



# Agenda

## BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING

Wednesday April 17, 2019 5:00 p.m.  
City Hall – Council Chambers, 200 Lincoln Ave

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES FROM February 20, 2019
5. CITIZEN COMMUNICATIONS FROM THE FLOOR
6. COMMUNICATIONS FROM OTHER AGENCIES (5-minutes per agency)
  - a. Santa Fe Conservation Trust (SFCT); Reporting for City Trail Volunteer Coordinator (Tim Rogers)
7. DISCUSSION
  - a. Request for Approval to Re-Appropriate \$312,824 for Phase II of the Old Santa Fe Trail Bicycle Lane Project (John J. Romero PE, Engineering Division Director)
  - b. Santa Fe Bicycle Master Plan Update (Claudia Meyer Horn, Principal, Design Office)
  - c. Signage for Bicycle Route 66 (Stephen Newhall, BTAC Committee Member)
  - d. Resolution 2019 -\_\_ Electric Scooter Guidance (Jesse Guillen, Legislative Liaison)
  - e. Resolution 2019 -\_\_ Electric Scooter Prohibition (Jesse Guillen, Legislative Liaison)
8. BTAC SUBCOMMITTEE COMMUNICATIONS (On Road, Education)
9. STAFF COMMUNICATIONS
10. COMMITTEE COMMUNICATIONS
11. COMMUNICATIONS FROM THE CHAIR
12. ADJOURNMENT

**Next Scheduled Meeting for BTAC is May 15, 2019. Agenda & Packet Material due no later than May 6, 2019.  
Please submit via email [rmsiqueiros@santafenm.gov](mailto:rmsiqueiros@santafenm.gov)**

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at (505) 955-6521 five (5) working days prior to the meeting date.**

RECEIVED AT THE CITY CLERK'S OFFICE

DATE: April 10, 2019

TIME: 12:26 PM

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Approval of Agenda Clarification on 7E, says it is a Resolution it is actually a bill.	<i>Mr. Spencer moved to approve the agenda as presented, second by Mr. Sharpe, motion carried by unanimous voice vote.</i>	Page 1
Approval of Minutes – February 20, 2019 Corrections: Maria Lohman Page 3 - Bob's Title: Projects Administrator not planner Page 3 – last paragraph: <del>inhibited</del> exhibited Page 7 – last paragraph 7 <sup>th</sup> line: <del>very careful</del> carefully Page 9 – last paragraph 2 <sup>nd</sup> sentence: <del>hidden network areas</del> rather than barriers Page 10 – 3 <sup>rd</sup> to the last sentence at the end of line says load and it should be road Page 11 – using alternatives to “roads”	<i>Mr. Sharpe moved to approve the minutes as amended, second by Mr. Spencer, motion carried by unanimous voice vote.</i>	Page 2
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City of Santa Fe

# Bicycle and Trails Advisory Committee Minutes

April 17, 2019

Frances Lucero  
4/17/2019

DRAFT UNTIL APPROVED

**Bicycle and Trails Advisory Committee**  
**April 17, 2019**  
**5:00 pm – 6:30 pm**  
**City Council Chambers**  
**Santa Fe, NM 87501**

**1. CALL TO ORDER**

The Chair, Jo Anne Vigil Coppler, called the meeting to order at 5:05 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  
Khalil Spencer  
Tom Sharpe

**ABSENT/EXCUSED**

Preston Martin  
Sidney Redner  
Rachel Wexler

**OTHERS PRESENT:**

City Councilor Carol Romero-Wirth  
Regina Wheeler, Public Works Director  
Brian Kreimendahl, Bike Santa Fe  
Bob Siqueiros, Project Administrator  
Sarah Anderson, Staff  
Claudia Mayer Horn  
John Munoz, Parks and Recreation  
Richard Thompson, Parks Department  
Carol Johnson, Planning and Land Use Department  
Catherine Revard  
Matt Kreitman, Bike Santa Fe  
Fran Lucero, Stenographer

**3. APPROVAL OF AGENDA**

Clarification on 7E, says it is a Resolution, it is actually a Bill.

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

#### **4. APPROVAL OF FEBRUARY 20, 2019 MINUTES**

Corrections:

Maria Lohman

Page 3 - Bob's Title: Projects Administrator not planner

Page 3 - last paragraph: ~~inhibited~~ exhibited

Page 7 - last paragraph 7<sup>th</sup> line: ~~very careful~~ carefully

Page 9 - last paragraph 2<sup>nd</sup> sentence: ~~hidden network areas~~ rather than barriers

Page 10 - 3<sup>rd</sup> to the last sentence at the end of line says load and it should be road

Page 11 - using alternatives to "roads"

*Mr. Sharpe moved to approve the minutes of February 20, 2019 as amended second by Mr. Spencer, motion carried by unanimous voice vote*

#### **5. CITIZEN COMMUNICATION FROM THE FLOOR**

**Matt Kreitman - Bike Santa Fe**

I want to propose that the municipal code that governs cultural events on plaza, which is Municipal Code 23-51.2. be amended that all events should supply bike parking. Currently under the code eight cultural events are permitted each year. The Code requires that a detailed plan be submitted for each event as part of the permitting process. I suggest that the city designates an area around the plaza for bicycle parking. The suggestion is that the city purchase these bike racks, they could be paid for under Section K. Equally I feel that under the permitting process all the listed material should encourage and explain the many benefits of riding bikes to events.

**Catherine Revard, 369 Montezuma Avenue, Santa Fe, NM** - I am here as a Member of Bike Santa Fe and also as an attorney who represents injured cyclists. I would like to urge the city to decide to observe this November World day of remembrance for road traffic victims. This is a worldwide event, it is observed by scores of cities and countries around the world and it is dedicated to reflection on the carnage that occurs on our roads each year. There has been an alarming spike on casualties on our roads this year in New Mexico and Santa Fe County and this event we hope would inform the public, provide a chance to mourn and think of all the victims from road accidents, not just bicyclist, or pedestrians but those in motor vehicles as well. This would hopefully lead to more awareness and work towards making our streets safer for all we use them.

#### **6. COMMUNICATION FROM OTHER AGENCIES (5 MINUTES)**

**a. Santa Fe Conservation Trust (SFCT); reporting for City Trail Volunteer Coordinator.**

Tim Rodgers from the Santa Fe Conservation Trust. I want to recognize what Catherine requested, I lost my sister on March 9<sup>th</sup> in California as a pedestrian she was hit by a car. Mr. Rodgers wanted to share this personal note. March report includes the - City Trail Volunteer Coordinator (Santa Fe Conservationist), we are happy to say we are getting a weekly maintenance

work tape on La Tierra Trails, we did it this morning and every Wednesday morning from 9-12 we will be working on La Tierra Trails. We have been doing some follow up work on the Masters' Program and working around the wide trail between major trails heads as well as under the underpass. City parks provided a lot of stone for us to work with which has been helpful in areas where we have worked before. (Tim's report in packet). Upcoming events, Acequia & River Cruise which will be on Earth Day, April 27<sup>th</sup>. It will be a chance to take a ride from the Railyard Park under the Acequia Trail Underpass, we will make our way as far down Acequia as we can until we get to Meow Wolf on Rufina Street (flyer in packet). BTAC not meeting until mid-May, I wanted to mention some of the events in May, May 11<sup>th</sup> Bike Swap – ending at IAIA with a Bike Pow Wow. May 17<sup>th</sup> Bike to Work Day we will have a small fiesta behind the NM School for the Deaf. They are way into bicycles and they are working on their bike parking. Once more we had the Vamonos Santa Fe Walks Season and we are doing it again this year. It is done on 5 different tracks for 6 months from May-October. (Itinerary included) We want to get people out on these walks to acquaint themselves with the trails and parks. May 8<sup>th</sup> is National Bike to School Day and there will be an event at Chaparral School.

## **7. DISCUSSION**

### **a. Discussion regarding re-appropriation of \$312,824 for Phase II of the Old Santa Fe Trail Bicycle Lane Project, John Romero**

Sarah Anderson, Engineering Supervisor for Roadway and drainage.

I am here to talk about a budget Amendment Resolution for the Old Santa Fe Trail. This budget Amendment Resolution is intending to un-spec bond funds from previous house and GRT bond sales to finance this project along Old Santa Fe Trail. This is the second phase of the city's project, we completed the 1<sup>st</sup> phase in 2015 from Sun Mountain Road to Zia Road and the county completed a phase from the city limits to approximately El Gancho Way and this project would connect the two and provide dedicated lane 4 for bicyclists along this route. It was identified in the MPO's Phase A Prioritization List of Projects. We are open for discussion, it will go through Council for approval of the funds for construction.

The Chair asked Mr. Newhall if he is still involved in this project? Mr. Newhall said yes, he has had meetings with the sub-committee and Sarah will take the lead as she is the Engineer.

Sarah: The Public Works staff met with the subcommittee at the end of March and it was supported by all three members at the meeting as being beneficial to connect the constructed two projects. Mr. Newhall chairs this group.

Q: When reading the Resolution and it says County Line / at city limits?

Sarah: It should read city limits. It is approximately the city limits, near Zen Mountain Rd., by the curb. The project is a little over 1 mile.

Mr. Newhall: This is really a no brainer, we have big gains on both side of it with 1 mile for a small expenditure.

The Chair thanked Mr. Newhall for his work on the committee. Thank you for getting involved and giving input and advice.

**b. Santa Fe Bicycle Master Plan Update, Claudia Mayer Horn**

Claudia Mayer Horn: On behalf of Design Office, we were contracted with the MPO to update the document portion of the 2012 Bicycle Master Plan. This will come out for public review April 22nd meeting – end May 26<sup>th</sup>. Ms. Horn provided some of the takeaways and changes in this reiteration from the 2012 plan. We have tried to transition it to be more graphic and present some of the data using info-graphics so that it is more digestible. We have been trying to collect a lot of the data that was set as benchmarks from the 2012 plan and show what progress has been made by the benchmarks set from the 2012 plan and what's relevant now and setting targets. That is a big shift that you will see in this plan. Another thing we have done is updated the vision bicycle network. In the previous plan it was called the 2024 Vision Networks and now it is being repackaged as the 2040 Vision Network. That includes the trails and on road segments so they are reflected as what is existing now and what future segments are that need to be addressed for a complete network. Another thing being done is an updated A, B and C Project list. That was one of the most instrumental components of the previous plan that will again be part of this iteration. The MPO has worked to move that list into an interactive map. This plan will only provide a snap shot in 2019 of what the A, B and C projects are and priorities. The intention of the interactive map is that the MPO will update on a periodic basis will serve as the data base for the public and advocates to be able to track improvements and funding allocations and future needs for the bikeway network. A big part of what is different with this plan is a shift in looking at the bicycle, the needs of the bicycle network to address a bicycle community of all ages and abilities. Arguably the last plan was more focused on advocates and people who are more comfortable on riding the bike. Things have changed with planning for bicycles in the last 7 years so people have recognized if you really want to get people on bikes you have to make it safe to be able to go out with their families on roads, trails are for the most part safe for all users. This is a tool kit which is in the appendix which provides input on what these improvements might look at to accommodate all ages and abilities network. It is based on traffic



speeds and traffic volumes. For example, if you have a neighborhood street that posts 25 miles an hour and only gets 3000 cars average daily traffic, you wouldn't necessarily make any improvements on it, it is a typical neighborhood street. If you have a roadway like Cerrillos Road that posts 45 miles an hour and has between 12,000-15,000 you care going to have to take more extreme measures to make people feel comfortable on that roadway or provide a safer para-line route. That is something that is addressed with this Plan, trying to provide a network for all ages and abilities. We are collecting the feedback when Mr. Aune sends it out, we will by e-mail there will be a couple of events. The Public Review period overlaps with the Bike Week, there will be times when we have tables set up and provide venues for people to provide feedback on the plan. We may be having an Open House before the end of the public review period. The thought is with that schedule the Transportation Coordinating Committee (TCC) will review & the Transportation Policy Board will approve it sometime the end of June.

Mr. Newhall: Will there be an on line version of this be available?

Ms. Horn: Yes, normally the MPO puts it up on their website so we will have on line versions and as part of the public input of the project we did a survey and collected about 400 e-mails and will be sending out to BTAC members advocates that have been part of the planning and the general public to address people who may not have access to internet, we will have hard copies at city offices, library's, etc.

Mr. Spencer stated that they have put a link on their website as well.

Mr. Newhall: You mentioned Cerrillos Road which is wide and was recently widened even more; one of the problems that I see is that three of the worst roads and are not are bicycle friendly are Cerrillos, St. Michael's and St. Francis and are under state jurisdiction. What do we do to work with the State since it is in their jurisdictional control of these roads?

Ms. Horn: In part that is the role of the MPO to coordinate cross jurisdictions, that was probably wrong in my part to bring up Cerrillos Road as an example, volumes are too high and we have a network of urban trails that run parallel to Cerrillos. We would encourage people to ride the urban trails. To answer your question that is something that is preferable to do at the MPO level.

The Chair asked if there would be a FB page created.

Ms. Horn said she believes so. The Chair said to work with the Constituent Services Department who will try to get the word out.

**c. Signage for Bicycle Route 66, Stephen Newhall**

Mr. Newhall: Bike route 66 goes from Chicago to Santa Monica, CA and passes through Santa Fe (handout) and both Mr. Newhall and Tim worked with Adventure cycling in getting the road through all the way to the plaza. One of the difficult things we face is in a strange city where there are a lot of streets and cars and you are looking at this convoluted map. One of the things I would like to do is sign Bike Route 66 from the east side to the west side of the city. It would be very useful for touring cyclist particularly since we are trying to support the outdoor economy, we would have a new State Department we would work with. We are just starting and we would have to work with NMDOT. The other thing of this is it should be part of bicycle signage in the whole city. This is the start of the project that we are working on.

Mr. Tallman said that the signage in Europe gives locations and distances on how to get places.

Mr. Newhall said that there are plenty examples of this but we would probably be the first ones in NM to have this.

Everyone agrees to send Mr. Newhall on his way with his new project.

**d. Resolution 2019-\_\_\_ Electric Scooter Guidance, Jesse Guillen  
Councilor Carol Romero-Wirth (Present)**

Regina Wheeler, Public Works Director:

There is a new business model to bring scooters to the city. We wanted to take a moment to evaluate safety and the proper implementation for E-scooters in Santa Fe. The Resolution establishes that the E-scooters are banned until the city has an opportunity to evaluate how it should be implemented and we will be doing evaluations of other cities and what is happening there. There is a lot of safety data that is being collected on what is safe mobilization, how many accidents are happening. We will be doing the evaluation of the technology that the scooters are offering, the pricing, how would they be provided equitably across our city, there are some questions about that. Would they just be downtown, would it be just for tourist, would it help solve our commuter issues? We will be looking at where they can ride safely. We would then provide to the City Council for determination on if scooters should be implemented in Santa Fe and if so we would create regulations and a permitting process for scooter companies to comply with in order to bring their services to Santa Fe.

Councilor Carol Romero-Wirth, I am sponsoring these two Bills, one is an Ordinance which would ban the scooters and the other is a Resolution which would study them. Councilor Lindell is also a co-sponsor for them.

I wanted to be clear that the way this would work is we would give the city manager, Ms. Wheeler and staff time to study this transportation option and they would come back with a recommendation. That recommendation could go either way, they could base on all the things that they looked at say no, scooters are not appropriate for Santa Fe and there would be a ban in place and it would not go further. They could also come back and say, there might be a fit for Santa Fe and this is how we think it should look and we would try a pilot program and get experience with the scooters under those circumstances. If that went well then we would go forward with allowing them and we would have to repeal the ban. If the pilot project did not go well and our experience with them was not something that was positive we could then stop at that point as well and say the scooters aren't a good fit for the city and the ban would be in place. Councilor Romero-Wirth shared an Amendment she will be presenting at the City Council with regard to the Ban. (*language on page 2 of handout in packets*) The language says that electric scooters that are available to rent by a dock less or dock rental systems are prohibited of using public streets, sidewalks, public parks or any other public area unless the Governing Body improves the implementation of a 2-year pilot program by Resolution. Councilor is concerned about the language and will present the language as stated in her amendment. What her concern is that this language makes it seem that if the governing body approves an implementation of a 2-year pilot program then the ban would essentially go away and we would have not just a pilot program but the ability of these companies to come in and do their own programs or try out their scooters in Santa Fe and again we still wouldn't have rules for their operation. Councilor Romero Wirth said she will be proposing at the Council meeting this amendment which would say, "electric scooters that are available to rent from a dock less or dock rental system are prohibited from using public streets, sidewalks, parks or any other public area except if a pilot program is conducted between 2020-2021." Just to be clear that the only thing that would be allowed under this ban is the pilot program and no other things and the ban would stay in place if we repeal it in the instance that we find that scooters are not compatible with the city. Councilor Romero Wirth asked for feedback.

Mr. Tallman: It seems like the basis for this is that there is some presumption that Santa Fe is different from other cities and we can't look at best practices. What makes Santa Fe special or what questions do you have that may apply here that aren't already known?

Councilor Wirth: For one right now, we don't have any rules on how these scooters could be operated here or where they could be operated and we want to take the time to learn from the experience of other cities, what they have done to handle some of the things that people find annoying

about them, take the time to study where the city would want them, do we want them everywhere or are there particular places to have them.

Ms. Wheeler: I would add that we don't think Santa Fe is special, actually most of the cities that have the scooters are dealing with serious issues related to them, they are dealing with accidents, injuries, littering of the sidewalks. I visited Santa Monica recently and there are hundreds of scooters lying all over the sidewalks, littering the entire town, you only see people riding them once an hour, there isn't that much utilization. We aren't different a number of cities are dealing with this. City of Albuquerque just released theirs and implemented a stringent set of policies which has had a couple of scooter companies back up.

Mr. Tallman: It seems to me that this is a very vague and general fear that something is going to happen here that isn't happening in other cities. I don't think the Resolution has been presented clearly. I don't know if a pilot program is going to reveal anything here in Santa Fe.

Councilor Romero Wirth – Just to add to that, the CDC has characterized scooters as a public health hazard and I agree that we will have, if we decide to do this, the same problems and that is exactly the point; we want to catalog those problems and see if there is a way to address those things. If there is, then we would like to get some experience with it, that is the reason for the pilot project and it is something that we would move in to establish rules. What this is mostly set forth to do is to prevent a rogue drop. That is where one morning you wake up and there are one, maybe more scooter companies operating in the city dropping their scooters wherever they decide they want to have them and we don't have any way to regulate or make sure they operate in safe ways. Since this was introduced and it has gotten new coverage, Councilor Romero Wirth said her e-mail is completely blown up with people who are very concerned about the safety and locations of these scooters and hoping that we won't allow them and if we do allow them that we have strict regulations to protect the public and make them safe.

Regina Wheeler: There is also a rapid evolution of the technology as this is occurring so being a business model was to drop and learn, they are making the wheels better to try to make them safe, they are trying to have better technology to have them stand up better. Maybe in the process of us evaluating them and developing our regulations it also gives us the technology and opportunity to evolve. It could actually result in setting it up for a positive experience with if it were possible. There is another side benefit of our measured approach.

Mr. Spencer: Are there clear legal definitions of how these scooters are treated, are they vehicles or device? We know what bicycles are. Define scooters.

Councilor Romero-Wirth: The Bill defines a scooter and what it is, and a part of the study will look at how we classify these things. I believe some cities have allowed scooters on sidewalks and some have said no to the sidewalks but only to the streets. Back to the technology question, they do this thing where they can GEO fence if you wanted to keep them in one area, say the Railyard they would stop operating 1 block from that point they stop working. We need to take the time to look in to all of this.

Mr. Spencer – Santa Fe streets are very narrow and we can't change Santa Fe. We need to study before we open the flood gates.

Jennifer Wellington: I also agree that this is a good pro-active approach to see if scooters are a good fit and if they will fit in. I have also experienced these scooters in San Diego and saw where they are left everywhere.

Mr. Newhall: I agree we should wait and look. Would it be legal to ride one on multi use trails? I would think technically not since it is a motorized vehicle. Speeds would probably be similar to bicycle speed. We should look into this further.

Mr. Tallman: My impression is that it is a reactionary bill, I think it is overly conservative in trying to regulate something that you may at one point welcome in to our city. One of the big concerns is having a sudden drop, I would like to see that addressed in maybe a moratorium for 6 months until you develop best practices. You could then evaluate if you have seen some of these things in other cities and see how they have dealt with them. Are we going to pre-emptively adopt best practices here in Santa Fe and then other problems will arise and deal with them? That would make more sense to build a business environment where a company whose return may take longer than 2 years to reach a profit in doing business in Santa Fe.

Mr. Spencer: This is probably a legal question, if we didn't do this and we just allowed them to be used without any restrictions or any study, who would hold liability say if tourist was hit on the plaza or a user has an incident in an off-set sidewalk? Do we have any guidance from city legal?

Councilor Romero-Wirth: That is another thing to look at. No answer to that question.

Jennifer Wellington: I see the term electric scooter listed here and on line 25, first page it says *electric scooter prohibited*. I think what we are

talking about is a rental program because the electric scooters are privately owned are already here as well as bicycles. I also have been passed by electric scooters and bicycles on the trails and have seen them on the roads and I know that the technology comes before the regulation. Is anyone in the city looking at regulating the electric bikes and the electric scooters, the ones that are privately owned. I do see that there are dangers in our trails.

Councilor Romero Wirth: This is not meant to regulate the use of private scooters, that is not to say we won't have rules about them down the road if we decide to incorporate rented scooters. To your point it does say electric scooters that are available to rent by dock less or dock units are prohibited from using public streets, sidewalks or other public areas. We have qualified the types of electric scooters that we are targeting in this instance.

The Chair stated two concerns that she has; one has been brought up which is the liability. She is very concerned about what liability the city will incur as a result of accidents that are on a sidewalk, a crash, the scooter person riding it gets hurt, uneven sidewalks, crashing in to a person riding on the sidewalk and they get hurt. I suppose the scooter companies could have deep pockets but maybe the people consider the city having deep pockets. That is a great concern. The liability, I would hope that the city would have that protected on what we do and the other would be some guidance on the scooters about obeying traffic laws, traffic signs, there are some people that indicate that bicyclists don't obey traffic signs, real or not, I imagine scooter travelers might see it as a free for all, those are the two big concerns. As a point of interest, there is an excellent series on South Park on e-scooters and it is very interesting and it does raise every issue brought up here tonight.

Councilor Romero Wirth also stated that the Scooter Companies are very interested and concerned about public safety and have gone so far as to pass out helmets for instance when they introduce them to a community, there is some talk about having a helmet attached to the scooter and also a lot of ideas on how you do training and public education so they are operated in a safe way. Should we go forward with doing scooters in a pilot project or adopt them as something that the community wants to see in particular places, we will be partnering with the scooter companies, they very much want to work with us in developing the matter in which they are introduced so that may address some of your concerns.

**e. Resolution 2019 - \_\_\_ Electric Scooter Prohibition, Jesse Guillen**  
(Spoken for above in Item d.)

Mr. Spencer – As we go through this study period, will the city be coming back to the Board with updates?

Ms. Wheeler: Yes, we can do that.

The Chair asked what Council meeting this will be presented?

Councilor Romero Wirth – Yes, scheduled for a Public Hearing on May 8<sup>th</sup>, this is the last stop for committees. Public Hearing usually in the evening session, begin at 7:00 pm.

**8. BTAC Sub-Committee Communications (On-Road Education)**

Mr. Newhall had meeting with the sub-committee and the Engineering Department to make St. Michael's Drive more bicycle friendly. The city has been involved in talking with the state about changing the sharing of the road and making the roads more bicycle friendly. This is important as Mr. Newhall lives and works off of St. Michael's Drive and he avoids riding his bike on St. Mikes. Mr. Newhall has also talked to Ms. Wheeler about getting traffic lights for bicycle trails, long term process.

Jennifer Wellington – Education has not met. One of the things that has happened there have been two sessions of smart cycling bicycle class and Tom Sharpe is a graduate from that.

LCI seminar coming the 1<sup>st</sup> weekend of May. 8 of the 13 are from Santa Fe and this will be a good link in to SFPS.

**9. STAFF COMMUNICATIONS**

May 15<sup>th</sup> next meeting.

**10. COMMITTEE COMMUNICATIONS**

Earth Day – April 27<sup>th</sup>

Bike Santa Fe will have a booth at the Railyards celebration.

May 11<sup>th</sup> bike swap starting up bike week

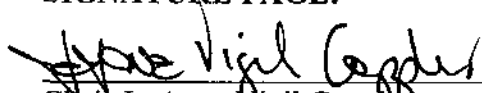
**11. COMMUNICATIONS FROM THE CHAIR**

Overview of packet will be able to be viewed prior to meeting.

**12. ADJOURNMENT**

There being no further business to come before the BTAC committee, the Chair called for adjournment at 6:30 pm

**SIGNATURE PAGE:**

  
Chair Jo Anne Vigil Copple

  
Fran Lucero, Stenographer