



Agenda

CITY CLERK'S OFFICE

DATE 9-17-12 TIME 1:22pm

SERVED BY Bob Siqueiros

RECEIVED BY [Signature]

BICYCLE AND TRAIL ADVISORY COMMITTEE MEETING

Wednesday, September 19, 2012 5:30 p.m. – 7:30 p.m.

City Council Chambers

Ground Floor, City Hall

AMENDED

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF AGENDA

D. APPROVAL OF MINUTES from *August 15, 2012*

E. CITIZEN COMMUNICATIONS FROM THE FLOOR

F. COMMUNICATIONS FROM OTHER AGENCIES.

G. DISCUSSION.

- 1) Public Hearing, Discussion and Action Regarding the St. Francis Crossing (Acequia Trail to Rail Trail/Railyard Development (Engineering Staff).
- 2) Discussion and action regarding 2012 General Obligation (GO) Bond Trails Implementation Plan (Jim Tacosa, Project Administrator)
- 3) Discussion and action regarding prioritizing the La Tierra Trails Master Plan projects for the remaining \$215,000 (Engineering Staff).
- 4) Discussion and Action Regarding Agenda Items for the October 24, 2012 Joint Meeting with Parks and Open Space Advisory Committee and County Open Lands, Trails and Parks Advisory Committee - COLTPAC (Bob Siqueiros)
- 5) BTAC Subcommittee Updates:
 - On-Road
 - Mountain Bike
 - Bike Education and Outreach
 - La Tierra Master Plan

H. STAFF COMMUNICATIONS

- 1). BTAC Request for Information Log (Bob Siqueiros)

I. COMMITTEE COMMUNICATIONS

J. ADJOURNMENT

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6520 five (5) working days prior to meeting date



Agenda

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RECEIVED BY [Signature]

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BICYCLE & TRAIL ADVISORY COMMITTEE
September 19, 2012

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MINUTES OF THE
CITY OF SANTA FÉ
BICYCLE AND TRAIL ADVISORY COMMITTEE

September 19, 2012
5:30 p.m. – 7:30 p.m.

A. CALL TO ORDER

A regular meeting of the City of Santa Fé Bicycle and Trail Advisory Committee was called to order by Vice Chair Frank Herdman on this date at approximately 5:37 p.m. in Council Chambers at City Hall 200 Lincoln Avenue, Santa Fé, New Mexico.

B. ROLL CALL

Roll call indicated the presence of a quorum as follows:

Members Present:

Patti Bushee, Chair
Frank Herdman, Vice Chair
Gretchen Grogan
John Longworth
Lisa Miles
James Ronald Pacheco
Tomás Rivera [arriving later]
Shelley Robinson

Members Absent:

Alicia Martínez [excused]

Staff Present:

Bob Siqueiros
Eric Martínez
Jim Tacosa
Le Ann Valdez
Leroy Pacheco
James Martínez

Chair Bushee arrived at 5:41 and assumed chairing the meeting.

C. APPROVAL OF AGENDA

Ms. Miles moved to approve the agenda as presented. Ms. Robinson seconded the motion and

it passed by unanimous voice vote.

D. APPROVAL OF MINUTES AUGUST 15, 2012

Ms. Grogan requested a change under F - Felder should be Fowler.

Ms. Miles moved to approve the minutes of August 15, 2012 as amended. Ms. Grogan seconded the motion and it passed by unanimous voice vote.

E. CITIZEN COMMUNICATIONS FROM THE FLOOR

Mr. Rick Martínez said he was asking for support for the parking near Camino de las Montoyas south of 599. It needed a six-space parking with curb up there so people could park and ride bikes from there. It is open space there and should be treated as open space. It was the road up to the transfer station. It would be easy to create a little parking lot there. That way bicyclists wouldn't have to cross 599 to park there.

Mr. Leroy Pacheco said it was not part of La Tierra Trails Master Plan.

Mr. Rivera arrived at this time.

Mr. Joe Abatacola, 223 N. Guadalupe #105, wanted to raise awareness of a dangerous intersection St. Francis at Zia. He cycles for commuting. The issue there was that for motorists traveling south and turning right at Zia, there was a "no right turn on right" sign there ignored by most motorists. Bikers take their life in their own hands from speeding cars turning right on red. He had tried emails to the mayor and police chief and the Candlelight homeowners association to no avail.

Chair Bushee said it might have been at urging of BTAC to even get that sign. It was supposedly studied by DOT.

Mr. Gary Shiffler, 924 Osage, had sat there at red and had people honk at him. It was greatly ignored. Joe was 100% right.

Ms. Margaret Alexander noted that REI has granted Fat Tire Society \$10,000 and they would do a project over the next year. Kerry Helke is now their volunteer coordinator and looking to increased participation on trails in preparation for IMBA and the interim dirt trail from Montoyas to utilize the underpass into La Tierra would be constructed. It will be a big job this Saturday. The volunteers will meet at Unity Church at 9 am and work until 1 p.m.

Mr. Tim Rogers, 411 Cortez Place, invited people to the re-bike event this weekend that would include a bike rodeo on Sunday at 10 am. Through the week they will have a bike valet by Bike Santa Fé and Bike Coalition members to look at transportation history and planning.

F. COMMUNICATIONS FROM OTHER AGENCIES

Ms. Helke gave an update on IMBA - Oct 10-13. The public event will be Friday night with a short crit race around the Plaza and group rides on Wednesday, Thursday and Friday at La Tierra and Dale Ball. They will have trail ambassadors at the trail heads including Windsor Chamisa Sidewinder Trail on Saturday which she thought got approved. Also on Saturday they added a cross country to Galisteo Basin on the Rail Trail and shuttle back to town. The focus is tourism through recreation. Santa Fé is looking to attract younger tourists.

The Santa Fé Conservation Trust will do a trails conference at the Convention Center on Wednesday from 9 to 4 with donations at the door.

Mr. Keith Wilson said regarding the St. Francis Zia intersection that there are memorials from House and Senate for DOT to do study that intersection. It won't start until January because of construction at I-40 so probably next spring before they get any results.

The MPO Bicycle MP lacks data on bicycle usage of trails. Now the MPO has obtained an infrared counter and put a test site on the Rail Trail that recorded about 540 on Monday and Tuesday. That could be an undercount because of people riding side by side. They were now figuring out the best way to do the counts and how to distinguish between pedestrians and bicycles.

Mr. Rivera asked if it would stay there or move around.

Mr. Wilson said they would move it around but it would be there for awhile. They will avoid streets because it uses heat. It also has a modem to upload data.

G. DISCUSSION

1. Public Hearing, Discussion and Action Regarding the St. Francis Crossing (Acequia Trail to Rail Trail/Railyard Development (Engineering Staff)

Chair Bushee asked if there were any renderings available to the public.

Mr. Eric Martínez said they had a few extras. He had members of the design team to answer questions.

Chair Bushee interrupted to determine how many wanted to speak. About a dozen raised hands.

Mr. Martínez shared the history of this project. In 2002 the City passed a resolution for improved pedestrian activity across St. Francis at this location so they had been looking at various ways to do that. The 2002 Master Plan for the Railyard emphasized connectivity there and along St. Francis. Since then a lot has happened. They did the environmental clearance work in cooperation with NMDOT. In June the BTAC recommended the tunnel and on July 23 Public Works forwarded it to City Council. Then the Council referred it back here to BTAC for further consideration.

He shared some illustrations for tunnel and bridge options and computer generations. Staff were present to address questions and issues. There were many alternatives for how to proceed. The design team included Ivan Trujillo from Berger, Richard Rato from Berger, Denise Weston from Bohanon Huston, and Leroy Pacheco.

Mr. Bob Gaylord from Suby Bowden & Associates- 333 Montezuma, and Jim Hands of Hands Engineering, shared a proposal for an underpass (different from a tunnel) and showed a few sketches. It was an alternate to consider. An underpass wouldn't require any onsite concrete work but prefab elements in a staging area by the park and lifted by crane into place. There were weeks and weeks of curing involved with pouring concrete. This would be an open gate to the Acequia Trail and park without long traffic detours. It would have a landscaping wall.

Mr. Gaylord said his hand sketch showed the idea with prefabricated footings that would be put in before excavation. Once in, traffic could be running full scale and then do excavation, landscaping and lighting. It provides openness as well.

They believed 18" high-strength concrete slabs would be sufficient. The work would be done in the staging area in the park with a crane. They would first cut and make footings, then remove asphalt on one side, drop them in place and then do the other side and then dig when you want to. In order to carry it out to a further stage we would need a feasibility study.

Mr. Vince Kadlubek, 2451 Herrera Encanto, with a group called Enllago that had an educational outreach program called Chimera working with 1,200 students and they were invited to introduce something they had in mind with trails. He briefly described the history of their art project in the public schools which was a transit awareness program.

An underpass was his personal preference. With the right public art and energy put in it, it didn't need to appear dark and dingy. The town was divided into four quadrants at that intersection.

Mr. Gary Schliffer, 924 Osage Avenue, saw the tunnels as a perfect example of what he didn't want to see but supported the underpass much like Mr. Gaylord described - very open. He felt a bridge would have to have such long approaches that it wouldn't be workable.

Mr. Tim Maxwell on behalf of OSFA, 16 Overlook Road, said OSFA had worked for 86 years to preserve Santa Fé character. OSFA prefers a no-build alternative. Their attitude was based on money. He thought there were greater problems at other intersections and had never had a problem once at St. Francis Cerrillos but was almost killed more than once at Zia and St. Francis.

Mr. Robert Ochoa, 2315 Calle Hermosa, said we call it the City different because every project we beat to death. This project was on the books in the sixties and trying to satisfy everybody. The Council has to take the bull by the horns and make a decision looking at traffic control and impact on railroad. Someone has to make the decision to build it either underground or overhead. Let's get it done instead of arguing about it.

Mr. Brad Perkins 3 Calle Pequeño, said his question was not over or under but why. He asked where

all the statistics on pedestrian, auto, bicyclist accidents that indicated there was a problem. Tom Sharp did a front page article about two months ago in which he did what Mr. Maxwell did. Mr. Sharp said the safest way was to wait for the light and walk your bicycle across. This project could cost \$2-3 million to do it and wondered how it ranked with others. The intersection of Washington and Paseo has an awful surface for years and years and never been fixed.

The block between Old Santa Fé Trail and Don Gaspar on Alameda was maybe the prettiest part of the city but the sidewalk was asphalt, dirt and broken concrete. One more hot spot was the corner of Alameda and Cathedral Place. That was rehabilitated to meet ADA about six years ago. The crews walked away leaving four patches of earth and no landscaping. The winner was wildfire fuel in the river bosque which was a serious problem. He felt the money should be spent there instead of the St. Francis crossing.

Mr. Rico Eastman, 275 North El Rancho as part of the design group gathering information - Since 2006, he had traveled and looked at how other communities have handled the bridge crossings. California has some signature land mark bridges that were covered with trees. There were many ways to go about it to keep the rustic character of Santa Fé which was why he lived here. In his research he had been riding that trail next to the river and would be extended way down to Frenchy's field. He had seen an awful lot of at-grade crossings set up. The biggest problem right now was loose dogs and understanding among pedestrians that bicycles move faster.

The intersection now was the worst part of his commute. He strongly suggested that someone just decide on an option and do it. I'm for an underpass. He was sure something like Mr. Gaylord's could be done. A lot of people would use it. You should be on that trail on early morning or late afternoon.

Mr. Tim Rogers said he lived a few blocks from the Acequia Trail and had a focus on bicycle transportation as the only full time consultant in New Mexico. He would be happy to work with anyone on this issue He had looked at tunnels, overpasses and at grade crossing throughout the state and the country. He used the Acequia Trail as a pedestrian and bicyclist and reminded them it was not Cerrillos. Tom Sharp never mentioned the Acequia Trail which includes roads. It was one of four major trails in Santa Fé. The best technical solution was an underpass. The at-grade crossing did work but could be better. He worked on the Bicycle MP and improvements to at-grade could help. But as a major connector, bicyclists and pedestrians could get all the way to Baca and then the four way stop at Osage - You could get all the way to Tierra Contenta with bicycle lanes.

The tunnel at Zia was justified because of its connections. They were justifiable not for the intersection but for the trail. There was hesitation for a tunnel because of who might be lurking in there but the people who were doing undesirable things find somewhere else to be. If he ever found someone hanging out there he would let the authorities know.

Mr. Nick Chiarella, 1606 Jay Street, as a citizen and an artist wanted either an overpass or an underpass. It would be a great site for public art. But as a cyclist here for seven years he probably rode over a thousand miles and would weigh in on having an underpass. There won't be vagabonds in there.

Ms. Barbara Fix, 610 Alicia, has crossed St. Francis and Cerrillos 4-5 times per week with her dog - walking or biking. This was over a decade as a project. She had a thick file on it. The alternatives have not

included good imagination and thinking outside the box which was what an underpass rather than tunnel was. She had asked without any response about other environmental requirements with a tunnel and still would like to know. The underpass has come from the people instead of the contractors. Basically the contractor wants to get out of the contract and it is time for it to end. We've been told there was 30% funding for design and that makes no sense. Whoever makes the decision would get flak from other people so she commended BTAC for taking it on. She urged no money for design and ending the contract and considering an underpass.

Mr. Abatacola was very in favor of a beautiful bridge like the beautiful bridges at Tesuque. At Zia, the tunnel has been tagged and had 8" of flood water. There was a contractor hired to do a survey and an article recently in New Mexican they were in favor of a bridge and not a tunnel. He had seen people in the tunnel and was not sure what they were doing there. We could have artists to put things up on the bridge every year. He wanted to make sure it was a gradual incline.

Mr. Gaylord returned and said he was not in favor of any design. It was a big oversight including the crossing in the original trail concept. This was a project we need to complete.

Mr. Leroy Pacheco shared of the comments from earlier comment periods. Of them, 36% for a bridge; 29% for a tunnel, 17% wanted more planning, 19% for no build. It was wonderful how much enthusiasm the community has brought to this. This was the fourth public forum and the numbers who came and spoke passionately was impressive.

They have clearance from federal EA and the option is open for any of the alternatives. We had to go through the same process for Zia and would have to with the proposed river crossing. So two down and one to go. The energy of Bob Gaylord and others was welcomed and we've worked together.

He put out the idea that they could take both options to the next level and then something would have to shake out. The no build was 19% and all the rest want something built. It has taken ten years but we do have approval to do something.

Mr. Martínez explained that they had not done any, just concepts. They spent \$438,000 on all the work for EA, preliminary concepts, evaluation of alternatives, etc.

Chair Bushee asked if Ms. Weston could speak to the feasibility of Mr. Gaylord's idea for more open underpass.

Mr. Herdman made several comments that were inaudible because his microphone was not on.

Ms. Weston asked for clarification if the open underpass could be included in the EA clearance for approval.

Chair Bushee asked if it could be the more open underpass instead of a tunnel.

Ms. Weston said they looked at the whole area and to have a large enough area for the impact but any design that would require a change in grade at St. Francis was not part of the EA. The footprint analysis

was broad enough to consider this idea tonight and wouldn't be precluded at all. It would just have to be coordinated with DOT.

Mr. Rato added that they would span all of the state ROW so the consideration brought forward today would be covered under the work already done but it might involve more cost because it would widen the structure.

Mr. Martinez said they were cleared by the EA to do a multitude of things and have yet to do renderings or concepts. He had seen a good design at the meeting. These were ideas for design and the City staff was not there yet but could consider all of them. They just need an option to move forward.

At grade improvements could be an option. There were some improvements to consider. It would involve geometric improvements for the cross walk and the sidewalk crossing more perpendicular to the railroad. The sidewalk alignment could be changed but the City would have to acquire right of way from the New Mexico School for the Deaf.

Chair Bushee asked for cost estimates for the three options.

Mr. Martinez said the estimate for at-grade improvements was \$200,000 for the ROW and constructing. For the "over" option or under option it was \$3.5 million not including design. The City has funds for design right now but not for construction. It was not unheard of to complete a design and have it sit on shelf until construction funds were available. For federal funding, they looked for shovel ready projects. What was not typical was designing two options because it costs more up front.

The public hearing was closed and Chair Bushee thanked everyone for presenting.

Ms. Grogan said her preference was the underpass and Mr. Gaylord's idea was a good one. She had been through the Zia tunnel and it was not comfortable.

Mr. Martinez said the huge difference between Zia and near Cerrillos was that huge median.

Ms. Grogan said in the Zia tunnel there were obscenities and flood residue. We need this one to be more open and inviting. She didn't think the travel lanes had to be raised.

Mr. Herdman observed that obviously the public wants no at grade crossing. So there appears to be substantial public support for construction. He wanted to encourage not using "tunnel" for the under option as it was prejudicial. He wanted serious consideration of Mr. Gaylord's design and become the basis for the design and abandon the over option. He had been on BTAC for 6-7 years. The federal funding wouldn't be there for taking trash out of the river. He thought Tim Rogers was right on the money - This was not about the intersection but the Acequia Trail and also the Railyard. It was not only important for connecting the Acequia Trail but also the two parts of the Railyard. There were also underpasses at Camino Alire and 599 bypass. He was all in favor of Bob Gaylord's concept and strongly supported the underpass option and strongly discouraged the no-build option. But do one or the other and get on with it. The public process has been completed and it was time to go forward.

Mr. Herdman moved to recommend the underpass option and spend the design money on that option now. Mr. Rivera seconded the motion.

Mr. Rivera found it shocking that anyone was supporting a no-build option. To him the question when brought up was about money. No build was for not allocating money for progress connectivity and accessibility. The majority of people want something built. Ms. Miles agreed.

Ms. Robinson also agreed. She was happy to hear from people about a site specific art project there. It was a perfect way to bring four quadrants together and have children ownership. It would be a huge deterrent for vandalism.

Ms. Miles said her preference was an overpass but anything to be built would be okay.

Mr. Longworth said eventually the construction money would come along. BTAC agreed in the Bicycle MP that it was low on priority - 5-10 years out. It was not in Phase A but in Phase B but the \$150,000 to \$250,000 would so be going away and it should be used. He asked how long the NEPA was valid.

Ms. Weston said normally it was up to 3 years but up to FHWA. No matter what else, they would have to do some level of re-evaluation at the time of construction anyway but the team did a pretty exhaustive investigation already. It would be significantly less costly or time-consuming and it brings value to the NEPA by making a decision here. Even beyond three years would still be of value.

Mr. Longworth concluded in reading the MP that they needed to amend the MP. The number one priority was to provide critical connectivity. With that \$250,000 he bet they could do something at Zia to protect someone from being hit. An n underpass was appropriate. He appreciated Ms. Grogan's concern with safety. He felt the tunnel had neat art work. It really made it a much more valuable infrastructure to our city. It was unfortunate not to have that planning money go to connectivity. He supported a tunnel.

Mr. Ron Pacheco thanked everyone for coming. Regarding critical connectivity that he considered this the most important one in the City. He wouldn't let his son cross St. Francis without being with him. At grade won't solve the connectivity issue. Connecting the north Railyard with south Railyard was critical. BTAC left out the Deaf School. If they were consulted he felt they would support the underpass. A bridge was a beautiful concept but he didn't see the land available on either side for a bridge. Mr. Gaylord's idea was a good idea. The City is divided into four quadrants there.

He thought there was money available. If they took the \$2 million earmarked for the Alameda underpass to construct this one it would be most of the money needed. It was much easier to go across at Alameda than at this intersection .We need to stop calling it a tunnel. If you look at an underpass with art on the sides and lighting it would be beautiful and the best thing to do.

The people who want to do nothing were people who didn't ride bicycles. It needed to happen a long time ago. BTAC would be happy to take the heat for an underpass. The Deaf School was a major player and needs to be consulted.

He urged those present to contact their Councilor.

Chair Bushee said this evening was very convincing for her. Initially she felt an overpass was needed but now felt that wouldn't work. It didn't fit as well as an underpass and like the one Mr. Gaylord presented. As someone who represents both north and south sides of St. Francis, that street divided this community a long time ago and the connectivity would heal that divide.

It was easy for her to push the button to have a safe crossing at the river. The next step was to get across Cerrillos. The voters have been generous in the past and supported connectivity and parks. This project would do both. Also she read today that Solyndra has some nice glass tubes in great quantities and those could add some light into the underpass. She thought an underpass would cost less.

Ms. Robinson said over the last ten years this was tabled many times. The money given by the previous governor was spent but it was spent on trails and so many trails have been built with that money. This seems like the right timing for this to happen.

Chair Bushee believed they could still contact NMSD about this hybrid.

The motion passed by unanimous voice vote.

Mr. Martinez asked if his charge was to present this to City Council. Chair Bushee agreed.

Ms. Miles excused herself from the meeting at 7:20 p.m.

Mr. Leroy Pacheco announced the Gail Ryba ribbon cutting would be on October 4 at 4 pm at the Zia Road location. He needed someone to provide refreshments and unveil the sign on the trail and celebrate with Gail's family

Mr. Siqueiros said BTAC was next meeting on October 24 and could email him.

2. Discussion and action regarding 2012 General Obligation (GO) Bond Trails Implementation Plan (Jim Tacosa, Project Administrator)

Mr. Martinez said this was the first stab at an implementation plan for the GO bond. Mr. Tacosa started a month ago and his first charge was to put together this implementation plan. \$4 million was for other trails in accord with the MP. The MP has in excess of \$6 million of projects and they had to narrow it down to \$4 million and let the Finance Department know and move forward with bond sale and planning for them. The numbers might fluctuate as we go through them. We have to be flexible. Mr. Tacosa put together three options to establish what projects the City would focus on with the money available.

Mr. Tacosa said there was or would be \$6 million to do projects that would cost more than that. He had worked with Mr. Wilson on this through all the projects. They evaluated and determined the flexibility of the projects from a construction point of view. It was hard to determine which would need to go. They named the options A, B, and C. Unfortunately they were not color coded. Five categories were considered.

Option A would start with the highest priority to lowest to see how far \$4 million would go. It came to 1 through 21. A summary was provided at the bottom and included the underpass at Alameda.

Option B has the category 2 items - maintenance to repave the trails. Subtract that and we could do 1-17 on the priorities. Then Category 2 could accomplish projects 1-5.

Option C was more complicated and included Category 1 projects 1-14, 21, 24, 29 and that would cost \$1.6 million. Category 2 projects 1-5, category 3 projects 2, 3, 4, 5 and 7; category 4 projects 1, 3, 5, 12, 15, 16, and 17 and category 8 could do project #2.

Mr. Martínez said these were options that might not get done in one meeting so they were prepared to come back.

Chair Bushee agreed. She would like to spend some time on it and favored postponing to the next meeting.

Mr. Siqueiros said October 17 was the next BTAC meeting.

Mr. Wilson said the tables were shown in the handout and in the maps had the number in the box that corresponded with the table.

Mr. Herdman moved to postpone this item to the next meeting. Ms. Robinson seconded the motion and it passed by unanimous voice vote.

Mr. Longworth excused himself from the meeting.

3. Discussion and action regarding prioritizing the La Tierra Trails Master Plan projects for the remaining \$215,000 (Engineering Staff)

Mr. Martínez recalled at the last BTAC meeting the recommendation from the Committee was that the remaining \$215,000 left over be used as contingency for the present projects.

Mr. Herdman asked if he could recommend a period of time to determine if this cushion was needed and when they came back could let BTAC know.

Mr. Martínez said he could tell by the end of the year.

Mr. Herdman moved that the \$215,000 remain as a contingency and have Mr. Martínez report back from time to time regarding the use of it and report back in January 2013 to advise BTAC on its purposes. Mr. Rivera seconded the motion.

Mr. Rivera said if they needed to spend some of it he could come back to BTAC.

Mr. Martínez agreed. POSAC also had some ideas on it. You might want to talk with Ms. Booth about

it.

Mr. Herdman said if staff needed something that cost \$10,000 more on a project in the pipeline he wouldn't want them to have to wait until clearing it with BTAC about it. Mr. Rivera agreed.

Chair Bushee asked that the parking lot Rick Martinez asked about might be included in the plan for BTAC to look at.

The motion passed by unanimous voice vote.

4. Discussion and Action Regarding Agenda Items for the October 24, 2012 Joint Meeting with Parks and Open Space Advisory Committee and County Open Lands, Trails and Parks Advisory Committee - COLTPAC (Bob Siqueiros)

Mr. Siqueiros announced the joint meeting would be at 5:30 on October 24 in the Nambé Room at Convention Center and asked for items for the agenda. He would send out a draft agenda.

Mr. Ron Pacheco moved to accept the meeting date. Mr. Herdman seconded the motion and it passed by unanimous voice vote.

5. BTAC Subcommittee Updates:

- On-Road
- Mountain Bicycle
- Bicycle Education and Outreach
- La Tierra Master Plan

These reports were postponed.

H. STAFF COMMUNICATIONS

1). BTAC Request for Information Log (Bob Siqueiros)

Chair Bushee said someone on the bike ride mentioned a bike rack location that was non-existent.

Chair Bushee said they needed to invite back the bicycle cops to make sure they understand the ordinance. GO bonds was next big item.

I. COMMITTEE COMMUNICATIONS

Mr. Pacheco announced he would be out of the country on October 17.

Chair Bushee went to the Gonzales Trail ribbon cutting and it was a good event. Many people were

using it. It was the safest thing there. Traffic has not slowed down.

Mr. Ron Pacheco thought the bulb outs were awful - .

Ms. Grogan said they put in medians and she wondered if they needed a sharrow there but they striped it instead.

Mr. Ron Pacheco commented that the asphalt was not flat.

Chair Bushee said Las Crucitas was approved at \$400,000 out of impact fees after approval from the Impact Fees Committee.

Mr. Herdman said the share the road share the lane email he sent out.

Mr. Siqueiros said they had the signs that say Share the Road with bicycle symbol but don't have sharrow symbol.

Mr. Rivera said the crossing at Cerrillos and 5th Street was still very scary. Schools were back in session and we see bus riders running for their life there.

Ms. Grogan asked for a sharrow update at the next meeting and by end of September she would have all that list installed. Regarding potential bicycle lanes, staff didn't have time to do those. Some were on the 2012 bond list. So remaining money from CIP and signage should be talked about. Mr. John Romero proposed using some of it for an ongoing sharrow program. We could buy sharrows and stockpile them for when we need them. Staff have to install them on an overtime basis. There were 15 sharrows installed on Camino las Montoyas and it was not on the list. They were taken from the sharrows we bought. She didn't want staff installing them without direction from BTAC.

Ms. Robinson needed an update on where bicycle racks were going. Mr. Siqueiros agreed.


I. ADJOURNMENT

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

Approved by:

Patti Bushee, Chair

Submitted by:


Carl Boaz, Stenographer