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<p>Approval of Agenda</p> <p>Item #8 will need to be included under Item #7 for discussion only. The information in the packet is in draft form. It will move forward for the scheduled Public Works and through Council. BTAC cannot act on the two items at this time, message from the City Attorney. #8 – Needs Action become #7 Information and Discussion adding b and c.</p> <p>Resolutions can be discussed but no approval action can be taken due to direction from the City Attorney as BTAC is an advisory board.</p> <p>Communication from the Chair to #6. Khalil Spencer will be Acting Chair when Chair Joanne Vigil Coppler departs the meeting early on this date.</p> <p>Ms. Wellington submitted 4 to 5 items, only one made it to the Agenda. I am concerned about the protocol or gate keeping. I understand that we set the agenda. Chair noted that she sets the agenda and she relies on staff for direction. She stated at this time we are on approval of the agenda, we can discuss this under Committee Communications since it is not on the agenda. We need to be very careful about speaking on items that are not on the agenda. Ms. Wellington agreed to this discussion.</p>	<i>Mr. Khalil moved to approve the agenda as amended, second by Mr. Martin, motion carried by unanimous voice vote.</i>	Page 1- 2
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BTAC
OCTOBER 17, 2018
5:00 pm – 7:00 pm
CITY COUNCIL CHAMBERS
200 LINCOLN AVENUE, SANTA FE, NM 87501

1. CALL TO ORDER

The Chair, Joanne Vigil Coppler, called the meeting to order at 5:00 pm, City Council Chambers.

2. ROLL CALL

Roll Call reflects a quorum.

PRESENT

Councilor Joanne Vigil Coppler
Jennifer Wellington
Tom Sharpe
Khalil Spencer
Rachel Wexler
Preston Martin
Stephen Newhall
Sid Redner
Sky Tallman

ABSENT

OTHERS PRESENT:

Leroy Pacheco, Engineering Supervisor
Regina Wheeler, Public Works Director
Fran Lucero, Stenographer

3. APPROVAL OF AGENDA

Item #8 will need to be included under Item #7 for discussion only. The information in the packet are in draft form. It will move forward for the scheduled Public Works and through Council. BTAC cannot act on the two items at this time, message from the City Attorney. #8 – Needs Action become #7 Information and Discussion adding b and c.

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Ms. Wellington submitted 4 to 5 items, only one made it to the Agenda. I am concerned about the protocol or gate keeping. I understand that we set the agenda. Chair noted that she sets the agenda and she relies on staff for direction. She stated

at this time we are on approval of the agenda, we can discuss this under Committee Communications since it is not on the agenda. We need to be very careful about speaking on items that are not on the agenda. Ms. Wellington agreed to this discussion.

Mr. Khalil moved to approve the agenda as amended, second by Mr. Martin, motion carried by unanimous voice vote.

4. APPROVAL OF THE SEPTEMBER 19, 2018 MINUTES

Mr. Sharpe moved to approve the minutes as presented, second by Mr. Redner, motion carried by unanimous voice vote

5. CITIZEN COMMUNICATION FROM THE FLOOR

President of Santa Fe Flat Tire Society

Here to talk about what was Item 8, 2nd item, La Tierra Trail design only grant application. The Flat Tire Society Board has discussed this amongst the members and we have voted unanimously that we believe that it is a waste of money and not worth the cost benefit for it. It is not what BTAC has consistently recommended over the last year or two where they have recommended a soft surface user trail for that connection. It is for design only, \$500,000 just for design only for this trail section from the Frank Ortiz Dog Park along Camino Montoya to La Tierra. Construction could very well be over \$1 million dollars, and it could be twice the design fees and I don't know where the funding is going to come from that. We know that part of the reason that half that trail has been built by volunteers at zero cost to the city. Volunteers would also like to complete it at zero cost but there are right of way issues for part of the trail by the dog park itself. I believe that part of the land is owned by the SFPS and we don't think that TAP is going to give you funding when you don't have a right of way. They are going to fund design for land where you don't have a right of way because the right of way is not settled is it? At this point there is not clear right of way from the dog park to La Tierra, you can ask staff that. We would like to build the rest of it through volunteer labor, no cost to the city again. We can probably get the Archaeological Survey paid for by the Conservation Trust, the Flat Tire Society or public donations, one of those two sources paid for by their 501(C) 3 organizations. It is also unclear why this is prioritized by staff when there was a unanimous passage of the off-road committee recommendations in the May BTAC committee meeting which was for the soft surface trail we are proposing. Staff recommended that they pull money away from the bonds for La Tierra for the south side trails because of the immediate funding need and the disparity of dollars and yet they are coming back with a half a million dollars for design only three months later, we think it is a bad idea. We don't think the cost benefit warrants that long-term. Even though it is in the master plan, it is a plan, it is not a design build to specification; there is nothing planned that says you can't have a soft surface trail until such time that there is \$500,000 for design and millions more for construction to be able to do it. Thank you for getting the minutes and

packet on the website, historically that hasn't happened, that is great as a community it was nice to see the minutes on line so we could review them and the packet materials, thank you.

Tim Rogers, 411 Cortez Place, Santa Fe, NM
Report for the Santa Fe Conservation Trust

As a citizen I wanted to comment about the Share the Road Signs being replaced by Bicycles can use Full Lane signs, I think it is a good initiative. It would be nice to discuss some of the nuances, I do find that it is a little sweeping in saying replace all existing Share the Road signs with Bicycles may use Full Lane signs. The reason I say this, I live right off of Agua Fria Street where the road was re-stripped with a shoulder, actually at the request of BTAC, very early in the history of BTAC and there are Share the Road signs where there is a shoulder and I have no problem taking those signs down. Taking those signs down and replacing them with Bicycles May Use Full Lane where there is a shoulder is not the correct message. If staff would follow word for word what is documented in the Resolution, I think we would be putting up those signs in an appropriate way, where traffic is merging and there is no shoulder. I think they are very appropriate and I support the resolution otherwise.

David Roth, Citizen of Santa Fe

I believe that the half million dollar design fee for that short portion is a waste of money. I would like to see it go out to more agreed upon area at La Tierra.

Elena Kayak, Santa Fe Public Schools, Facility Department

We had a meeting on October 9th with about 12 Stakeholders to determine an area for pedestrians concerns, student pedestrians and student cyclist. The area is near the SW corner where the Cottonwood Mobile Home Park could possibly access the community school. We wanted to alert BTAC that we would like the city and other stakeholders to take a specific look at this site as it is a trash build site, and it is not inviting for students to walk or bike to school from that mobile home park.

Ms. Wellington clarified that she attended the meeting at Camino Real School Academy.

Ms. Kayak stated that they are focusing their efforts in providing better walking and cycling for children out of an enrollment of 850 and 500+ students that live at this mobile home park.

6. Communications from the Chair

Next meeting is the day before Thanksgiving and wanted to know if members would like to move it to the 19th of November due to quorum. The consensus is to hold the meeting on the regular date of November 21st and members tallied will create a quorum.

Mr. Martin said that it is normally the pot luck dinner at this meeting. Staff will send an email to the committee members to ask their pleasure.

7. COMMUNICATION FROM OTHER AGENCIES

Derrick Garcia, Transportation Planner for MPO – Introduction

MPO is a division of the Land Use Department, City of Santa Fe, offices at the Market Center location. Mr. Aune and I are happy to come back and give a formal presentation at a later date. Chair acknowledged Mr. Garcia and informed him that Mr. Aune has come before the BTAC. Thank you.

Ms. Wellington welcomed Mr. Garcia and asked if there are any grant proposals or projects he could discuss tonight. Mr. Garcia said that the project on TAP is on tonight's agenda and the state is also entertaining applications for CMIC, Congestive Mitigation in Air Quality and that there is a project for discussion.

Tim Rodgers, Santa Fe Conservation Trust

We have continued our work as a city volunteer coordinator. Our contract had lapsed and we have continued to provide our services month-to-month. Parks Department had not been responsive and the conversation is now between the City Manager and City Council. It looks like we should have in place in a week or so. Conservation Trust is your partner in developing trails partnering with the city and the county, we have been doing it for 25 years. Report provided to the members for September activities report was provided in the packet for the committee members. In October they continue to maintain city trails as well as Atalya Trail. We are continuing our promotional activities, October is when the schools do their fall field trips. Tomorrow the 5th grade from Camino Real will do their field trip and the 6th kid that gets off the bus tomorrow will be the 2000 kid who goes on the trail. The rand Unified Santa Fe Trails Organization (GUSTO), is an initiative to work with all of our partners including the city and approved by City Council Resolution to develop natural surface trails with volunteers from Trails Alliance of Santa Fe, Santa Fe Flat Tire Society and throughout the community. (Demonstration sheet distributed to the committee members). One of the demonstration projects we did this year, the dog park connector and the Cerro Gordo connector, it makes it about 2/3 of the way to the dog park and we did that at the request of BTAC. A unanimous recommendation by BTAC was that trail should be continued as a natural soft surface multi use trail down to the dog park. That is one of our top priorities when we are able to work with the city as well as SFPS who are the owners of the land in between to make that connection complete. I am happy to say that with the 1000 yr. storm that trail that we built required no maintenance at all. We built it to shed storm water and that is what it did and I look forward to working with people to complete this connection. The participatory activity for GUSTO that we will do will use that dog park trail and in fact if you look on that sheet you will look at two additional projects; one was a connection to Canada Rincon which in another project listed in TAP proposal. We have worked with Arbolitos and Santa Fe

Estates to improve and build new trails to connect to La Tierra Trails from Canada Rincon so it has relevance to the later item. The Canada Rincon later down goes to a lower paved trail that goes through neighborhoods. The other TAP proposal serves southside neighborhoods. That is where we need to spend our money; on trails that serve neighborhoods and we look forward to working with you in building sustainable cost effective trails out of native natural surfaces outside of the immediate densely populated urban area.

Mr. Martin: Asked about the remainder of the he right of way for the dog park connector.

Mr. Rodgers: We discussed as the BTAC Off Road sub-committee and made the recommendation to the full committee and was adopted. We built the trail through city open space and we built a gate where the city open space come to an end, it was a pre-existing pedestrian access to the open space. From that point south is couple more 10ths of a mile to get to the dog park. And although it doesn't show up on all maps, it belongs to SFPS, it could cross other private lots but there is open city space on the bottom that could facilitate the connection as well.

Mr. Martin supports natural soft surface connectors to the dog park.

Ms. Wellington: I do appreciate what Tim is bringing forward, I am concerned, BTAC did make a unanimous decision to not pave that or continue to spend money on that trail that is connecting recreational trails that are gravel or dirt surface. There is no reason to put a paved trail in that area.

Mr. Spencer asked Mr. Rodgers if he could stay for 7C. Mr. Rodgers said, yes.

Julie Sanchez, Program Manager for Youth and Family Services Division representing the Community Services Department, here to offer services regarding the sexual assaults on the agenda. We have a number of support services around trauma services in our community and offered herself for this item and topic.

8. INFORMATION AND DISCUSSION

a. Recent Sexual Assault on Trails

Assaults on Trails:

Captain Paul, City of Santa Fe Police Department

We will share as much information as possible as they are still under investigation. The assaults that have occurred, in many cases it was individuals who frequent the park, individuals who don't have residences and make the parks their home. What we are doing to discourage the camping and sleeping in the parks which encourages everything from narcotic use to these types of things. We had a very recent operation this last weekend and Officer Currey will discuss it.

Officer Currey:

This past Saturday we had Operation Safety Net specifically at De Vargas Park and Railyard Park and Acequia and Rail Trail. I went under cover and walked those trails while other bicycle officers and Bike Sgt. were able to assist. Looked at those trails, Acequia Trail and Rail Trail were quiet, Railyard Park we had 8 arrests alcohol related, people with warrants most of them were our regulars. Some are coming up from the reservations and some are homeless folks who drink in the park on a regular basis. De Vargas Park area while walking through there I was asked if I wanted to buy marijuana by two separate individuals, they were selling in that area, we were able to take them away from the park. They were charged with distribution and taken to jail. It was nice to take those types of individuals out of the park. Hopefully we can continue to do these operations and keep the parks clean.

Captain Paul opened up for questions regarding the Operation over the weekend in the parks.

Ms. Wexler: Thank you, I appreciate that you acknowledge that the trails, my background is in recreation, so the trails are part of our recreational infrastructure along with parks and I am glad to hear that you included the trails in that operation. The trail under St. Francis is beautiful and appealing to people who want to sleep. It is dangerous when you are riding your bike early in the morning and you can't see. I wanted to acknowledge and thank you for including that park in the system. Officer Currie said that they do patrol and pay attention to this area quite a bit to make sure it is cleaned up and keep it safe as possible.

Mr. Spencer expressed his thanks to the SFPD in the work that they are doing on the trails. Is there an effort from SFPD to identify which areas of parks or trails have the most problems and put in an increased police presence? Is there any way where a citizen bike patrol could assist the SFPD. This is a shared purview and we should help when we can.

Captain Paul: Thank you for that. A lot of things that we do in law enforcement are community and problem oriented which basically means we ask them the questions quite specifically or their issues and areas of concern. We had a meeting a few weeks ago at one of the parks and they had very similar issues along with narcotic activity and what we have done since that point in time is we have a specific plan we call it Operation Safe Parks, which also covers trails. What the officers do is go to the parks in uniform and observe any type of issues and preferably deter it all together but if they do observe it, take immediate action and call for service and to enforce and make these parks safe. Another idea that came up when problem solving as a group, community and law enforcement together is the needles and syringes that are located in many of our bigger parks, some of the smaller parks that we as law

enforcement may not go in to a lot since we don't get calls for service there as often. We have decided to brain storm a few ideas for all the 77 parks we have here in Santa Fe not to mention the open space and our trails that we patrol, if we can at least in some of these parks especially that ones that we have the high call volume to in reference to narcotic or suspicious activity, to put sharp containers there for those individuals who do go there to do their illegal activity the hope is that they will dispose properly. We have calls from non-profit organizations and state organizations to find out what we can do to get those containers into these parks as a pilot program. Next step, we will follow up on a maintenance program and bring forward the follow through in the next 30-days. We listen to people in the community to do as much as we can. We are staffed lightly right now but we do as much aggressively to answer all calls as possible. Operation De Vargas happened this last weekend and Operation Safe Parks is open to officer's to go to whichever park they would like to go. As the Division Commander on Bike Team, I go under the bridge in uniform and address in an appropriate manner to address the need and concern immediately. We are realigning the department staff and it is important to stress that we will still have a high amount of officers available in the city as a whole to address concerns. The Chief has stated that many of our specialty teams may be going back to patrol, we are all working to get as much done to protect our community based on the calls for service. Even in addressing our priority calls, we will have officers available to do this. We evaluate when the calls come in, where they are coming from and we assure to have officers available in those areas.

Ms. Sharpe: I read the piece in the newspaper about the sexual assault in Railyard Park in September, have there been more than this one?

Captain Paul: Yes, there was one at Acequia Trail and the one at the skate park. The individual took advantage of the opportunity and the alleged victim, of course the details are still under investigation and we are trying to bring the individual to justice using our criminal justice system. Other than those two, we have had aggravated assault calls and that individual was apprehended immediately.

Ms. Wellington said thank you and we are all concerned about the lack of staffing and those who are choosing to go to work in Albuquerque and we understand it increases their salaries. Thank you for a great description of what you are doing. I have had a lot of conversations with interested citizens and constituents that are interested, this is very helpful. These are many of the questions and concerns that I have received. One question I have, somewhere it says there are 17 Auxiliary Bicycle officers, I am curious as to who they are, where do they patrol 77 Parks is a lot of space to cover.

Captain Paul: We do not have 17 Auxiliary Bike officers, we have talked to the individual who updates the website to correct these numbers. We have 2

full time bike officers and if you include the Sgt. that is 3. There is specific training they need to go through. Our seasonal officers are also certified bike officers as well. If you include them that is 5, we have an additional 4. We don't know where the number 17 came from.

The Chair asked for clarification, you mentioned that someone had asked you if you wanted to buy drugs; do you go in to these parks in plain clothes?

Officer Currey: Yes, I went in to the park in plain clothes and played the part just walking through the park I was approached twice and asked if I wanted to purchase marijuana. Plain clothes are only used for a safety program as this last weekend.

The Chair invited SFPD back at any time, thank you for the work that you do.

- b. A Resolution in support of the installation and maintenance of Bicyclist Safety signage in the City.

This Resolution is sponsored by Councilor Vigil Coppler and Councilor Ives. Draft was presented to the committee members related to the proposed Resolution.

Mr. Pacheco: The most recent amended draft was distributed, it came to us today from Legal. This was extensively discussed at last month meeting. It was discussed to move from a more suggestive sign talking about being in the lane.

Mr. Martin: Is the goal to change out every single sign that says "share the road?"

Mr. Pacheco: I believe it is the goal.

Ms. Wellington: This has been extensively researched, at least the goal to begin with was to replace the signs and there may be a case where that is appropriate.

Mr. Pacheco stated that there is a timeframe in the Resolution, within 1 year they would all be gone and replaced with new signs.

Mr. Spencer: Is there a sense in the Traffic Department where we are going to put them in the narrow roads, I don't know where the Share the Road signs. It could result in getting the bicyclist cited for impeding traffic if the lane is too narrow to share. How are we going to do that to send the message at the right time?

Mr. Pacheco: The answer to the where is already answered, the Resolution reads that all existing Share the Road signs will be replaced with the new sign and any future signs would follow this same protocol. We aren't looking for new possibilities it is where they are currently and they will be replaced.

Mr. Spencer: We wouldn't want to put up a sign where it is legally not appropriate.

Regina Wheeler: Public Works Director: A bicycle always has the right to take the lane, always; they have all of the rights of a vehicle. What we want to accomplish with this sign is to educate people that when there is a bicycle using the road they have a right to be there and be passed with a 5' clearance. There is a place on Agua Fria where there is a bike path and you don't need to have a sign there or not have a sign at all, we could use our judgment on that. I rarely see bicyclist inappropriately taking a lane, what I might see is a parked car in the shoulder, or glass or maybe not well maintained and they have to get out in to traffic, we can certainly use our best judgement where to put the signs and not want them.

Mr. Newhall: Do we know how many signs have to be replaced?

Mr. Pacheco: We as the city do, I do not have this before me right now. We may be talking about approximately 50 signs. Chair asked that we have the information provided before the Public Works Committee meeting.

Ms. Wellington: Reminder to the committee members, there has been a lot of research and conversation in the last few months regarding the signs in other places. A lot of the information comes from cities in Texas. The Bicycle Use Sign is clearly superior on how people understand it and it is also an enforceable sign, it is not just advisory. Having done just an informal survey and talking to friends of mine who are bicycle riders and also drivers; if you ask them what share the road means, they do not know. And these are intelligent individuals who ride both types of vehicles. Being concerned about bicycles impeding traffic, a bicycle is to be treated like any other slow moving vehicle on the road. It is up to the bicyclist to decide if they should take the lane or not. In most cases I don't think bicyclist want to take the lane where it perceives to be unsafe. I am in full support of this.

Ms. Wexler: I find myself being in agreement with Mr. Rogers. It seems that the Share the Road signs are not simply in places where there are sharrows. Where they are sharrows is where I want to take the lane and I want motorist to know, particularly in those situations that it is legal for me to take the lane. I can't imagine myself ever taking the lane on Cerrillos Road, it doesn't seem like a wise choice. When I am riding on Cerrillos I would like people to obey the 5' pass law. I am wondering if we are missing an opportunity, should it be modified to say when reasonable to replace Share the Road sign to say you

must pass cyclist with 5' passing distance rather than simply replacing every Share the Road sign with Bikes may use the full lane sign. Are we going to regret this and want to go back and say we should have done this differently? I do support the Share the Road sign, it is valuable as an educational tool and for motorist but I am concerned that it isn't appropriate in every place where bicycles can use the Share the Road sign.

Bryan Krumendahl, Bike Santa Fe

To address a couple of questions here, with respect to the State Law, bicycles may use the full lane at all times. Requirement that bicyclist ride is practical and is within the sole discretion of the cyclist. For example, on Agua Fria St. where you have a bike lane and there is a palette in the bike lane, you are legally allowed to leave the bike lane, there is no requirement to be on the bike lane when there is a bike lane. Cyclist are entitled to use the full lane at all times. Also in the Resolution there is discretion in the part of Public Works under the Manual for Uniform Traffic Control devices, the controlling legal authority for signage in the State to follow the guidance of the manual with respect to the placement of these signs. As a practical matter the Share the Road sign can come down and not be replaced. In the Resolution it requires that guidance of the manual for Uniform Traffic devices also feeds in to what Public Works does with these signs. There is not a circumstance where these signs are inappropriate. I think as a practical matter there are no Share the Road signs on Cerrillos Road. I don't think you will see signage bicycles can use full lane signage there, that is ridiculous. With the Resolution you will not be able to include all the things you want to include or exclude all the things that should be included, that is almost impossible to draft. We should rely on the judgment of Public Works and I am sure they will do the appropriate thing under the circumstance. It is an incredible educational tool to have this done.

Mr. Spencer would like a copy of the Manual on Uniform Traffic Control Devices (MUTCD), as it clearly spells out where these signs are appropriate. You can't have the argument without the data in front of us. I am all in favor of these signs but I want to make sure we do it right.

Mr. Krumendahl: The city is bound to follow the Manual because it is the controlling legal authority and to do otherwise would upset the Risk Management Department quickly.

Chair Vigil Coppler: We did have a presentation from the police department where they said that the 5' rule is in place. That is something we have no discretion about either. When we discussed this before we also talked about education, and signs are the first step to begin to educate the motoring public and bicyclist on that fact that bicyclist can use the full lane. That is what this committee talked about before and that is what we are complying with what the rules and laws are that are out there to begin to educate the motorist and

bicyclist. That was the purpose of the Resolution to get going on this and hopefully we will be successful in getting the city to promulgate the funds and approve everything so we can get moving on it. Education is key, the committee does not write the rules or laws, our goal is to keep motorists and bicyclist safe.

Mr. Krumendahl: For clarification of #4, cease the use of "Share the Road" signs and adopt the use of "Bicycles May Use Full Lane" in accordance with the MUTCD and other applicable standards. That is the primary guidance for the city. Under #2 we want to replace the Share the Road signs but again the guidance for that is under the manual so it is not like a wholesale replacement of the signs, swapping bicycles can use the full lane to share the road. Under #1 of the Whereas, the city is going to use the Manual for traffic control devices for guidance for that.

Chair: Thank you. This will be presented to Public Works on October 29th at 5:00 pm, everybody who would like to come to that meeting is welcome to come.

- c. A resolution in support of the submittal of the City's Project application via the Santa Fe MPO for funding under FY 2021 NMDOT administered federal funds from the USDPT Transportation Alternatives Program.

Mr. Pacheco: These are supporting applications for federal funds which we are very lucky if we get all three. We are competing with statewide agencies going out for the same funds. These are the three projects recommended by staff. Derrick is with us tonight to talk about the specifics on these projects. The funding agency wants to know that the applicant agencies are behind these projects. If we are not, that is ok, this is not a contest of will.

Chair Vigil Coppler: Both of these resolutions were introduced at the last City Council meeting that was the extent of and will be heard at Public Works on October 29th.

Mr. Newhall: Item C which has been brought up a few times, this is the dog park connector, I have not seen any request or need for a paved trail out there. I have been through there for years and years, to spend \$500,000 is not reasonable. Tim and I as well as others could go out there and create the trail for virtually nothing. I think it is a waste and it is not what the users are going to want. Those of us who are mountain bikers don't want or need a paved trail, a dirt trail would work better. I think we should drop C and go with A and B which are both excellent projects.

Ms. Wellington: I support that La Tierra Connection, we discussed in May, I looked at the minutes and it was not clear. We unanimously decided that we did not want to spend any more money on this trail connection other than the

small piece that requires a right of way finishing the small piece of the dog trail into a trail that is there. The trail is in good shape, it didn't require maintenance after this 1000 year flood event. Why would we spend \$500,000 to connect a recreational trail where people are riding their bikes, we don't want to encourage people who may be walking with strollers in this location. If we are going to spend \$500,000 I would rather see it spent on something like Safe Routes to School where we could get a whole lot of bang for our buck out of \$500,000 in this project. There are many small connections that need to be fixed or repaired and that would be a much better way to spend \$500,000 rather than a design for a recreation trail where the bike community has consistently we don't want that.

Mr. Spencer: I agree with the previous speaker, it seems that a highly improved trail consistent with the end use, which is dirt trail. We have already seen that Tim and his group have created an extension of the dirt trails from La Tierra towards the dog park. It seems to me we should put the minimal amount of money to get people safely from the city to La Tierra Trails. The best way to do that is to fix the shoulders on Montoya and the other connecting roads. Right now it drops about a foot in elevation if someone is driving to close to you. The shoulders are in horrible shape so fixing that is also a side benefit of making it safer for motorized users and gives bicyclist space if they have to get off the road and it would probably cost a lot less than designing. I would also say let's use the money for Safe Routes to school and community trails to get people to La Tierra.

Mr. Tallman: Regarding all three of these, funding for design is very high for what needs to be done. Each of these trails is about 1 mile long. Has an RFP already gone out or is that just to have money put aside?

Leroy Pacheco: There is no pre-determined design, so I don't know if this is paved, cobble or if its dirt. What we are asking for the beginning is a process; there is no project that exists. What we have is that City Council approved master plan for La Tierra trails. There is a paved connection from La Tierra Trails to Camino Los Montoya that is built and it is an urban design which I think concerns some stakeholders. The stakeholder group is broader than just bicyclist, mountain bicyclist and the end users. Even in La Tierra trails, the Stakeholders include bicyclist, non-bicyclist, pedestrians, and equestrians so individuals on this committee may feel strongly about the stakeholder perspective but when you accept federal funds you begin a planning process that is very strong environmental assessment that includes public involvement, and would require that we bring in all stakeholders. Any outcome of that process would begin to reveal what the project may or may not be. There is no pre-determined design in my mind that in others mind that this is going to be paved, this is going to be wide or that it is going to be this or that. It is an urban connection because it is connecting a city park in a city neighborhood in the city itself and other trail systems to a regional recreational amenity but

there is also growing bicycle travel that is using Camino Montoya North of 599 and someday there may need to be a bicycle commuter connection, we don't know what the future is for stakeholders north to 599. We have saved to fund 3 underpasses built, Camino Real, Christian Brothers Crossing, 20-30 years DOT put in the underpasses to accommodate the equestrian 599. There is no pre-conceived design. If there is in your minds, you will have to bring it to a public forum, federal process, ecology, biology, the drainage, there could be a time when it does hit. 10% of the property off of 599 is owned by SFPS, my point is that there is no predetermined outcome. We are following federal criteria.

We need to correct the record; I don't know what the outcome is going to be.

Mr. Tallman: If the city applies and succeeds in getting this money, it would go to a public process and they could ask Mr. Aune.

Mr. Pacheco: If it was selected for funding, it would come to the city and they would have to match that account. If the project rolls out the design process could cost one half million. All stakeholders, property owners, schools, users, pedestrians, equestrians, anyone who has an interest in that geographic space it would be a very widely discussed process. With federal funds it is a broad process.

Ms. Wellington: I was under the impression that La Tierra Trails was built with off road trail biking in mind.

Mr. Pacheco: Stakeholders were broad, the area we are talking about technically is not in La Tierra Trails, and it is a connector in the Frank Ortiz Dog Park.

Mr. Rodgers: Leroy is correct, La Tierra Trail is for hikers, bikers, equestrian, it is a dirt trail and it is intended to serve mountain bikers, hikers, dog, it is intended to be a multi-use trail, it is not specific.

Chair Vigil Coppler: We had a city councilor that wanted to emphasize pedestrian safety on the trails. We need to be concerned about our fellow brethren.

Mr. Spencer: Are we intending to be an urban trail across 599?

Chair Vigil Coppler has left the meeting. 6:30 pm

Mr. Khalil Spencer assumes the Chairmanship of the meeting.

Ms. Wellington: I still feel that it says specifically design only – it is an unreasonable amount for design, I am not in support of that. We have 26 schools, they are existing schools and we don't have pedestrian connections.

If we are applying for design money, connections in to our schools are important and they have been ignored.

Mr. Pacheco: Moved \$289,000 to connect trails to Tierra Contenta Trail, and it was moved to schools.

Ms. Wellington: I believe that we lost one member of the board and BTAC wanted that money to be retained, I think it was inappropriate to take that money away from the NE quadrant.

Ms. Kayak: The schools are always a stakeholder in every lane, I would not call the schools a stakeholder in this occasion and we often offer easements on school land for easements. Looking at half a million dollars, the city of Davis gave almost this same amount to give Las Cruces. There is a .5 position for bicycle safety I would like to see that money be for a position in the city to be dedicated to do the work on trails.

Mr. Derrick – It is almost too late but school districts themselves can apply for TAP funds. If this committee would like to see the city do this or the School Board can encourage them, they would have to meet the match.

Ms. Kayak: There are advantages to this position, there are a lot of private schools promoting it to be a city position so that all students can take that.

Mr. Tallman: With the cost of Tierra Rincon, if we were to apply and receive that TAP funding what would happen to the remaining funding if it is not all spent?

Mr. Pacheco: We will have a contract with the NMDOT who administers the funds, our contract doesn't have to match that amount, when we scope the work and time, and we would only be reimbursed for what we spend. It is putting money in a fund so you know where your money is. You would only be paying that amount.

Mr. Pacheco: The city would not create a position as a one-time position that would not be well-received

Santa Fe Conservation Trust on behalf of the city could run a program like that and the city could apply with a non-profit.

9. BTAC SUB-COMMITTEE COMMUNICATIONS

On Road; Off Road; Education and Bicycle Business

Preston Martin: Off Road Sub-Committee

Ms. Wellington: Education Committee supports getting these signs passed which educates drivers and empower cyclist. Ms. Wellington said she would like to see the education committee composed of two non BTAC committee members. Ms. Wellington reminded staff and the committee members that the only time they met as a committee was in September. The Education Committee this month was able to meet at El Camino Real regarding their right of way connections, they have preliminary plans for their river trail which is a good way to connect to Camino Real to get them to the school within ¼ mile vs. 1 ½ miles. Also Chaparral School in District 4 is participating in Rock and Roll event which is a monthly event. BTAC members welcomed to attend; it is a good place to see the connections in to the school. Chaparral has a back way, paved; there is one piece of concrete that is missing. It has a beautiful walk way, but the gate is locked. This would be a good ingress/egress and I would like to see us encourage or participate more with the schools.

Mr. Pacheco: I will follow up with Chaparral School.

Mr. Pacheco: Chair has the discretion to make appointments to sub-committees. (Information is in the meeting packet.) The homework was to ask the new members what committees they would like to belong to. All the Chairs are current members, there is not a Chair for Off Road.

10. STAFF COMMUNICATIONS

None

11. COMMITTEE COMMUNICATIONS

Mr. Sharpe: There is a rough spot on the Rail Trail 200 ft. south of St. Michael's if you hit that it is dangerous and asked if we could add some asphalt and smooth it.

Mr. Pacheco said that committee members can always send these requests to him directly and he will follow up. Mr. Pacheco said that this is a good time to bring items to him for follow up.

Mr. Martin stated that the streets need some clean-up of the goat heads.

Ms. Wexler: Walking on the Acequia Trail by LaChoza, there is a big sign that says prepare to stop ahead, it would be nice to ask the contractor to review the placement of signs. Tunnels under Cerrillos Road, goat heads are under the path.

Mr. Newhall asked that we consider listing bridge concerns on the agenda. Mr. Pacheco asked that he submit that for next month.

Mr. Tallman asked if there was any interest in co-sponsoring an event with Presbyterian in Santa Fe and if there was interest he would like to pursue that. Mr. Pacheco will support and recommend as an agenda item with Presbyterian.

BTAC members spoke of their annual Thanksgiving Dinner meeting and asked if there was still interest. Mr. Pacheco will tally by e-mail.

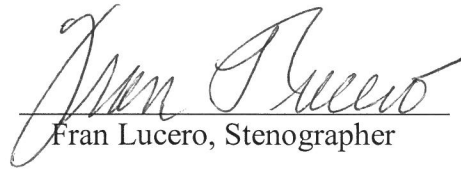
12. COMMUNICATION FROM THE CHAIR

13. ADJOURNMENT

Mr. Newall moved to adjourn the BTAC meeting at 7:00 pm, second by Mr. Sharpe, motion carried by unanimous voice vote.

SIGNATURE PAGE:

Chair Joanne Vigil Coppler



Fran Lucero, Stenographer