the city, do a case study evaluation and include pertinent factors. We need to package some of the road diets we have already done and convince the council on the merits of these road diets and the ties to Bicycle Master Plan. Once Councilor said that he did not know what this had to do with the bike trails. We are always striving for connectivity, we have gaps in the system and we are always focusing on those gaps. This would have provided a good on street connection to several of our existing trails. City Manager spoke out about all the work that staff had done on this and there were more projects coming up and the Council still voted it down.

Ms. Wellington asked Mr. Romero, how much did the Council know or has the term complete streets; has it been presented fully to the council?

Mr. Romero said yes, he believes it has. It has not only been explained in detail in the MPOs and Master Transportation Plan but the city itself has adopted land development codes that are consistent based on complete streets. Any new roads that are built in new developments, arterials and collectors are required to have bicycle lanes. Everyone understands what complete streets are and I thought that in this particular case it was pre-determined it would channel traffic guaranteed and there was no use to spend money analyzing something that we know what the answer is. Mr. Romero said his assessment is that he believes it wasn't against complete streets; there wasn't a single councilor that came out and said they did not want to provide for bikes that they wanted to provide for complete streets, it was this one particular area they felt it was not going to work.

The Chair added that when the complete streets was reached; a local government of the MPO signed on as well so it wasn't just the city it included the County and other members. It was extremely important to make a commitment. We should provide educational points to the Council letting them we have done road diets before, how will they improve the situation. The Chair asked Mr. Romero to provide the upcoming projects to have an opportunity to engage with the upcoming council on other road diet projects and provide them updates. We need to assess what happened and hope it doesn't happen again.

Ms. Robinson: A part of what we do at BTAC is to feature our city as a bike city and we encourage as part of tourism for people in our city to ride and walk and take the bus. Paseo is very familiar to a lot of people and people who are visiting here and riding bikes all around town they are going to think that Paseo is a convenient route. It is not a safe street to ride on. If Paseo is not a bike way we need to inform the public, bike stores need to tell their renters that it is not a bike way.

Mr. Cooley: This hit the newspaper about the same time the parking meter and the study on Paseo de Peralta; this project was just a victim of a bad news cycle. It is one of the few corridors where there is enough continuous curb where we could have protective bike lanes.

The Chair stated that if we tried to brand a road diet differently, part of that title has connotations like what is so compelling, if it has bicycle safety improvements or a traffic safety improvement assessment is more compelling. Lately it has its connotations; what is the city doing now, why don't they fix potholes, we need to rebrand and get away from the terminology road diet.

Mr. Herdman said that the roads who have undergone a road diet you really don't register that they lost a lane.

Mr. Romero said that the context he has always known of road diet is losing a lane, the concept of reducing a lane in this area assuming we have a 12' lane that would be the maximum, it would be tight. In context of road diet as a term in the industry it is elimination of a lane for a better purpose

Ms. Grogan: In the elimination of a lane would that create a bike lane, enough room to create a bike lane.

John Romero. Yes. For example on Guadalupe there may not be a bike lane but in Paseo it does provide a median that provides traffic advantage. That is what we got on Siler and Cordova so we accomplished two safety lanes.

Ms. Grogan: the word diet has a bad connotation – to me with Guadalupe going forward I would be careful in using the word diet – come up with a new strategy for how we label these projects and describe them.

Mr. Romero said that the whole context of this was adding bike lanes by removing travel lanes and quantifying what that effect on vehicular traffic would be. Mr. Romero said they were not going to look at geometry, passes at intersections, how to better configure an intersection, it was more so to get a feasibility study.

Ms. Grogan said the word diet has a negative connotation. Ms. Grogan would like to get away from calling future projects, if we can, take out the word diet and come up with a new strategy on how we label these projects.

Mr. Romero wants to call it a reconstruction project, but it is programmed in the state for some funding and the bigger part for construction is Highway Safety money and in the statistics is in as road diet. It is an industry term and it may have a negative connotation but in the industry it is a positive thing and a road diet is considered a counter measure in the Roadway Safety Rules. The fact of it being a road diet is what made it eligible for safety money.

Ms. Wellington: What I would like to see city staff do when they are designing these medians and bike lane, there are so many places where the medians have variable widths and it seems that we get these very minimal 3' to 4' lanes and at times they disappear. It would make it easier and legitimize the bicycle lane if you minimized the medians. Take a foot or two off the ones that exist and add a foot or two to the bike lane. Mr. Cooley seconds the comment.

Mr. Romero said that when design medians are done they do not make them wide

for trees; the design is governed by vehicles. The purpose of these medians is to accommodate left turn vehicles such as on Zia. On Cordova it is a two way turn lane, on Siler you can make a left in/out anywhere you want, when we implement them for that purpose there are minimum widths. For instance on Cordova if we got any smaller you could not fit a car there and you would lose a median for vehicular refuge. That is a big decision that has a major impact on vehicles. Our turning lanes on Cerrillos Rd. in our new construction are 10' wide, that is a minimum. State lane widths are 12'. We are trying to conserve space as much as possible and trying to get in bike lanes wherever possible. But if it means getting rid of a median for vehicular refuge we would have to pick the vehicular refuge.

Ms. Wellington: I am still hearing a big emphasis on cars and I know that is the biggest portion of our roads. The whole point of BTAC and advocating for bicycles is that bicycles are a legitimate form of transportation and we need to spend more time and creativity and effort on providing full and legitimate bike lanes on every project.

Mr. Romero said that from his stand point multi-moto doesn't mean just bikes, he has to balance them all and the decisions that he recommends he has to balance the safety of vehicles and balance them out. Mr. Romero said he would never pick bikes over cars or cars over bikes, it is a case by case situation, and they dictate what we do. Mr. Romero said that his department takes a very objective approach and unbiased approach as staff and they provide a very good effort to make safer bicycle facilities where feasibly possible. It is evident with a lot of the overlay projects that have been done that bike lanes have been included. When we sacrifice bicycle facilities it is only when there are no other alternatives.

The Chair brought the meeting back together and noted that Mr. Romero's request was what to do with these funds and asked what his recommendation was.

Mr. Romero responded that his recommendation is setting up a meeting with the on Road Committee and at that meeting they would look at the Bicycle Master Plan and see what is next on the list and see what is the next project.

Thank you.

d. BTAC Subcommittee Updates

Ms. McDonald was asked to follow up on La Tierra. Mr. Abbatacola and Mr. Herdman agree that the last connector is where the money should go. Ms. McDonald said that they would need more money for the erosion issue. At one point they were talking about \$120,000 as the allocation and it is now more like \$450,000. Ms. McDonald said there is an opportunity to do a drainage project there that could be combined but that area is one of the #1 covenant contributors right now and staff is getting mandated to address these issues. Biking on

sediment is a big problem; it is one of the top ten concerns. Ms. McDonald stated that she is also staff coordinator for the River Commission and the River Water Tech Coordinator and they are getting a lot of push back on sediment.

Ms. Grogan said that she knows Bob is gathering data and it has to do with the number of trainings and it was asked if Ms. Wellington could provide an update before the committee adjourns. There is a training session this weekend and it was suggested that those members who have not participated do this training. Information will be sent information to Ms. McDonald and she will disseminate.

Ms. Wellington said that there were 5-6 people signed up last time and the maximum is 12. It will be held in REI Community room 10 am – 5 pm on Saturday and 11am -5pm on Sunday and cost is \$15 to cover the supplies. They will start at 9am on Sunday at the State Capitol to do a portion of the on-bike exercises as this is both classes and on-bike training. Two League Certified instructors lead it and it is a LAB course, which we are a member of as a group.

Mr. Abbatacola and Ms. Wellington have both taken this course.

Mr. Abbatacola stated that Mr. Cooley is a certified instructor; it would be helpful for personal development. Also, for the Going for the Goal Award that we are seeking it would be helpful.

Ms. McDonald said if one of the committees wants to sponsor it we could get it out to more people, utilizing the public information officer to send out press releases especially when it is BTAC supported.

Ms. Robinson: Education – An update was requested on Elizabeth Meshing's (spelling) PSA. Mr. Rivera stated that Chainworks has been working with Elizabeth and that Chainworks is the fiscal conduit and the PSA's will be aired very soon. There will be three versions of the PSA.

8. STAFF COMMUNICATIONS

Ms. McDonald reported that Parks is looking for money to repair the bridges. They are estimating that it will be approximately \$25,000 per bridge and they are putting in the request. (Documentation is included in the packet). Mr. Herdman made the comment that he drives that bridge everyday and there are no repairs that are ascertainable. He is concerned about the safety of that bridge and he stated that at least of the lumber is gone. He shared pictures showing plywood being used. The Chair asked staff to inspect it and bring the information to BTAC as a report. See what the outcome is from their report and express the concerns BTAC has.

Mr. Abbatacola said that Zia trail has been improved, they have covered the holes. Ms. McDonald invited the BTAC members to a great conference happening in

Albuquerque next week. It is a planning conference and there will be a lot of bike and trail issues. (Dates: 29th and 30th of September)

9. COMMITTEE COMMUNICATIONS

Mr. Cooley: Bridge between Siringo and Yucca is developing a gap, there is a lot of wood coming out of the boards.

Bridges: Ms. McDonald said that BTAC as a whole could work with Tim and create a list to go to Parks and ask them to consider under CIP.

Chair: Highway bridges have specific criteria, there is a sufficiency rating and they rate the super structure and the sub structure and they combine the assessment and rate it on a schedule from 0-100. There is a process and we need to have a rating or evaluation for these pedestrian and bike bridges. We want to know what that process is. Ms. McDonald will follow up.

10. COMMUNICATIONS FROM THE CHAIR

1. The Chair asked about the new overlay is being accelerated. It has significant bicycle and pedestrian implications. The Chair asked if staff gets any referrals on major planning efforts when they have bicycle implications? Ms. McDonald will ask for that. The Chair reiterated that he would like those requests to come to BTAC and he would like Ms. McDonald to talk to legislative services and let them know what council legislation should come to BTAC. It was also requested that this be placed on the agenda.

2. Thank you to those who sent in the questionnaire and encourage those who haven't to please send to the Chair. The intent is to develop a base line understanding of BTAC and that we share goals for the next year and a half. The Chair would like to know if each member shares the intent to continue on BTAC.

11. ADJOURNMENT

There being no further business to come before the BTAC, the meeting was adjourned at 7:45 pm.

Signature Page:

Councilor Maestas, Chair



Fran Lucero, Stenographer