



Agenda

BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING

Wednesday February 20, 2019 starts at 5 PM

City Hall – Council Chambers, 200 Lincoln Ave

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES FROM December 19, 2018
5. CITIZEN COMMUNICATIONS FROM THE FLOOR
6. COMMUNICATIONS FROM THE CHAIR
 - a. New BTAC Member Introduction
7. COMMUNICATIONS FROM OTHER AGENCIES (5-minutes per agency)
8. **INFORMATION**
 - a. Santa Fe MPO Bicycle Master Plan and E-scooter Resolution Updates (Erick Aune, Santa Fe MPO, Telephone: 505-955-6664; email: ejaune@santafenm.gov)
 - b. Snow Removal Policy on Non-Motorized Bike Paths (Richard Thompson, Parks Division, Telephone: 505-955-2105; email: rcthompson@santafenm.gov)
9. **DISCUSSION**
 - a. To discuss a framework for amending the Land Use Code to minimize network barriers for pedestrians and bicyclists, and amending parking requirements to encourage bicycle and pedestrian oriented development (Sky Tallman, BTAC member)
10. **ACTION**
 - a. Public Service Announcements and other media and education outreach regarding bicycle safety ordinances and resolutions (Jennifer Wellington, BTAC member, BTAC Education Subcommittee)
11. BTAC SUBCOMMITTEE COMMUNICATIONS (On Road, Education)
12. STAFF COMMUNICATIONS
13. COMMITTEE COMMUNICATIONS
14. ADJOURNMENT

Next Scheduled Meeting for BTAC is March 20, 2019. Agenda & Packet Material due no later than March 11, 2019. Please submit via email rmsiqueiros@santafenm.gov

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RECEIVED AT THE CITY CLERK'S OFFICE

DATE: February 12, 2019

TIME: 2:51 PM

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ordinances and resolutions.		
BTAC Sub-committee Communications	<i>Informational and reported in content of meeting.</i>	Page 22
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Adjournment and Signature Page	There being no further business to come before the BTAC, the Chair called for adjournment at 7:10 pm.	Page 22

**Bicycle and Trails Advisory Committee
February 20, 2019
5:00 pm – 7:10 pm
City Council Chambers
Santa Fe, NM 87501**

1. CALL TO ORDER

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

2. ROLL CALL

Roll Call reflects a quorum.

PRESENT

Councilor Jo Anne Vigil Coppler
Bruce Finger
Jennifer Wellington
Stephen Newhall
Sky Tallman
Preston Martin
Sidney Redner
Rachel Wexler
Khalil Spencer
Tom Sharpe

ABSENT/EXCUSED

OTHERS PRESENT:

Leroy Pacheco, Staff Engineer
Regina Wheeler, Public Works Director
Brian Kreimendahl, Bike Santa Fe
Bob Siqueiros, Planner, Public Works
John Munoz, Parks and Recreation
Richard Thompson, Parks Department
Regina Wheeler, Public Works Director
Carol Johnson, Planning and Land Use Department
Fran Lucero, Stenographer

3. APPROVAL OF AGENDA

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

4. APPROVAL OF December 19, 2018 MINUTES

Mr. Newhall moved to approve the minutes of December 19, 2018 as presented second by Mr. Tallman, motion carried by unanimous voice vote

5. CITIZEN COMMUNICATION FROM THE FLOOR

Brian Kreimendahl, Bike Santa Fe

Mr. Kreimendahl provided an update on bicycle bills during the 60-day legislative session. Bike Santa Fe has been following HB 192 which is the statewide 5' minimum passing law and went through two committees in the House, Transportation and Judiciary and awaiting a full vote in the Houses and we are on the agenda. What is certain about this bill, the 5' to pass law is that in Santa Fe, Albuquerque, Rio Rancho and Los Alamos County is that it does permit crossing the double yellow line when safe when a motor vehicle passes a bicycle. HB 109 is a bill dealing with careless driving and penalties for that. It would create a charge where there is bodily harm from a traffic misdemeanor to a _____ misdemeanor and give the judge an option to charge up to \$1000 fine and up to 1 year in jail. That was assigned 3 House Committees and it is very unlikely to pass. The one bill that is big is SB462, it creates an Office of Outdoor Recreation within the Economic Development Department. The primary sponsor is Senator Jeff Steinborn from Las Cruces. So far 44 people have signed on as co-sponsors and it has only been assigned to one committee, so this is something that the leadership in the legislature wants to see happen. The scope of SB462 is tremendous and it will have serious implications for bicyclists in our state. It will deal with infrastructure, event promotion, funding and anything for example safe routes to schools. There will be consultation with other state agencies and what we have seen at the state level is different cabinet level agencies working in silos. For example, the recent State Bicycle Plan was done by NMDOT with very minimal consultation with the Department of Health, Economic Development and the Department of Tourism. Hopefully this new office of Outdoor Recreation will take stewardship and help break down some of the silo's, so we can make bicycling better in our state. Last piece is House Memorial 10, this deals with bike packing. Memorials are basically are formal adoptions of public policy and this bike packing memorial recognizes the grassroots nature of bike packing and how it can help the economic development in rural communities and remote locations around the state. It was written by a gentleman named Pablo Lopez who owns a bike shop in Las Cruces and has been very busy promoting bike packing and sponsored by Representative Angelica Rubio who introduced the 5' to pass Bill. Go to nmlegis.gov and follow the progress of these bills, thank you.

6. COMMUNICATIONS FROM THE CHAIR

The Chair introduced the new member, Mr. Bruce Finger. Mr. Finger stated that he is also on the Southwest Santa Fe Advocate and is involved in the area around the southside Library and the respond park and trail in that area. He bikes but not as frequently, his background is in safety. He worked for the railroad for 38 years, mostly in the safety department. The Chair extended her welcome, Mr. Finger comes to BTAC from District 3.

The BTAC recognized Leroy Pacheco, retiring and tonight was his last meeting.

The new BTAC Staff liaison will be Bob Siqueiros, he has been the BTAC staff liaison about 3 years ago, he is a Planner in Public Works, and Mr. Pacheco leave BTAC in good hands.

The City Manager, Mr. Erik Litzenberg and City Councilor Jo Ann Vigil Coppler presented Mr. Pacheco with a Certificate of Appreciation. Leroy can be accredited for the success of the Acequia Trail underpass located at Cerrillos Rd. and St. Francis Drive and due to his commitment and determination, St. Francis Drive was never closed for a single day during a large project. Leroy singlehandedly implemented most of the projects for the city trail system associated with the 2008 and 2012 GO Bond including the Dale Ball Trail, La Tierra Trail, Santa Fe River Trail, Arroyo Chamiso Trail and Acequia Madre Trail. His tireless work on millions of dollars of city roadway, bicycle and trails and river and watershed projects is sincerely appreciated and significantly supported the city's efforts in improving the quality of life for its citizens. Signed by Mayor Alan Webber.

Mr. Pacheco expressed his gratitude and sincere appreciation for the kind words. He stated that it takes a whole team to accomplish.

7. COMMUNICATIONS FROM OTHER AGENCIES

Maria Loman, Open Space and Trails Planner with Santa Fe County

Mr. Pacheco invited Ms. Loman to talk about the Santa Fe County Open Space Trails and Park Strategic Plan. This plan was adopted in January 2019 by Santa Fe County Board of County Commissioners and was intended to be a guidance document for staff, volunteers, leadership and members of the public for implementation of open space projects. Currently Santa Fe County is celebrating 20 years of open space, the focus of the program has shifted in the last 20 years. The goal of the program has not changed but through this plan we have updated and refined our goals to better reflect how we accomplish these goals. We have outlined three directives specifically to determine and direct all actions towards implementation of our vision and mission.

- 1) Leading by example in innovation land management;
- 2) Contributing to regional identity and pride and
- 3) Offering diverse and unique outdoor experiences to our residents and our visitors.

Those directives are inhibited in everything that we do and all of the programs that we develop. The plan has 4 chapters; Chapter 1 describes the history and past planning and overview of all of the collaborations that we have been doing over the last 20 years, Chapter 2 is the Strategy chapter, it sets the vision for the framework and the goals and it also sets the strategy towards the effective implementation of the plan. This chapter goes in depth in our goals, but it also begins to outline steps towards implementation. Chapter 3 is the workplan and it programs out planned priority projects in the short term say from today for the next 5 years. It also begins to project staffing needs and resource needs in the mid

to the long term which is 5-10 out to 20 years. We have a short range workplan which identifies the super priority projects that we are working on this year and we also have a table on page 68, highlights the priority projects including some that we are going to need to collaborate with BTAC on the Arroyo Hondo Trail that connects SFCC to the Railrunner Station at 599 and the very important and well-loved Santa Fe Trail.

Chapter 4 includes guiding documents on open space operations at the county and this allows us to be very flexible with this plan and adopt future documents, especially related to resource management in to the framework of this plan. (Plan was provided to the BTAC).

Chair asked if this is available on line? Ms. Loman said yes, santafecountynm.gov Open Space Planning. Mr. Bob Siqueiros will send the link to the committee.

Q: What are some of the immediate priorities?

Ms. Loman referred to page 68; the county manages 6600 acres of open space, and 60 miles of trail. We have lots of priorities, what we have done to identify these priorities is to identify where we are able leverage our partnerships and work with other organizations. The SF River Trail is #1 priority because of the need to collaborate with so many different organizations including the city. The Arroyo Hondo Trail is another priority because of its ability to provide transportation opportunities but also recreation opportunities in what the county has designated our growth area which is around the Santa Fe Community College. We are also very lucky that we have been able to leverage federal funds to build a section of that trail. Segment 4 which is from the Rancho Viejo Fire Station to La Pradera and to the outlet mall, that segment will be starting construction very soon. Santa Fe Rail Trail is another priority and that project is very close to completion and construction of the segment from Avenida Eldorado to Spur Ranch Rd. should be beginning shortly. It was not there, it is a narrow trail, it is a user created trail and improvements will include creating that trail to an ADA consistent facility that is more consistent with everything throughout the city. There are a few other priorities; Romero Park which is also known as Agua Fria Park, we have a master plan for that property that includes some additional sport fields and other park amenities. We are also working on the Pojoaque Valley Recreation Complex to improve those recreation facilities, sport fields, ball parks, there will also be some traditional agriculture component and we will work with Pojoaque schools to create an orchard and a plan and program to caretake that orchard. We are also improving park facilities at the Bennie J. Chavez community center in Chimayo.

Q: Is there any thought of continuing the rail trail south of Eldorado where it eventually goes to the Galisteo Basin where it turns in to a single drive.

Ms. Loman: The rail trail has construction to the end of Spur Ranch Road, but we do have a design all the way to the Galisteo Basin Preserve trails. There is also conceptual plans to connect beyond the Galisteo Basin Preserve trail system into the Lamy Open Space which is managed by Santa Fe County. It is very conceptual at this time because we have to cross Hwy. 285, but it is on our radar for the next 5-years.

Mr. Newhall: Where does the NM Central possibility from Rancho Viejo South come in through all of this?

Ms. Loman: That is one of our current year priority projects. We are developing a conceptual plan right now to see if that is a viable option. It is a historical rail line that has been abandoned and you can still see the visible berm in a lot of places. We have been working with different agencies, the State Land Office, State Historic Preservation office and consultants along with different groups in the area to see if that is something we can really do. It has been on our maps and a big idea for a long time so what we are doing is thinking through the feasibility, if we really were to develop that as a trail, how much would it cost, what are the next steps; we are finalizing that plan right now.

Mr. Newhall: What I might suggest, Fat Tire Society would be willing to build that trail south, it would be less expensive than anything the county has planned, to do a single track trail with way less maintenance.

Ms. Loman: To address that, we have given that information to our consultants and in our conversation with the state Historic Preservation Office we would not want to do much more than a single track trail, however the condition of the historic resource itself, the berm, in a lot of places is fragile and not in as good condition as we would have hoped. There is going to be more investment and a little more effort than going out and cutting a trail, which is why we do these conceptual plans to help us think through all of those steps.

Ms. Wellington: Question regarding the Pojoaque Valley Recreation complex, as Eric Aune has suggested a possibility of doing a traffic garden here in town which is an area where we would be able to teach classes on a regular basis on bike safety, if you could consider doing that now rather than an afterthought and Mr. Aune has the background.

Ms. Loman will coordinate this suggestion and discuss with Mr. Aune. We are in construction with both the Pojoaque Valley Recreation Complex and Romero Park but there are opportunities to include some of those things in future phases.

8. INFORMATION

a. Santa Fe MPO Bicycle Master Plan and E-scooter Resolution Updates (Eric Aune, Santa Fe MPO)

Brief updates on the Bicycle Master Plan Update – 2019, there is a packet of draft schedule of completion which includes a request from BTAC to consider making a formal recommendation at a future meeting as to the final draft of this document. This would be valuable for the MPO moving forward for the approval process to have a formal recognition from this committee. Whatever instrument you feel would be appropriate I can assist with drafting that or so forth.

Conceptually:

April 8, 2019 Rough Draft Copy submitted to the Technical Coordinating Committee of the Santa Fe MPO. They are meeting the morning of April 22, 2019 and they will be releasing the draft for 30-day public review, this is a federal requirement. Between May 11-19 is Santa Fe Bike Week and we will have that draft available at multiple events for public review and input. *May 15th is a scheduled BTAC meeting, and I request, is to have a formal review and recommendation of said draft.* May 20th it will go back to the Technical Coordinating Committee for a full recommendation to the full policy board which is the next Thursday, May 23rd. By May 23rd we should have an update 2019 Bicycle Master Plan.

Mr. Aune stated that in the packet today he has provided from the public input meetings, posters were put up of the survey results that were received in a graphic form, we received about 770 responses from that electronic survey, which far exceeded his expectations. In those responses they are seeing interesting trends as it relates to bicycle needs in the community specifically related to infrastructure. Also, in reviewing where the users are in terms of their level of comfort in the network and how they foresee education enforcement and engineering to advance their comfort level. Also, with the posters were the policy recommendations and 2 goals that were set forth in the 2012 plan we have reiterated them and asked the question; are these still relevant, in these policy recommendations would you add or modify them? There is good quality feedback and building in to the new plan. There is a nice network vision of what this buildout could be, a nod to the county planning initiative. Mr. Aune said he could not emphasize enough how when the county and city does a plan like this how it leverages grant funding for the said projects that are well articulated. In the master plan there is also a poster of the basic background and introduction elements. Another application that was built in over a year ago was the design tool kit specifically for the county and the city Public Works staff that really provides for the city, county and state some of most up to date innovative guidelines as it relates to putting communities on the ground. Lastly, there is Phase A and B projects that the plan was very successful in implementing, and Mr. Leroy Pacheco was instrumental in implementing those projects. We have now taken those projects and listed them and pulled out the ones that have been completed and there are a lot that were completed in that time span. We have created a new list and right now we have consultants refining that list for your consideration

as well. Lastly, included in the packet are some of the feedback comments were heard from those meetings.

Topic 2: The Santa Fe MPO in concert with NMDOT made application for Federal Land Access Program Grant last month. This is focusing on Hyde Park Rd., and the condition it is in today as it relates to bicycles. It has been in the mix for planning for a better part of a decade, that is a huge project. What we have put in, on behalf of District V-NMDOT, and I want to recognize Mr. Dave Quintana who is fully supportive of this application with match funding if a competitive grant is approved. It is a \$16 million dollar significant project, design alone is about \$2.5 million dollars to add shoulders from the city limits to Hyde Park to the end of Hyde Park. Santa Fe County took advantage of Federal Land Access Program in 2013-2014 with its successful application and funding of the El Camino Trail which we are proud to see on the ground and built.

Mr. Spencer: When you talk about the shoulders on Hyde Park, is there any consideration about bicycle speeds in the uphill vs the down hill direction? Bikes coming down are moving pretty fast, should there be a shoulder there?

Mr. Aune: In preliminary design discussion with stakeholders, the stakeholders include the pueblo, city, county, the Forest Service, and for the record we got a delightful recommendation from the US Forest Service on this project. I was worried about this with the government shut down. To your point about the design and consideration of scaled back and so forth we looked at what if scenarios that may come up if this were to be funded. That was one of them, there are constraints on this right of way in this particular area that will need to be considered, so on the uphill swing that can be discussed and brought back in to the discussion if funded.

Mr. Aune: At the request of leadership at the City Council, Regina Wheeler, Public Works Director has been in charge of looking at electric scooter regulations and all things electric scooter. At a previous meeting in November, Bird was here to talk about their scooter and the implications, there are three companies knocking on the city doors as to the desire to put electric scooters on the ground here. The city has reviewed it from a staffing level very careful; we have put together a rough draft resolution that does three things. First they asked the city staff to carefully consider over a course of time, say the next 6-7 months, regulations as they relate to E-scooters if they were to come about. This goes in to safety, in to how and where and logistics, it goes in to the relationship of electric scooter company in relation to what data they can provide and how they are being responsible or not in the field of scooters. You may know or may have read about all of these municipalities that are struggling with this metric rise of the technology that is allowing this to occur. We tried to contemplate this in the resolution as it

looks at all of these things and a copy is presented for review. It will come to BTAC from city staff.

Sky: After all the public comment period on the Bicycle Master Plan have any of your priorities changed?

Mr. Aune: Yes, in a good way, it reinforces that we are on the right track, there were some suggested modifications and although subtle, bringing those recommendations to more of a 2019 nomenclature which may include such things as safety and education that hadn't been considered in the past, so yes in a good way.

b. Snow Removal Policy on Non-Motorized Bike Paths (Richard Thompson, Parks Division)

Mr. Thomson noted that the agenda says Policy and our Policy is to have a plan, and we do have a plan subject to limitations and unforeseen circumstances. One of the things that we encountered this last year was that it snowed, December 23, 24, 25 on and on until the 1st week in January. We were busy revisiting the area we had plowed and cleared in previous snow storms and we were late getting to trails this year. The snow and ice removal is mentioned in the overall Trails Management Plan, unfortunately it is listed as a normal daily activity. In discussing it with my director and the two superintendent's we have agreed that we will move this to emergency level rather than standard daily activity as we suspend daily activities when we go to the snow plan. There is a conflict there and we will rectify that. The other portion is that we do have different surfaces in our non-motorized trails. The asphalt trails do not take plowing very well at all, as a result we try to keep our blades off the asphalt trails predominant on the east and south side. It makes it very difficult to clear snow unless we do it manually. This brings us to another topic, manpower and equipment. We have asked for an increase in manpower; we are in the middle of our budget review process at this time. Hope is to grow the trails crew from 2 individuals to 4 classified positions with 7 temporary employees in the busier seasons. That won't affect the snow plan, but we do feel that a compliment of 4 classified employees will get us to the trails in a timely manner. Beyond that we have asked for four 2 small Polaris ATVs, so we can address those areas that we can plow in a timelier manner. We did receive an award in the 2019-20 CIP Bond Issue, the GRT CIP Bond program to replace decking on 6 bridges this summer and 6 bridges next summer. Our original intention was to replace the wood decking with reinforced concrete, unfortunately that is beyond the design specs of the bridge frame and beyond our financial capacity to upgrade those bridges at this time. The reason we want to upgrade from concrete to wooden planking, so we can plow. A lot of the damages done to the bridges on the Santa Fe River Trail was caused by salt on the ice on the bridges and the plows. Every time they hit a lip of a board that is a little higher they are going to lift wood

off the surface. Mr. Thompson said that is the plan moving forward to address the snow and ice management plan.

Ms. Wexler: I have a question not about the management plan but about the replacement of the planking on the bridges, are you going to replace them with wood again?

Mr. Thompson: Yes, that is correct.

Mr. Spencer: Are there any other possible surfaces that would be light enough like rubberized aluminum or something like that.

Mr. Thompson said they looked in to recycled polyethylene, we have not looked at rubberized aluminum, I imagine the cost might put a damper on what we complete per year. It is a 4-year CIP plan, so we may promote alternative substances. There is a design component of the CIP, so we will work with our designer to make sure we get the best for the price.

Mr. Newhall: Am I correct that you are using a small ATV with a plow in front. Mr. Thompson answered yea. Mr. Newhall said there are some problem spots, the worst one is where the rail trail goes under I-25, bottom of the hill is shaded, water flows down, and it freezes in to ice. Is there any work we can on that section that makes that a little easier to maintain?

Mr. Thompson said that was an excellent point, there are a couple of areas on the trail system where development has caught up with the trail and now shades that portion of the trail in the winter time, so we have frost and freeze over and over again, and it is a challenge to hit these areas in a timely manner. Working with our volunteer groups we can look in to some kind of drainage or surfacing that will allow water to more easily move out of that site.

Ms. Wexler stated that she hasn't been riding her bike much this winter season, but she is walking and wanted to commend the Parks Department for the great job they are doing.

9. Discussion

- a. To discuss a framework for amending the Land Use Code to minimize network barriers for pedestrians and bicyclists, and amending parking requirements to encourage bicycle and pedestrian oriented development (Sky Tallman, BTAC Member)**

Mr. Tallman opened up the discussion by saying that one thing we can see in Santa Fe is that there are a lot of hidden network areas, there is a new development in Tierra Las Soleras with bicycle paths and then they built a wall that is over 1000 ft. long. One thing that we know is that one of the factors of bicycling or walking is the intersection density. The decision to

walk because pedestrians and cyclist are sensitive to distance makes a big difference if we can break up our barriers. Another sample of barriers is Cottonwood Village the trails by Camino Real, that is a community where the kid may live 150' from the school but to walk 1.2 miles to get there because of the way the road is designed. The way our Land Code is written is embracing suburban values that are rooted in social exclusion and segregation that is still in our land use. In Santa Fe about 0.7% of people commute to work by bicycle. If we want to look at how we can make the greatest impact on bicycle travelling and pedestrian activity in Santa Fe and also in support of documents that Santa Fe has already produced. Our 25 year plan makes a commitment to be carbon neutral. There was another resolution passed in 2014-85 that they want to be carbon neutral by 2040. If we keep up this suburban style of land use and we allow these large network barriers, it simply is not going to happen. If we can come up with framework for breaking up existing barriers when new development happens and also preventing those types of barriers from being treated in the future we would slowly get a load shift in Santa Fe. In the current pattern we are basically subsidizing automobiles _____.

The Chair asked for clarification, "what is it that you would like to move forward on? How can Ms. Johnson address any questions you may have?"

Mr. Tallman: I would like to see how BTAC could influence the city to adjust the Land Use Code to have the maximum requirements, maybe addressing parking requirements which take up a lot of land. Mr. Tallman continued to give more examples in Las Soleras and the discussion of building walls.

Carol Johnson: Thank you for your comments. The Land Use Code itself are the regulations that we apply that implement the general plan. These are the things that we can legally mandate and comply with. Things that are included in the code are primarily quantifiable standards like parking requirements. We do have a section of the code that requires off street bicycle parking, Section 14-8.6 which is all of the general parking standards and sub-section E goes into specific detail like bicycle parking. As you suggest, the ratios are actually a ratio of the auto parking spaces required. For example, 0-5, automobile parking spaces would require 4 bicycle parking spaces and there is language about where those spaces should be located and the design and placement of the parking racks. That is an implementation of a policy that is embedded in the General Plan and the General Plan has not been updated since 1999. A lot of the development patterns that we see are an outgrowth of the very outdated General Plan. We also have a significant problem with property ownership and basic street connectivity that would benefit pedestrians as well as bicyclist. We have very long acequia lots, family transfer lots that are hard to develop in any other than a long street with single loaded lots on one side. That is one of our challenges because those people do have development rights and when we try to connect them in to intervening

cross streets, then the neighbors in those existing subdivisions typically oppose those connections instead of understanding that the finer grain the web the more we can distribute traffic across the community and less impact any home we would need to deal with. As a result of that opposition we end up with fewer streets that are connected, more and more traffic that is loaded on to streets and that creates the kind of environment that is not conducive to biking or pedestrian activity. In order to approach what you are doing, first we need the policy created to set the ground work for implementing code language and that would result in an update to the General Plan and it is important to look at both Land Use and Transportation together. Doing those things in isolation ends up really resulting in a poor outcome because we need to know where the housing is located, where are the employment centers where are the destinations and origins that we need to create our transportation network based on that and it is an iterative process. We are starting a process as part of one of our budget proposals this coming year to first do a literature review, we have done a lot of planning exercises where we ask the community to come out and do visioning and then the processes stop. Before we ask the community to come out again and repeat what they have already told us, we want to do a literature review and compile all of those comments and policy statements and check back in with the community to see which of these are still relevant, which are no longer relevant, and which might be relevant with some change. From there we can create a framework plan and start biting this off in pieces. It is an extremely staff intensive process to update a General Plan and to do it effectively you have to have a significant community engagement process and hiring a consultant to help us out could cause upwards of \$250,000 - \$500,000 so it is not undertaken to be done lightly. We need to think ahead and plan appropriately and not just for creating the plan but how it will be implemented.

Mr. Spencer expressed his thank to Mr. Tallman for putting in this request. They city did just approve a development behind the old Wild Oats and reduced their parking requirement. We are assuming that people will not be driving cars like in other developments and putting more emphasis on use and alternatives on roads and arterials to get where we are going so it is going to put more of an impact level of service of things like our by-pass and multi-use pass. We also have to look at development and corridors if we want to carbon neutral you have to keep the scale of the city at a level where you can use something other than a car to get around. Infill is going to be more important than expanding outwards. Both you and Mr. Tallman mentioned how you route traffic; a lot have gone to quintessential arterial and cul-de-sac development which means you have to walk or bike 2 miles to get to 500 ft. sometimes. Some areas have suggested putting bike paths or multi use paths which are cut throughs, so you aren't actually getting road traffic through these developments, but you are making them far more accessible to alternative roads especially when you are by schools. How do you work all

that into a Land Use Code as we go forward, and we try to become more carbon neutral because transportation has a huge effect on that?

Ms. Johnson: The way we need to do that is to update these policies on how we plan development and there is a significant community education component along with it because we have good policies in place in the 1999 General Plan, it is not 100% antiquated. When we try to apply those when a new development comes forward there has consistently been resistance from the existing neighborhoods that surround those infill parcels and often time they appeal it to City Council and some of the best policies are not implemented as a result of that decision making process.

Ms. Wellington: Thank you for addressing us today. Are you familiar with the Bike Friendly City program?

Ms. Johnson: No, I am not, we don't have transportation planning at the present in the Land Use Department. There had been in the past transportation planners and in addition because of budget issues we don't have long range planning staff, those positions have been vacant because of other budget short falls in different areas of the department. Ms. Wheeler and Ms. Johnson have had discussion about the need for transportation planner and traffic engineers, and the transportation planner area is a little bit of a void. Mr. Aune from the MPO tries to help us in that regard but he is limited at the level of detail he can go using federal funds because he is supposed to be looking at the entire region. Specific bicycle planning programs, transportation programs are not currently part of our scope of work in the Land Use Department.

Ms. Wellington: We are a silver level bike friendly city through the League of American Bicyclists program and we have gone to a great degree of effort to not once, but twice, we have applied for that. In some ways it is aspirational not so much as on the ground. How many inspectors are on staff? Do you have inspectors on staff?

Ms. Johnson: We have inspectors through the building program. There are 12 total.

Ms. Wellington: Have any of them been trained with relationship to awareness about bicycling facilities.

Ms. Johnson: These inspectors are entirely focused on building structure, so we have electrical and mechanical, plumbing and general building inspectors, this group of inspectors are not involved in the infrastructure. In terms of the Engineering Division we have one inspector that does all horizontal or civil infrastructure and another one that does on-site infrastructure and drainage

inspections for single family residential homes. Ms. Johnson joined the city in July and this is the staffing and organizational structure that she inherited.

Ms. Wellington suggested and does not know if it is in the Bicycle Plan or not is to encourage more bike friendly businesses. It's like sending people to the League of American Bicyclist Site and it talks about how you become a bike friendly business. Councilor, how do we influence or encourage the city to put more people in place, she is saying there is a void in her staffing; how can we suggest that something be done there. As I understand it there are requirements for bicycle parking and when someone went to check in on those, there was no way to track the permits that had been issued and there was no way to track what they had done because the computer system was being changed or down. Since the change took place which was in 2011, there was no way to track the businesses that have applied for business permits and what they have done. A lot of places that have put in bicycle parking have put it in non-appropriate or inadequate places, they are not secure, it is around the side of the building, who do we have and how can we get that improved?

The Chair addressed the question recently asked and that is first of all we have discussions here as a committee about what it is we would like to see, and we have Public Works staff who carries the message forward and it all culminates in a budget process as Ms. Johnson alluded to. Priorities are set by those who manage the budgets, the city manager, finance and ultimately the City Council.

I believe a lot of it is awareness, discussing it and making staff aware of what like is in a bicyclist world. It seems that builders aren't cognizant of those specifications either. The dialogue is important here and it is important that staff hears what the ideas are and putting them in to fruition. The staff that is lacking in the Public Works Department and there is staff lacking in other departments; we try to use the money that is available to the best use, so everything competes with everything else. Not to say that it can't happen, I do think that broadening the scope of an Inspectors role is important, but carrying the message is equally as important.

Mr. Pacheco: Councilor and Ms. Johnson, thank you for coming this evening. One of the other things that was implemented about 2 years ago, some of the members may remember, Public Works staff was made a part of the DRT Review Team so that there is a connection between the Land Use Development Process and someone could be back at BTAC on a monthly basis with respect to what's going on, coming to the city for the land use process. The reason I put this on the agenda for discussion is that about 2 months ago the commissioner brought for discussion and maybe for action a particular land use case that had to do with the capital flats that subsequently was approved. Someone brought to my attention a development that had not been approved and this feeling of how can BTAC participate and what would

be the appropriate way for BTAC to participate in natural life cases. I think that your explanation that this is a contractual agreement between the city and developers as they come, having another committee be on a record for that process is a framework I would not understand, so I did not put your action on the agenda. The discussion of what would be the appropriate framework for a committee that hasn't policies and procedures; what your mission is and how it can support staff and you heard they are under staffed; how can you be an asset and a positive help to that staff rather than creating more work for an overwhelmed staff. One staff that was taken during Councilor Maestas term was to put trails in to the DRT process, specifically. There was a period when land use came under communications from other agencies. Your predecessor would come to the meetings with the Police, typically Parks and often the MPO, it doesn't have to be monthly but the presence of a connection from the Land Use Department itself; even though we are housed and staff by Public Works is another way of hearing about this and bringing these issues forward. This is a discussion item, it is all valid and one thing that came to mind as you were talking was the College of Santa Fe campus. What an opportunity in breaking the disconnect between a very dense residential community so close to retain education and even state and city facilities, and you are forced to be in your car to get to any of those places that are really within walking distance. So how BTAC could participate in that conversation with staff in a way that is helpful, how to help us move ourselves to the goals that we equally aspire to and the purpose of this discussion item. Thank you.

Mr. Tallman: Procedural question, I know it would be a major undertaking to rewrite the Land Use Code, is it possible to piece meal and approach a certain part of it say parking or things like that, block grants, and send it to city council by piece meal to amend it or is it all or nothing?

Ms. Johnson: The process is to set the policy first. Whether that is done through a conference or a general plan or more of a focused group separating the various elements, and as I mentioned so many of those elements are intertwined and trying to take those apart makes them problematic for results. At a minimum you have to integrate transportation and land use together. You can also divide that up by geographical areas such as doing area or neighborhood plans, that is our original intent. Approaching the update of the General Plan is to establish this framework which would be constructed based on previous input that had been provided to the city and going out to the community and validating that and then from that framework developing a work plan that can either be geographically based or topically based. In terms of updating the Zoning Code that is also in our work plan and we are requesting budget assistance to accomplish that. It is planned to be a 3-year project, the existing code has been amended so many times it is so convoluted, and you can't find information, you think you found it and then in another section you find something contradictory and prevents you from doing what you thought you could do. The first phase could basically be an

organizational or technical update that imposes structure on the ordinance so that it is user friendly both by staff and the public. The idea of the sequencing is that while we are working on that we are also developing general plan framework then in year two we have some of those policies that we can then build off and address things like other design standards. There is nothing in the code now or in the general plan that would prohibit us from developing design guidelines or updated subdivision design guidelines at least using that as guiding steps in the interim.

Mr. Spencer: To reply to Leroy, the reason I asked to put this on the agenda in some form, it wasn't clear to me who was looking after bike/pedestrian interests in these discussions and since we are the BTAC we could bring that discussion here. The other thing is maybe totally irrelevant in Santa Fe, what we did in Los Alamos is in 2010 we passed a policy for signs, streets and right of ways which essentially said that dovetail riding on a transportation development, put those two together, where people need to live or how are they going to get there and are we providing corridors to make those connections to basically make all modes possible. *(inaudible wording may not be accurate)*

Mr. Redner: I don't know who to address this to, I'm not a government person I'm trying to be practical person and I want to tell you of a couple case studies; a couple of months ago I was bicycling down Zia Road and Old Pecos Trail and made the mistake, when you get to Old Pecos Trail it turns to dirt and then it turns to nothing. 50 yards of a trail could make a big difference, how do we advocate for those types of infills that could make a big difference. He provided an additional example. How do we advocate for specific things we could see to help bicyclist?

Ms. Johnson: A lot of that depends on if there is any existing legal right to extend that road and then it is part of a capital improvement process. That largely falls under the Public Works Department and a lot of that infrastructure is often built by developers as well, so we have many miles of trails that were dedicated and built as part of the original development approval process. Also, arterial roads and perimeter roads as well as roads in the development come out of the development approval process. Sometimes you see dirt roads, those areas may have developed in the county as individual lot splits before they came in to the city and because they have already been divided and are not likely to be re-subdivided the city doesn't really have the authority to require additional right of way dedications and/or improvements because those are the trade off, you ask for a development approval, you have to make sure you meet current standard around the perimeter of the project as well as the interior of the project.

The Chair noted that she is familiar with the Lupita Rd. project and recalls that all those who live on Lupita Rd. did not want their street paved, a lot of it

too has to do with the neighborhood preference, in fact they went so far as to turn it into a one-way. They don't want it paved because it will become a thru street and they figured the gravel would discourage people.

Mr. Newhall: There was an unofficial social trail in between there that the owner allowed, basically Zia doesn't go through, at least you use to be able to ride through there, I did several times. The owners have now claimed it as private property, so we would need more than 50 yards we would need to acquire the right of way through there.

Leroy Pacheco: The property sold, and the new owner changed the rule.

Mr. Newhall: Things like bike racks, bike parking is required in new or major remodel businesses, who actually enforces that?

Ms. Johnson: Those requirements are reviewed as part of the plans that are submitted, it depends on the scale of the project. If it is over 10,000 sq. ft. and in some instances or over 30,000 sq. ft. in other instances it requires a development plan and that development plan goes through a formal public hearing process by the Planning Commission. Prior of getting to the public hearing it goes through staff review, it goes through the development review team process that Leroy referred to. After the development plan is approved construction drawings are issued and those are reviewed against the approved plans by staff and at the end of the day they are inspected. Because I have been with the city for a short time I can't speak specifically to the date, it looks like it was 2016 when we adopted the off street bicycle parking standards so many businesses were already built prior to the standards and that is why they don't include them. The code and the placement standards for the racks doesn't address somebody who is voluntarily doing it and that is where we might have some of these problems where people are placing the racks in inappropriate locations because they are not tied to a building permit they are not bound to an inspection.

Ms. Wellington: Again, I would like to know if we could have Mr. Aune lead a workshop for the Inspectors in Land Use Planning on the Bike Management Plan because we are in the second round of updating a really good bike master plan. It would appear that it is not read or used by people in power. In one section for instance, there is a thing about way finding signs and it says this is going to take you to the Railyard Park instead of it saying this is the acequia trail because it tells you where you are going. It is right in the bike master plan right now, the way finding signs is what we should be using and the signs that are out there is largely signs that send you to the Acequia Trail or the Rail Trail and it doesn't point you somewhere. If people could read or have it taught to them and digest it for the parts that are relevant so the inspectors and other people going through this are raising the awareness of how the Bicycle Master Plan is already written since we have spent a lot of money and time on

it and how it could be incorporated in to the land use planning and inspection processes.

Ms. Johnson: Just briefly, the master plan is for the MPO for the entire region. What hasn't happened yet, and it will happen is pulling out of the master plan what specifically applies to the city of Santa Fe and assigning roles and responsibilities for implementation. Once it is adopted that second pass will happen at the city level.

Regina Wheeler: Public Works has a big role to play in what you have been talking about, part of the Public Works Department is the Bus Transit System through the Transit Division. The Director of the Transit Division was the former planner at the MPO, one of the things that we put in to our budget this year was a Multi Modal Transition Plan Study, so we would like to have a planners help us address the items mentioned above tonight. The other piece is we do comprehensive planning when we do our roads so ideally we would have a really great sidewalk cross section, it would have a really good bicycle cross section, it would have way finding signage, and the constraints of right of way ownership, the constraints of budget you narrow that down to whatever we can fit on the road. We will continue to get better, the input from BTAC, the Bicycle Master Plan about incorporating into the projects that we do as we build roads, improve them and repair them, build trails. There is actually a way finding project in the capital improvement plan for the Guadalupe downtown district area because that is a densely used area, we definitely are going to get better at incorporating those plans in to our work.

Chair: Thank you for your presence here today, the bottom line here is BTAC members and specifically bicyclists have very great interest in how the city's plan has developed. I mentioned earlier awareness, I think as you go about your daily business and your work there is another component that advocates here for bicycles, bicycle safety and general transportation as it relates to bicycles. Anything you can do to help out, would certainly be appreciated and if you have suggestions or ideas for presenting to this body in the future we are all very interested in what you have planned and what kinds of things you want us to know about so we are knowledgeable about what our city is doing to further the cause of our trails and bicycles.

10. ACTION ITEMS

- a. Public Service Announcements and other media and education outreach regarding bicycle safety ordinances and resolutions (Jennifer Wellington, BTAC Member and BTAC Education Subcommittee)**

The Chair stated that this is an item that BTAC has to work on and might not have a resolution tonight, the 5' and Bicycles Can Use Full Lane Ordinance that just passed requires that the city provide education to motorists, pedestrians about bicycle safety and specifically the two items mentioned in

the ordinance. So that the general public knows of the 5' requirement and is also aware that bicyclist can use the full land and that is the purpose of this item is to begin discussions about complying with that particular section. Jennifer that falls within your committee and thank you for putting something together for us tonight.

(Ms. Wellington's bicycle safety campaign plan was distributed to the BTAC members)

Ms. Wellington: I found this review of bicycle safety campaigns put together from other cities and wasn't familiar with the foundation but is interested to find out more about it as their study is very interesting. One of the important messages is that we need more bicycle safety campaigns and fewer informational acronym heavy outreach efforts. Ways to personalize that, (page 2) you can see the signage prices, full size people with the bicycle on foam cork, being able to put them in schools or in front of police department and working with other people we could create with a cut out and you could stand behind it and take your picture. It would reflect your neighbor, your family member, your friend behind that bicycle. Some do speak to motorcycle safety. Jennifer and BTAC followed the plan as they reviewed. We have an opportunity to create some messages and looking forward to working with Constituent Services or Communications staff to figure out what options we have, what kind of funding is available, and mechanisms are available for YOU Tube and twitter, people's water bills, bus routes or other levels of advertising. There is also a ½ size flyer, Bicycles are Vehicles to an emphasizing the respect and if we could ask car sales people to put them in new cars. Possibly give information out when you take a defensive driving class. This is more of a discussion item and Ms. Wellington asked if anyone wanted to be on the Education Sub-Committee. Rachel Wexler and Tom Sharpe volunteered.

The Chair stated that she appreciates this information and said it is good to start someplace. The expectation is that the sub-committee look at the ordinance and recent items that were passed and amended and come up with as many bulleted points as you would like and how would we address the education that needs to speak to the ordinance. We need to address that to comply and everything else is important. If you can come to BTAC with bullet requests, we can discuss with staff and get them in to the division process, evaluate cost, what can we reasonable afford to do, somethings could be free for example YOU tube. If we had a good videographer that could do some of these things for us. There are a lot of things we could do through the city and it would have to be things that BTAC recommends and we have to refresh it. The Chair likes the ideas presented and she looks forward to ideas that the sub-committee brings forward. She would like to have SFPD involved as they do a lot of public releases.

Sgt. Lopez: SFPD – I am in charge of the Bike Unit, unfortunately we are down to two bike units and they are on patrol. We only have one memo of interest asking to get the team back up. For awareness I have looked into a device that was a recommendation from the International Police Bike Association for the 5' to do an operational plan with the motor team. They are coming back to the Support Operations Division and once we have the Bike Team and Motor Team back to the division we will do an operational plan with that device if we are able to obtain one. It is code access and it costs about \$2000 a piece and the Sgt. is still waiting on the update. For awareness one of the best places is to go to the bike shops, the rental shops, provide them with pamphlets describing the city ordinance and bike safety awareness material.

Ms. Wellington: On the day that Bike Week starts in May, we will have a bike swap at part of that and wondered if SFPD could have a booth there and talk about motorist and bicycles, a message about bike friendly motoring.

Sgt. Lopez will check with scheduling and will make an effort to reach out.

Ms. Wellington: We like the police on bikes, but they are not the ones that can enforce the safety on the roads, what we need is the control unit, the patrol officers.

Sgt. Lopez said that the patrol officers right now are calling to call so it is hard to set up an op plan now that the motor team is coming back we will try to get one done.

The Chair asked if the signs are up or replaced.

Mr. Pacheco said he did not think they were replaced, and this would be a good piece for the sub-committee to follow up on. The resolution had a time frame for implementation.

Melissa Cordell: Crime Analyst for SFPD – last year there was a request more specifically for bicycles on railroad tracks for those who weren't here and haven't seen the report. What the bicycle crashes have been like, we were able to go back and do a 3-year study which went back to basically March 1, 2015 thru February 28, 2018. What the analysis basically showed was that it was a 50/50 on bicyclist failing to yield and traffic failing to yield to the bicyclist and as far as to who had the fault and how the crashes were happening. One of the questions that was recently asked was if we could do an update to that, we have another year of data. The initial thought was maybe we could, and I took a quick look, I didn't take an analysis on it. This past year through this morning there have been 24 bicycle crashes since March of last year which is even lower than the first year that the data was initiated. Doing an analysis of this past year really and truly would not benefit

or give you any further guidance than what the 3-year analysis did. With the concept of doing this educational program, the suggestion from the analytical point of view would be get the educational program up and running and implemented, do that for the 3-years then we can go back and look at the time period before the educational program and time period after the educational program. Ms. Cordell stated that for her to do it would have to be that type of a break, if the BTAC is wanting that 1 year analysis it will fall to the Sgt. to do or we can get you the data as to what the crashes were and whoever you would want to take lead and do that. Quite frankly I have 4 analysis that have been sitting since October, I'm one person and I can only do so much at one time. That is the rough outline of this last year. Even without education luckily the crashes have been done but your problem area is the Cerrillos Rd. corridor is still where everything has been happening.

Sgt. talked about the crash that happened at Cerrillos Rd. and Cristos, the education will be beneficial to all cyclists. One cyclist was travelling in the opposite direction in the bike lane at Cerrillos Rd. and Cristos and a vehicle was backing out of the auto park, the cyclist struck the vehicle and went over the top. Education would be beneficial before another analyst report is done, before the education and after the education.

Ms. Wexler: I continue to hear about BTAC should make a marketing plan and follow up to make sure that the signs are up, I am confused as to what our role is in these processes. On one hand we are being told we don't have the power to do anything on the other hand we are being told we should take on these tasks that are not within our purview. I used to work for the city of Santa Fe Water Conservation and perhaps we should have a conversation about revising the ordinance. Because the Water Conservation Ordinance very clearly has marketing measures in it and she gave a good example. There were measures with communicating with the public and were about the ordinance and what was required and that means everyone was being educated and the staff member owns that job. I'm confused as to what staff owns this 5' ordinance and 5' marketing and enforcement.

Mr. Pacheco: Excellent question and this is why we have Constituent Services and Public Works staff. BTAC is an advisory committee to the Mayor and the governing body so you do not have any direct work responsibilities for implementation that would be city staff. That is why we brought Constituent services who may inherit some of the roles but BTAC will help the governing body articulate what the bigger picture plan might be so staff can first of all be directed through management and have appropriate budgets done. In some of these cases they are there already, as the Councilor mentioned, some of them are already in place and we are prepared to do that. There is some confusion about the 5' and the share the road and bikes have full lane, there is some overlap, it has already been done and it is budgeted, and traffic engineering staff is clearly responsible to get that implemented. It

would be wise for the education committee to work with staff and understand where it is at. Constituent services has the media videographer, Joe Abeyta and he might be working in a vacuum until the plan or the big picture are articulated. He can be invited to hear the big enforcement piece and staff needs clear direction to focus so decisions can be made at higher level.

Ms. Wexler asked if there was a suggestion of staff that the Education Committee should be reaching out to?

Mr. Pacheco: I have tried to bring them here, Police, Constituent Services and Public Works and the action that could be taken is that they be identified at a very specific high level meeting. It is good to have the Education Committee come back as the gathering of information and staff reals of you would be working with. I brought the staff that are generally involved, the issues you've discussed, media, signage, ordinance and enforcement and they are disbursed between these three departments.

Ms. Wexler said she believes it should be next month because she said in Part III there are some specific message and she would like to hear from the gentleman from Constituent Services about what the possibilities are or how he sees us working together.

The Chair interjected two things; 1) it needs to be understood that before anything goes to staff it has to come to BTAC, we as a group need to agree on the approach to the educational items that we are going to endorse, then we go to staff and ask that they come back with a plan, estimate the cost and what can we reasonably bite of; and 2) constituent services, those positions just got filled, Jeremy Perea, he has been on the job one week. I welcome you to the podium, but I wanted BTAC to know this is his first meeting and indoctrination into the city.

Ms. Wheeler: The Public Works Department can lead the implementation of the Resolution and we would be happy to work with BTAC on the messaging of the public information. Bob works for Public Works, we will develop a plan and be looking for the wording for the messaging.

The Chair asked if anyone on BTAC needed clarification about where we need to go on education.

Ms. Wellington: My intention of the Chair of the sub-committee would be to come back here in a month much more specific messaging and that having to be able to meet with Ms. Wheeler's staff. Ms. Wheeler said she and her staff would be available to meet but would like more reiteration than one month for the final messaging, I think we should meet and draft a proposal and bring it back to BTAC once or twice.

Chair: I would suggest that as your sub-committee works on this that if you have questions about something, that you come back to this body with your ideas that you would like us to buy in to, than when we have agreed this is what we think we like, on a first try as we may not agree and it will be a continuation, we will give it to staff and say come back to us with whether this is reasonable, how much does it cost, how soon can it be done, who will do it, that type of plan. I don't want to waste staff time when we haven't agreed on where we are going with it. I understand that you may need clarification on some of your ideas before you bring them to us. To get into meetings and all this is not a good use of staff time. Questions and such is good, bring back to us what you are thinking. Does BTAC endorse this then we turn it over to staff.

Thank you.

11. BTAC SUBCOMMITTEE COMMUNICATIONS (On Road and Education)

No report.

12. STAFF COMMUNICATIONS

Good-bye Leroy, welcome Bob.

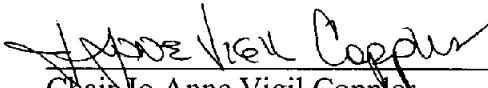
13. COMMITTEE COMMUNICATIONS

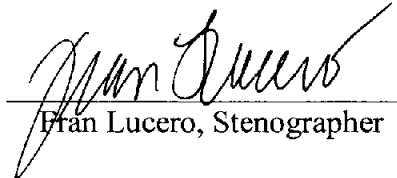
None

14. ADJOURNMENT

There being no further business to come before the BTAC committee, the Chair called for adjournment at 7:10 pm

SIGNATURE PAGE:


Chair Jo Anne Vigil Coppler


Fran Lucero, Stenographer