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BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING

Wednesday, January 20, 2016, 5:30 p.m. – 7:30 p.m.
City Council Chambers--Ground Floor, City Hall

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES from December 16, 2015
5. CITIZEN COMMUNICATIONS FROM THE FLOOR
6. COMMUNICATIONS FROM OTHER AGENCIES
 - a. Santa Fe Conservation Trust Report (Tim Rogers)
7. INFORMATION, DISCUSSION & ACTION
 - a) 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. (Councilor Bushee) (Jesse Guillen / Melissa McDonald)

Committee Review

Public Works Committee (postponed)	01/11/16
Bicycle & Trails Advisory Committee	01/20/16
Public Safety Committee	01/26/16
City Council (request to publish)	01/27/16
Public Works Committee	02/08/16
City Council (public hearing)	02/24/16

- b) MPO Bike Sharing Update & Bike Sharing Resolution (Erick Aune)
- c) Potential new BTAC member (Melissa McDonald)

8. BTAC Subcommittee Updates: Goals setting, new members and reporting
 - On-Road
 - Off-Road
 - Going for the Gold: Bike Education & Outreach
 - La Tierra Master Plan La Tierra Trails-- completion status (staff)
9. STAFF COMMUNICATIONS—Project updates
10. COMMITTEE COMMUNICATIONS
11. ADJOURNMENT

Next Scheduled Meeting for BTAC is February 17, 2016, Packet Material due by February 9, 2016
Persons with disabilities in need of accommodations, contact the City Clerk's office at (505) 955-6521
five (5) working days prior to the meeting date.

SUMMARY INDEX
CITY OF SANTA FÉ
BICYCLE & TRAIL ADVISORY COMMITTEE
January 20, 2016

ITEM	ACTION TAKEN	PAGE(S)
2. ROLL CALL	Quorum present	1
3. APPROVAL OF AGENDA	Approved as presented	1-2
4. APPROVAL OF MINUTES December 16, 2015	Approved as presented	2
5. CITIZEN COMMUNICATIONS FROM THE FLOOR	Comments made	2-3
6. COMMUNICATIONS FROM AGENCIES		
a. Conservation Trust - Trails Report	Reported by Tim Rogers	4-5
7. INFORMATION, DISCUSSION AND ACTION		
a. Bicycle Yield at Stop Signs Ordinance	Postponed for more information	5-7
b. MPO Bike Sharing Resolution	Approved with amendment	7-11
c. Potential new BTAC member	Recommended	11
8. BTAC Subcommittee Updates		
2016 Goals and Membership	Not considered	11
a. On-Road	Not considered	11
b. Off-Road	Not considered	11
c. Bike Education and Outreach	Not considered	11
d. La Tierra Master Plan	Not considered	11
9. STAFF COMMUNICATIONS	Report by Ms. McDonald	11
10. COMMITTEE COMMUNICATIONS	None	12
11. ADJOURNMENT	Adjourned at 8:00 p.m.	12
Next BTAC Meeting	February 17, 2016	

**MINUTES OF THE
BICYCLE AND TRAIL ADVISORY COMMITTEE**
Wednesday, January 20, 2016

1. CALL TO ORDER

A meeting of the City of Santa Fe Bicycle and Trail Advisory Committee was called to order by Member Frank Herdman, Vice-Chair at approximately 5:43 p.m., on the above date, in the Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT:

Frank Herdman, Vice Chair
Joseph Abbatacola
Paul Cooley
James Ronald Pacheco
Tomás Rivera
Shelley Robinson [arriving later]

MEMBERS ABSENT:

(One Vacancy)
Patti Bushee, Chair
Gretchen Grogan

OTHERS PARTICIPATING:

Melissa McDonald, Staff Liaison
Jesse Guillen, Legislative Liaison
Erick Aune, Santa Fe MPO
Keith Wilson, Santa Fe MPO
Tim Rogers, 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 Cooley moved to approve the agenda as presented. Member Rivera seconded the motion and it passed by unanimous voice vote.

4. APPROVAL OF MINUTES: December 16, 2015

Member Abbatacola moved to approve the minutes of December 16, 2015 as presented. Member Pacheco seconded the motion and it passed by unanimous voice vote.

5. CITIZEN COMMUNICATIONS FROM THE FLOOR

Mr. James Hurlocker, public school teacher at Ortíz and lifetime cyclist, said his view as a cyclist and a coach and very concerned about safety, was in favor of being allowed to yield rather than stop at stop signs. He has more options and can still choose to accelerate or stop but after a stop, it is much harder to accelerate.

Mr. Steven Newhall said the accident rate in Boise dropped significantly after changing the law and Sacramento without the "Idaho stop" had a significantly higher accident rate. It discounted the notion that it would make it more dangerous. He has seen bike sharing work in DC where he goes every spring and the more who bicycle in Santa Fé the safer it will become. If it can be done without city money, we should go for it.

Ara said he is a certified bicycle instructor and teach them to stop. But as a practical matter, if no cars are to be seen they proceed through instead of stopping. It is what they do now and the police don't ticket them. So if it passes, people will do what they do now. It is the status quo and should not be controversial.

Karen said regarding Bike Share that she works as a middle school science/math teacher. The bike share is really exciting. It will bring mobility to her families and students – especially for kids from disadvantaged families. Bikes are always high on their wish list but they can't afford them. It will allow kids to go places they couldn't go before.

Member Robinson arrived at 5:51

Mr. James Horneisel said he has loved cycling since an infant and shares the joy of biking. That's why he became a coach. We provided six bikes for low-income kids through our school. It is always a means to get where I want to go. It is a perfect solution here. I went online and the very first thing there was Outside Magazine voting Santa Fé as one of the top ten sites for mountain biking. The bike share program is incredible for bikers. This is the most bicycle-friendly town he has ever seen. The chance to give people more access is wonderful.

Ms. Emily Bradsky, recent transplant to Santa Fé, said she used to bike-commute and wished she felt safer in commuting. She wants to see the bike share program go forward. And have the infrastructure to enable the bike share program.

Brian Kreimendahl, Board member of Bike Santa Fe, lives in Edgewood in Santa Fe County. It is an opportunity for people but it didn't happen the first time. We will be on the right side of history. Because bike sharing has become part of the expectation with visitors. We can have it here and we want it to be successful for all people. We are pleased to support this proposal.

Mr. Chuck Boulan handed out his statement. With the Bike MP, it uses the same system as in Albuquerque so this serves as the last mile of the Railrunner system. With integrated locks, you can make stops in one rental period. The cost is \$25 per year with no further costs if you keep rides under 90 minutes. In Albuquerque 90% of the rides are under 90 minutes. It is easy to make reservations.

Ms. Flores, an organizer with Chainbreakers, said they now have 400 paying members. It is an environmental organization and most are bicyclists. Chainbreakers has distributed 2,000 bikes to people who otherwise couldn't afford them. That saves \$9 million in fuel costs and reduces CO₂ emissions. Many of the projects that BTAC recommends are made possible by Chainbreaker members. May 12 made a difference. We also help the Santa Fé Ride program that helps young people get bikes and ride on buses.

Chainbreakers is a leader in bicycle rights advocacy and they are asking BTAC not to vote for the bike share program. The organization proposal was rejected but we feel this one will not provide access to all Santa Fé residents. Not many youth have credit cards. Low income people and those experiencing homelessness - in addition, the proposal fails to distribute stations in areas of low income where they are mostly people of color.

Corporations from out of state don't bring the opportunity for equity in bike share that a non-profit would. Despite much money, the efforts have failed. Even FHWA has stressed equity. That will come about by committee decisions like BTAC's. We ask for public support and with tax experts will include them but without, will deliberately exclude them. So social equity is needed. Programs have failed to address equity. She hoped BTAC will consider equity. In projects like this it can either help the City or deepen the division between haves and have-nots.

Sonya Maria, Chainbreakers, said unfortunately, we don't have all the facts. But having no credit card and maybe no cell phone will exclude some people from the bike share program. They should have the right to choose. We need to get all the facts and find out who is being left out.

Jackie Cheng, Bike Santa Fé and heavy bike share user, said the program is in no way meant to compete with local transportation. The share programs are in Albuquerque, Chicago, Portland. The Washington DC bike share is fabulous. It is incredibly easy. It costs about \$22 and does not compete with local bike rentals. It would normally cost \$45 to rent a bike for a day; a membership is \$100 for the year. You don't have to worry about the bike getting stolen. As a tourist in DC, he experienced the city in completely different way than taking a car or walking. The facilities have really been ramped up. It is much better than renting a car to see the city more slowly.

6. COMMUNICATIONS FROM OTHER AGENCIES

a. Santa Fe Conservation Trust Report (Tim Rogers)

Mr. Rogers gave a report. He thanked the Committee for the opportunity to address BTAC. He handed out an overview for the PSA with SFCT for 2016. He said last month he gave the 2015 review on work days and field trips. His favorite BTAC project was seen in riding the entire length of Cerrillos Road and really appreciated the bike lanes improvements and looking forward to more in 2016.

He thanked BTAC for support on the GUTS resolution which passed the City last Wednesday. It had been tabled to deal with the wilderness area. He spoke with Councilor Dominguez on equity in trails. An article on Southside Trails in the newspaper got tucked in the back of the sports section. The Southside has significant trails in place and are getting a lot more. He might do another crosstown community cruise and thanked Ms. McDonald for getting resolution passed.

Mr. Rogers briefly reviewed the handout. Among the priorities, he listed natural surface trails first. Replacing the junction signage on Dale Ball trails and urging the County to put them up at Little Tesuque. He hoped to get the signage up this spring. Another priority is to make the trail connections to connect Dale Ball Central to Dale Ball South. Right now you have to walk on Cerro Gordo.

Next is La Tierra to the Dog Park connection through the underpass. There are some issues of drainage and ROW and historic research on the old Chili Line. But from one open space gate to another - we can complete 2/3 of that connection. He just needs the go ahead from the City. He is working with City Parks on funding for La Tierra Trail Southwest area to benefit motorized and non-motorized trails. He plans to continue the workdays. They will have a demonstration for soft surface construction using the trail from Spur Trail to SFCC Fitness Center. He is working with the County on the final details. SFCC has signed the GUTS partnership agreement. Rancho Viejo has also signed the agreement.

Part of the PSA is planning and review of plans. He has been doing this for 12 years, working for the State so he has some expertise to provide.

He said there are a few projects he didn't agree with. He wanted BTAC to be aware because his opinion is different. One is the Rail Trail from Alta Vista. The median will be 12' wide with no two way turns and the rest of Alta Vista has 12' lanes. This is the same problem we had on Siringo. The bike lanes become very narrow because DOT didn't keep bike lanes in the design. We don't need that mistake twice on Alta Vista. That is one example and he could talk more about it.

The second is the Acequia Trail Underpass. There are small details that are not in the main focus. One is the trail section in front of the School for the Deaf. When the design started, it was assumed to be a sidewalk but it is always a trail and needs to be multi-use and is only 8' wide and directly on the curve of the arterials. It is counter to AASHTO guidelines for multi-use trails to put it right next to the road. If we could move it over, it would solve that problem. This is the third project that will not address crossing at the speed crossing. That needs to be fixed. The trail is now off the curve but the project is to put it on the

curve. It is not a good design but they made assurances so they cannot move the trail. They were concerned that if it was too close to the fence, people would jump over it.

Vice Chair Herdman asked if Ms. McDonald could check out the status.

Ms. McDonald agreed to check on it.

Member Pacheco said not long ago, we used bond money for that project right on that sidewalk. It would be nice to understand. It just drops down so we should have discussion about it.

Member Robinson said they should talk about the landscape of the project.

Mr. Rogers hasn't heard about landscaping. To him, the solution is to replace the sidewalk with landscaping.

Mr. Rogers went back to his report. School field trips will continue. City Summer Camps will have field trips and work days for Capital High and starting with Santa Fe High School. He listed the 2016 dates of interest on the back side of his handout and highlighted a few of them.

Member Abbatacola said at least a few community rides are not on the list.

Member Rivera asked who is coordinating Bike to Work Week this year.

Mr. Rogers said Mr. Aune has been spread out compared to previous years for it so we are trying to delegate it out more. It should be a good one.

7. INFORMATION, DISCUSSION & ACTION

- a. **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 (Councilor Bushee) (Jesse Guillen, Melissa McDonald)**

Committee Review

Public Works Committee (postponed)	01/11/16
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Mr. Guillen said he would answer questions. The Police Department is represented here to address it, as well.

Ms. McDonald recalled at the last Public Works meeting we were asked to get more crash data and the Police Department worked on it to report now. Councilor Bushee had asked that it should go to Public Safety also. Then the MPO would address it too.

Sgt. Jason Calle with SFPD said they went back over the last few years from 2011, 2012, 2013 and looked specifically at crashes in Santa Fé involving bicycles. There were 25 total in 2011; 10 at stop lights, 9 at stop signs and 6 at other locations. In 2012, there were 46 accidents with 20 at stop signs and 17 at stop lights. In 2013, there were 26 crashes with 14 at stop signs and 9 at stop lights. There were no fatalities and injuries were varied.

So about half of the crashes are at stop signs. Before the Police Department would approve the ordinance, they would need to analyze the data further to understand contributing factors that led to the crash. This is a snapshot but not an in-depth picture.

It is their hope that they can comprehensively look at other stats like Idaho to see how it affects public safety. They want to see a good argument for safety before endorsing it.

Vice Chair Herdman asked those were between a bicycle and a motor vehicle.

Sgt Calle said they would have to look at each report to collect that.

Member Abbatacola pointed out that there was a bicycle fatality with the train.

Sgt. Calle said that was in 2014.

Ms. McDonald said, given that Councilor Bushee will not be on the Council after the election, she wanted to convey that BTAC needs to fully understand the data in order to move it forward.

Mr. Wilson said MPO will help with the data analysis and coordinate with SFPD to know what actually happened at the intersections.

Vice Chair Herdman thanked him and asked if the SFPD will provide the information to the MPO to do that work.

Mr. Wilson agreed.

Vice Chair Herdman thanked the police officers for reporting.

Vice Chair Herdman asked if it would make sense to postpone the process in our agenda until that happens and bring it up in February.

Mr. Wilson agreed. It would make sense.

Mr. Guillen said he met with the police earlier today so it was Councilor Bushee's decision to postpone it rather than trying to force it through without police support. So we need to wait for more detail to have an informed decision.

Member Abbatacola asked if BTAC can get that report from Idaho that indicates the 30% reduction.

Mr. Guillen said he has it and will email to Ms. McDonald for the members.

Vice Chair Herdman asked if BTAC doesn't have to take action or should have a motion to postpone to the next meeting.

Member Pacheco moved to postpone the proposed ordinance to the February meeting. Member Abbatacola seconded the motion and it passed by unanimous voice vote.

b. MPO Bike Sharing Update & Bike Sharing Resolution (Erick Aune)

Mr. Aune reported that the last update had an announcement of a public meeting and it occurred. Thanks to Member Rivera who helped. It was an intense discussion at the coffee shop. Many people here were at that meeting. The input BTAC just heard earlier captured the conversation very well. There was also discussion about benefits. So it was very productive in raising awareness that this is a legitimate project. Now we have been working on it regionally with the expansion of the Albuquerque program which is funded by PNM and started last May. The expansion includes Santa Fé. There are different pots of money. The transfer of leadership will be with Rio Metro and they will take a leadership role that includes Santa Fé. At the same time, we are doing our due diligence.

He provided a memo that has four proposed locations, working with legal staff on appropriate easements, etc. He was also meeting with NMDOT about having one at the South Capital Station for a bike station there. He will also work with Santa Fé County and with the Railyard Corporation on agreements. So we want to get those four sites approved in time for Bike to Work. The next meeting is February 18th at 2:00 p.m. PNM was approached again by Albuquerque for more funding and the informal indication is that there will be some money for Santa Fé.

As a result of the productive discussion and these meeting is the development of this resolution. It provides at least two advantages. If the resolution is supported by BTAC, we can tell others there is some support for it and also some opposition as we heard today.

Member Robinson asked if these four locations will take up parking spaces.

Mr. Aune said they also looked at multiple sites across the street under the portico of the County Administration Building. That execution may involve city officials too. Site #2 is at the parking lot at Casa Solana on a strip of buffered land immediately west of the State Farm building. Sites #3 and #4 are at the Railyard. That poses interesting challenges. It has a conservation easement so we looked at areas just outside of that. Directly across from Barker Realty is a bike rack next to an ATM machine. We have

submitted an agreement to make that happen and working with City Attorney on it.

He also approached Tomasitas about locating in their parking lot and haven't heard back yet. It would be near the Depot so it would trigger Historic Preservation requirements. Site #5 is at South Capital Station.

He is looking at what instruments need to be considered with each of the locations. That is the process.

Member Robinson said she has asked everyone she could think of about it. Everyone she talked with said commented that it would take up parking spaces. Parking is limited and people want it.

Mr. Aune said the site at Tomasitas would not take away from parking areas.

Member Abbatacola asked about colors of bikes.

Mr. Aune said Zagster looks at the needs and works backwards. Other communities have used Zagster so the answer is yes, color is part of the package. Yellow or turquoise came up as possible bike colors.

Member Rivera asked who wrote the resolution.

Mr. Aune said he began the writing and met with Economic Development, City Staff, including Ms. McDonald. John Alejandro provided some modifications to it. That work was provided at the request of Councilor Bushee.

Member Rivera pointed out that there was a different version this morning from the one in the packet. So he asked when it was changed.

Mr. Aune said it was changed last week at the suggestion of Mr. Alejandro.

Member Rivera appreciated the work on it but he didn't agree with it. There is no mention of equity which had been mentioned before and he discovered that part has been completely taken out.

Mr. Aune said his investigation has evolved to today. It is part of a much larger puzzle. BTAC and the Bike MP represent what moves the bicycle into a category as a legitimate part of transportation - not secondary but a primary component and tries to articulate it in the resolution that bike share supports the bicycle as a primary mode of transportation. That is his hope. They did include some detail about social equity "getting into the weeds" - this resolution was a combination of several people. "If you want to put that back in we can. It was not my intention to swing away from that." The resolution is for a pilot program.

Member Rivera wanted to hear his reaction to the social equity problems in this.

Mr. Aune said that from his belief system, bike sharing is an extraordinary opportunity based on flexibility and technology today. It is not just for one person here but the community. Albuquerque embraced that too and still does. Equity is a serious issue. Nusenda Credit Union was approached by leadership in Albuquerque for those riders who don't have a credit card. It was a positive yes and Nusenda now has a branch here in Santa Fe. That alone won't solve the issue but it will help.

Member Pacheco recognized the great work of Chainbreakers. 7,000 bikes is a huge impact. But he saw bike sharing as a separate issue. Equity is an issue but bike sharing is coming sooner or later. Councilor Bushee has been on that bandwagon for years. The question is how to do it right. Once we do, we can address the equity issue.

He could see coming from the Southside Library to downtown in less than 90 minutes; park the bike and then jump on another bike to go back to the library. But right now he sees bike sharing as an extension of the Railrunner. He would like to use bike share and he lives downtown. We can't address equity if we don't have bike sharing. It is in addition to equity.

That Chainbreaker activity is not going to end with bike sharing. We have said we support that activity and will continue. We add that to the mix. We could determine funding for it. It is great idea. So it is difficult to see equity as a competition to the Railrunner. He is troubled by the equity issue. Chainbreaker activity has been amazing and he thinks both can work together. Bike sharing is economic development and an extension of the Railrunner.

Vice Chair Herdman asked if the resolution envisions support funding.

Mr. Aune said it does not. It is a pilot project. The burden will be as it was on Albuquerque. The project develops over time with the issues that come up either positive or negative. Technology helps see where the activity is. Do we continue on a path this way or do we look at creative funding initiatives that would alter the path? How do we partner with Affordable Housing projects to incorporate bike share as a standard feature? That is in the spirit of what we can do as a community. It is something to call out. For Santa Fé, who knows? It might not be an appropriate place for a bike share program.

Vice Chair Herdman wondered about private sponsors like hotels.

Mr. Aune said he had not pursued it. He did talk with Hilton who are tremendously supportive and thinking about funding. We can have support from PNM on the ground. That is what happened in Albuquerque and other communities. It is not a promise that it will work great but when we get something on the ground, we will have something more credible to bring to the private sector.

Vice Chair Herdman said we are going to continue to think it is a net benefit for tourists to be riding around on shared bikes. And also for those tourists like Jackie who have been other places. Santa Fé continues to get a reputation as BFC and this is a net benefit. We need to keep an open mind about those benefits and this resolution calls for no public funding. If it did he would have reservations. Staff is limited.

Member Rivera asked if Mr. Aune thought going beyond the pilot program would require public funds.

Mr. Aune said those are questions he has contemplated a lot since Member Rivera has asked them over and over. What he has witnessed across the nation motivated him to look deeply at the concept. There are different models for different places across the nation. He mentioned some data from a 2013 study on bike sharing.

Member Abbatacola asked how many stations Albuquerque had to start.

Mr. Aune said they started with two and now have 15 stations and 823 members. The growth from 2 to 15 happened in a six-month period.

Member Robinson asked about a comment that mentioned something about people doing maintenance and moving bikes back and forth.

Mr. Aune agreed. They hire local folks to do that. It is not a lot of folks. Albuquerque has four part-time people doing that in Albuquerque. It is relatively easy to redistribute the bikes.

Vice Chair Herdman commented that if there is a motion made, he would suggest two revisions - in the title "supporting the establishing of a proposed pilot program" and also suggest "pilot program" in the last sentence.

Member Rivera said he had more questions for Mr. Aune. He appreciated the compliments to Chainbreakers. But he found it frightening to move forward without equity.

Member Cooley said he was very sensitive to that issue but didn't see the bike share pilot program as a service to extend equity in the community. He agreed it would be great to have equal access. But agreed with what other people say this would have a trickle-down effect for the community and is beneficial. He would support adding language that it is not the "be all-end all" for bicyclists in Santa Fé but this doesn't come out of city funds. The fact that we have bike sharing is a benefit to the community. He was sure there are people who don't have a place to store a bike but have a credit card and cell phone and could use the service. To leave us with no service at all would not be good.

Member Rivera said moving forward without equity just because we can is a problem. He would like to work on it further and didn't think bike share can address equity. The people most in need cannot participate and he found that disturbing and would like the bike community to do something about it.

Member Rivera moved to not support the Bike Sharing Resolution. The motion died for lack of a second.

Member Abbatacola didn't think bike sharing will solve those problems. He came from Chicago that has a huge bike sharing program that includes low income parts of the city. He would love to start with the four stations and investigate where they can be put on the Southside. This may not be best for equity. Chainbreakers is working on what might be a better solution because the people on the south side might

need to ride longer than 90 minutes.

Member Abbatacola moved to accept the resolution with Vice Chair Herdman's changes and add that we would look at other stations to add. Member Pacheco seconded the motion.

Member Pacheco suggested adding back the language that was taken out about social equity.

Vice Chair Herdman proposed the amendment insert, "Whereas any program that would be implemented after the evaluation of pilot program must address the issues of equitable distribution, accessibility, and availability of any bike sharing program."

Member Abbatacola agreed the amendment is friendly. The motion passed by majority voice vote with all voting in favor except Member Rivera who dissented.

Member Pacheco moved to postpone the remainder of the agenda to the next meeting. Member Abbatacola seconded the motion and it passed by unanimous voice vote.

c. Potential new BTAC member (Melissa McDonald)

This item was considered below.

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 – Project updates

Ms. McDonald said Jennifer Wellington submitted her resume for the vacant position. It is up to Mayor Gonzales to make the appointment so we will point that out to him. Given that a new chair will be appointed, she wondered if she should continue to collect resumes. She said John Longworth resigned.

Member Pacheco moved to forward the recommendation for Jennifer Wellington to the Mayor for membership on BTAC. Member Rivera seconded the motion and it passed by unanimous voice vote.

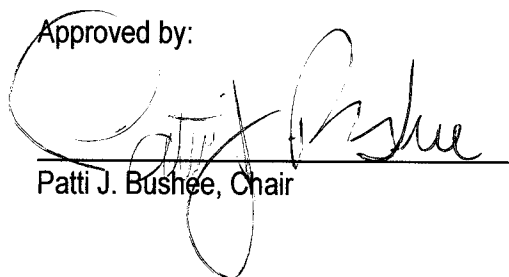
10. COMMITTEE COMMUNICATIONS

There were no Committee Communications.

11. ADJOURNMENT

The BTAC meeting was adjourned at 8:00 p.m.

Approved by:



A handwritten signature in cursive script, appearing to read 'Patti J. Bushee', is written over a horizontal line.

Patti J. Bushee, Chair

Submitted by:



A handwritten signature in cursive script, appearing to read 'Carl G. Boaz', is written over a horizontal line.

Carl Boaz for Carl G. Boaz, Inc.