



# Agenda

CITY CLERK'S OFFICE

DATE 6-20-12 TIME 1:30 pm

SERVED BY [Signature]

RECEIVED BY [Signature]

**PUBLIC WORKS/CIP & LAND USE  
COMMITTEE MEETING  
CITY COUNCIL CHAMBERS  
MONDAY, JUNE 25, 2012  
4:45 P.M.**

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF CONSENT AGENDA
5. APPROVAL OF MINUTES FROM JUNE 12, 2012 PUBLIC WORKS COMMITTEE MEETING

**INFORMATIONAL AGENDA (20 minutes)**

6. RECREATION DIVISION PRESENTATION (MARTIN LUJAN)
7. BACKGROUND AND SUMMARY REGARDING CIP HIGH SPEED INTERNET PROJECT (SEAN MOODY)

**CONSENT AGENDA (15 minutes)**

8. PASEO DE PERALTA/WASHINGTON AVENUE INTERSECTION IMPROVEMENTS SCOPE OF WORK (JOHN ROMERO)
  - STAFF REPORT
9. CIP PROJECT #844B - CAMINO DE LAS CRUCITAS BICYCLE & PEDESTRIAN IMPROVEMENT PROJECT (LEANN VALDEZ)
  - REQUEST FOR APPROVAL TO CONSTRUCT IMPROVEMENTS USING BID NO. '12/02/B ON CALL ROADWAY & TRAILS CONSTRUCTION SERVICES AGREEMENT WITH TLC PLUMBING & UTILITY IN THE AMOUNT OF \$377,878.92 INCLUSIVE OF NMGR

**Committee Review:**

Finance Committee (Scheduled)

07/02/12

Council (Scheduled)

07/11/12

10. SANTA FE MUNICIPAL AIRPORT (**JIM MONTMAN**)

- REQUEST FOR APPROVAL OF AWARD OF AUTOMOBILE RENTAL CONCESSIONS RFP NO. '12/22/P TO THE HERTZ CORPORATION AND AVIS RENT A CAR SYSTEM, LLC
- REQUEST FOR APPROVAL OF A TERMINAL AUTO CONCESSION LEASE AGREEMENT WITH THE HERTZ CORPORATION
- REQUEST FOR APPROVAL OF A TERMINAL AUTO CONCESSION LEASE AGREEMENT WITH AVIS RENT A CAR SYSTEM LLC

**Committee Review:**

Finance Committee (Scheduled)  
Council (Scheduled)

07/02/12  
07/11/12

11. SANTA FE MUNICIPAL AIRPORT (**JIM MONTMAN**)

- REQUEST FOR APPROVAL OF AWARD OF CONTRACT TO MOLZEN-CORBIN & ASSOCIATES FOR ENGINEERING, ARCHITECTURAL AND PLANNING CONSULTANT SERVICES FOR THE SANTA FE MUNICIPAL AIRPORT UNDER RFP '12/21/P IN THE AMOUNT OF \$3,239,097.44

**Committee Review:**

Finance Committee (Scheduled)  
Council (Scheduled)

07/02/12  
07/11/12

**DISCUSSION AGENDA (20 minutes)**

12. CIP PROJECT #859A – ST. FRANCIS CROSSING FROM ACEQUIA TRAIL TO RAILYARD (**LEROY PACHECO**)

- SUMMARY OF ALTERNATIVES, PUBLIC OUTREACH
- REQUEST FOR DIRECTION

**Committee Review:**

Finance Committee (Scheduled)  
Council (Scheduled)

07/02/12  
07/11/12

**PUBLIC HEARING (30 minutes)**

13. REQUEST FOR APPROVAL OF A RESOLUTION DIRECTING CITY TRAFFIC ENGINEERING STAFF TO IMPLEMENT, ON A ONE-YEAR TRIAL BASIS, ONE-WAY TRAFFIC ON CANYON ROAD EASTBOUND FROM PASEO DE PERALTA TO DELGADO STREET (**COUNCILORS IVES AND WURZBURGER**) (**JOHN ROMERO**)

**Committee Review:**

Finance Committee (Approved)  
Council (Scheduled)

06/18/12  
06/27/12

14. MATTERS FROM STAFF (**5 minutes**)

15. MATTERS FROM THE COMMITTEE (**5 minutes**)

16. MATTERS FROM THE CHAIR (**5 minutes**)

17. NEXT MEETING: **MONDAY, JULY 9, 2012**

18. ADJOURN

**SUMMARY INDEX FOR  
PUBLIC WORKS/CIP & LAND USE COMMITTEE**  
June 25, 2012

<b>ITEM</b>	<b>ACTION</b>	<b>PAGE</b>
1. Call to Order	Convened at 4:45 p.m.	1
2. Roll Call	Quorum Present	1
3. Approval of Agenda	Approved as amended	1
4. Approval of Consent Agenda	Approved as presented	2
5. Approval of Minutes June 12, 2012	Approved as presented	2
INFORMATION AGENDA		
6. Recreation Division Presentation	Postponed to July 9, 2012	8
7. CIP High Speed Internet Project	Postponed to July 9, 2012	8
CONSENT AGENDA LISTING	Listed	8-9
PUBLIC HEARING		
13. One-way traffic on Canyon Road	Postponed with directions to staff	2-8
DISCUSSION/ACTION		
12. St. Francis/Acequia Trail Crossing	Postponed to next meeting	9
14. Matters from Staff	None	9-10
15. Matters from the Committee	Discussion	10
16. Matters from the Chair	None	10
17. Next Meeting	Set for July 9, 2012	10
18. Adjournment	Adjourned at 6:00 p.m.	10

**MINUTES OF THE**  
**CITY OF SANTA FÉ**  
**PUBLIC WORKS/CIP & LAND USE COMMITTEE**

**MONDAY, JUNE 25, 2012**

**1. CALL TO ORDER**

A regular meeting of the Public Works/CIP & Land Use Committee was called to order on the above date by Chair Rebecca Wurzbarger at approximately 4:45 p.m. in City Council Chambers, City Hall, 200 Lincoln, Santa Fé, New Mexico.

**2. ROLL CALL**

Roll Call indicated the presence of a quorum as follows:

**MEMBERS PRESENT:**

Councilor Rebecca Wurzbarger, Chair  
Councilor Christopher Calvert  
Councilor Peter Ives  
Councilor Ronald S. Trujillo

**MEMBERS ABSENT:**

Councilor Christopher Rivera

**STAFF PRESENT:**

Mr. Isaac Pino, Public Works Director  
Bobbi Mossman, Public Works Staff

**NOTE: All items in the Committee packet for all agenda items were incorporated herewith by reference. The original Committee packet is on file in the Public Works Department.**

**3. APPROVAL OF AGENDA**

Mr. Pino requested item #6, Recreation Division Presentation to be postponed to July 9, 2012 and to move up item #13, Public Hearing on one-way traffic on Canyon Road right after consent agenda.

**Councilor Ives moved to approve the agenda as amended. Councilor Calvert seconded the motion and it passed by unanimous voice vote. Councilor Trujillo was not present for the vote.**

#### **4. APPROVAL OF CONSENT AGENDA**

**Councilor Calvert moved to approve the consent agenda as presented. Councilor Ives seconded the motion and it passed by unanimous voice vote. Councilor Trujillo was not present for the vote.**

Councilor Trujillo arrived.

#### **5. APPROVAL OF MINUTES FROM JUNE 12, 2012 PUBLIC WORKS COMMITTEE MEETING**

**Councilor Calvert moved to approve the minutes of June 12, 2012 as presented. Councilor Ives seconded the motion and it passed by unanimous voice vote.**

#### **PUBLIC HEARING**

#### **13. REQUEST FOR APPROVAL OF A RESOLUTION DIRECTING CITY TRAFFIC ENGINEERING STAFF TO IMPLEMENT, ON A ONE-YEAR TRIAL BASIS, ONE-WAY TRAFFIC ON CANYON ROAD EASTBOUND FROM PASEO DE PERALTA TO DELGADO STREET (COUNCILORS IVES AND WURZBURGER) (JOHN ROMERO)**

##### **Committee Review:**

Finance Committee (Approved)

06/18/12

Council (Scheduled)

06/27/12

John Romero presented the request.

Chair Wurzburger asked how many from the public would speak on the issue. About 15 hands were raised.

Chair Wurzburger explained the procedure to be used for public comment.

Mr. Romero said City staff received a request several years ago from Council to address two-way traffic and on street parking at the lower end of Canyon Road. He attempted to show the lack of room for two cars to pass which led to the recommendation about no on-street parking there. They looked at crashes and did traffic counts each way and then had an ENN meeting on May 9<sup>th</sup> at the downtown library that had very good attendance and lots of people speaking on both sides of the issue (about equal numbers). There was a petition in the packet against one-way only traffic.

Because of the ENN had so many both for and against and because it was high profile he thought it would be best addressed through a resolution.

Staff recommended one-way eastbound only because only 22% of the traffic was westbound. They also felt they could reduce crashes on Canyon Road with one-way traffic. The Finance Committee asked for public hearing at Council also.

Councilor Ives asked about the percentage of traffic each way.

Mr. Romero clarified that 22% were west bound vehicles and the remainder was eastbound. They were from several counts and last week's count showed about the same split. For the line of sight at Paseo de Peralta they relied on the federal policy book for the procedures they used. They took into account the speed on Paseo de Peralta and determined how far downstream the traffic needed to be seen and that was what the staff recommendation was based on.

Councilor Ives asked him to explain about the AASHTO figures used in the crash history.

Mr. Romero explained that AASHTO was the federal standard for highways and roads and recently published a highway safety manual and had several useful tools for traffic engineering. The manual covered many types of intersections and took all kinds of characteristics into account and how much speed was involved determined what to count on. In the last seven years of crash data there were 13 crashes at Canyon Road at Paseo de Peralta which was higher than the AASHTO prediction. The actual numbers yielded 1.86 crashes per year where the AASHTO prediction was 1.72 crashes per year.

Councilor Ives asked if that tool was used by the City to evaluate all traffic at city intersections.

Mr. Romero said it was one of the tools they used.

Chair Wurzbarger gave directions to those who wished to speak.

Mr. Mark Greenburg, owner of Greenburg Fine Art at 205 Canyon Road. He had heard a lot of talk that merchants wanted this resolution for more parking on the street. That was not the case. Merchants just wanted more safety. He had lived at the beginning of the Road for 9 years and had seen the accidents and near accidents; fighting and near fighting and lots of cursing. It was a dangerous situation. The two-way traffic was just one aspect. Another was when you leave Canyon Road onto Paseo de Peralta there was not enough view sight line to the left and it was easy to get clipped by a car coming down the hill on Paseo de Peralta. Also at the southeast corner of Canyon Road coming down Paseo and turning right onto Canyon Road, the curb jutted out considerably so the cars had to swing wide and accidents happened when cars were coming down Canyon Road. There was one 3 nights ago. The car coming down Canyon Road had to go up onto the curb and knocked down the Canyon Road sign again.

Mr. Dan Guy was a permanent owner at 438 Plaza Chamisal. He was opposed to the change because although he realized there was a major problem and had been a part of it several times. The turn onto Acequia Madre there was a difficult area. It was almost impossible to get out of Plaza Chamisal until they got the triangle sign and that had been a blessing to residents of Plaza Chamisal. But with this there would

be a lot more traffic dumped on Acequia Madre and Plaza Chamisal residents would not be able to get out. He urged Councilors to think about the pedestrian risk as well. The sidewalks on Acequia Madre were almost nonexistent. It was dangerous to walk there. In a tradeoff between accidents with autos and pedestrians being harmed the Council should lean to the pedestrian risk instead of crash risk.

Mr. Jean Jacques Baptist, 223 Canyon Road, and had observed the same problems there for 10 years. Someone had to back out and sometimes get in serious arguments. Most people on Canyon Road would like one-way but those living on other streets nearby were against. The actual traffic on Canyon Road would benefit by one-way traffic.

Ms. Connie Axton, Ventana Fine Art at the corner of Garcia and Canyon Road. They had two choices - make it one-way for a one year test or keep it two-way and eliminate all parking. Pedestrians should be considered first because people loved to walk that half mile. Thank you for considering it.

Mr. Herb Lotz, 353 East Alameda, said he would like to see it remain two-way. He said it bottlenecked between DeVargas and Paseo and there were 11 off-street parking spaces that were turned into areas of merchandise display. One could see where the parking used to be. There used to be two parking at the restaurant at 223 Canyon Road and 4-5 spaces at Streets of Taos that now were displays for merchandising. There were 2 on Paseo de Peralta just before turning into Canyon Road that now showed sculptures. The use of those parking spaces might be a code violation. Streets of Taos objected to eliminating parking. They eliminated curb cuts.

He wanted to find out what started the change to make it one way in the first place. He never understood why it should be one-way. People on DeVargas would have to drive to Garcia or Delgado to get back to Paseo de Peralta when they lived 100 feet from Paseo.

Mr. Edward Gonzales, 200 block of Delgado, thought the only solution was eliminating parking on that part of Canyon Road. Last year DeVargas got so overgrown that he had called Chair Wurzbarger to have it trimmed. Just eliminating those cars would help him walk through there every single day. If there was a truck it would block traffic and eliminating parking it would be fine.

Mr. Bill Sauter, 570½ Garcia, said he drove that route every day and went down Canyon Road and turned left and sometimes the people parked there blocked two way traffic. A lot of times he had to go around when a truck was unloading there. If they eliminated parking there, people wouldn't have to do that.

Ms. Marilyn Bane, 622½B Canyon Road, was not even sure people fully understood the problem. She was concerned with eliminating parking because parking would go to the side streets in front of people's homes and cause more congestion. And making it one way would do the same thing. Think about impact on side streets as unintended consequences. She asked why not put a sign up to eliminating left turns on to Paseo. That would take care of some of the problems. Although people thought Canyon Road was one-way from Delgado up, they were mistaken. There were lots of cars that come back down because there were other entrances onto Canyon Road and they couldn't see any sign. People come out of Geronimos or the Compound and turn the wrong way. There once was a sign that was imbedded in a tree that could be

rehabilitated. There were also large numbers of bicycles coming fast down Canyon Road. Not long ago a 7 year old girl got hit by one. Pedi-cabs and skate boards also come down the wrong way. Her solution was to leave it the way it was and prohibit left turns on Paseo

Mr. Sagimaya Dandi, 1492 Upper Canyon Road, said he walked that street every night. He saw so many cars going the wrong way. It was very dangerous. Ms. Bane addressed the bicycles and he was immensely upset that bicycle violations were not enforced. In 1989 he told the City Council they didn't need stripes but did need a bicycle-pedestrian coordinator.

He said the City had never enforced speed limits on Paseo. They go 60 mph around that corner and it was a wonder there were not more crashes.

There was no parking allowed from Acequia Madre to Delora and that needed to be enforced. He had told the Council ten times that cars were parking there all the time. He gave kudos to Councilor Trujillo who walked this road with him.

Ms. Reggie Cox, 314 Delgado said it was good to see both of her councilors present. She had lived on Delgado over 35 years. When two cars parked in front of her house she couldn't see Canyon Road or Delgado when backing out of her driveway. The Council needed to know what it was doing to the neighborhood. She asked them to look hard at changing Canyon Road and Garcia and to not allow parking in front of their houses. There were children and elderly there and it was dangerous when you walk there.

Mr. Richard Sellers, Delgado resident for 40 years, was against the proposal to make it one-way. It blocked access to downtown and would congest Alameda and Palace and worst of all Acequia Madre. He didn't believe safety was proven to be that much of a problem. He got hold of police records that showed no accidents on Canyon Road since July, 2011.

He noted that Mr. Romero specifically mentioned the intersection at Paseo and no left turn and change of curbing might be better. Also the speed limit was just 5 miles less than the racetrack at Paseo. The pedestrian sign had no graphic of a walker.

Regarding bicycles, he never shifted the lane he was walking in without looking back because a bicyclist might run into him. Removing parking might help but only when done with speed enforcement.

He didn't know what the merchants' goal was but thought it was other than safety and to the detriment of several hundred residents.

Ms. Barbara Canfield, owner of Canfield Gallery at 414 Canyon Road until 2 years ago, said she didn't have any problem driving down that part of Canyon Road. Motorists took turns and people were very polite. The man on Acequia Madre had a point - especially going up Delgado - it was a very small turn. They should worry about the people more than the cars.

Ms. Corina Nordina, 332 Sanchez, said there were difficulties in this change to many neighbors in the

neighborhood. Traffic on Halona was just a little path that had become a traffic lane with great usage. The dimension of Acequia Madre forced traffic to back up when traffic was heavy on Paseo de Peralta. She walked the streets every day. Plaza Chamisal had only one exit and they had to wait lots of times. It was a very complex situation and the street layout didn't allow more traffic. Preservation of the historic neighborhood should be kept.

Mr. Robert Nichols, 419 Canyon Road, said he had lived there 45 years and at his present location for 33 years. There was another part of congestion on lower Canyon at the 400 block. Rarely did vehicles come down from Delgado so when there was a large vehicle coming up meant a standstill and frequently drove on the sidewalk. The one below was more serious and it was amazing how many turned from Garcia and accelerated down to avoid a bottleneck. He had seen two cars not giving up. Many times crashes were not reported. Eliminating parking was fine. It was kind of a dumb thing to do but the residents concerned about that could expect parking on other streets if not allowed on Canyon Road. One-way going west didn't make sense. Alameda didn't need more congestion. But the idea of staff was a great thing to try.

Mr. Raymond Herrera, 379 Hillside, said he had walked this area for 45 years. He had a petition here against it and gave it to staff. He mentioned a safety factor in winter coming down Garcia and making right turn onto Canyon Road would be a nightmare. Safety of people was more important than parking there. Eliminating parking there was best solution.

He asked with this trial if they were going to allow more parking there. It might end up being a permanent thing there. It would affect the surrounding neighborhood.

Mr. Anthony Garcia, born and raised on Delgado and experienced in traffic engineering, pointed out that there were 12-13 people speaking against one-way and 4 speaking in favor. He submitted a petition of 200 who were against it and other people were submitted at the previous hearing and now. A preponderance of people there wanted to keep it two way. He had submitted aerial photographs of Canyon Road striped as a two-way street and the resolution should say that would eliminate parking. There was a parking lot at 235 Delgado that was empty most of the time.

Galleries were open 7-9 and in winter it was almost completely dead. So one-way would inconvenience people year-round for what the 20% opponents wanted. His suggestion would take care of the problems. The second photo was of Canyon and Paseo and there were no crashes there since July 27 2011. The diagram provided for a left turn lane onto Paseo. He designed the first left turn acceleration lane in New Mexico. He also showed a photo of 4 lanes that were needed at Acequia Madre to get on to Paseo that had created a lot more problems.

Ms. Mary Bonney said the situation was not working and encouraged the City to try it for a year. It was not making Canyon Road a pass through. She asked the Committee to please hear those who were on Canyon Road. This was not a war between residents and homeowners but purely a safety issue on Canyon Road.

Mr. Rick Martínez said this was still a neighborhood. With right hand turns on Acequia Madre onto

Paseo traffic backed up. At Alameda often people had to sit through three lights to make a left hand turn. People were now using Martínez as an alternative. Closing two-way traffic on Canyon Road would add more traffic to the neighborhoods. Hillside was also very narrow. The solution was to protect the neighborhood not just businesses. Right hand turns were really causing the problem here.

Ms. Sue Sauter, 570½ Garcia, said the problem on Canyon Road was a problem or people wouldn't be here. For many years you could enter Manhattan Street at Paseo at the Fenn Gallery but it had been closed for many years and traffic backed up a lot. There was a school there and buses and people picking children up. If they couldn't get in at Canyon Road and couldn't get out at Manhattan she didn't know how people would get in and out of the Garcia neighborhood.

There were no other speakers from the public.

Chair Wurzbarger closed the public hearing and opened discussion to the Committee.

Councilor Calvert asked Mr. Romero if in the traffic manual was there a required width to allow parking on one or both sides.

Mr. Romero said a 20' driving width and 26' curb to curb was the fire code and for Canyon Road there the width did not meet the fire code requirements.

Chair Wurzbarger asked how long parking on both sides had been allowed.

Mr. Romero didn't have history but the oldest legible photo was in 1992 and it showed parking on both sides between Garcia and Paseo de Peralta. Right now there was an area where parking was not allowed and parking was evident there in the photo as well.

Councilor Trujillo asked what the width of Canyon Road was from Paseo to Garcia.

Mr. Romero said it was 18' at the tightest spot.

Councilor Trujillo asked how many parking spaces were allowed there now. Mr. Romero didn't know.

Councilor Trujillo asked if there was any weight restriction.

Mr. Romero didn't know but even if it had, it only prohibited cut through and allowed truck unloading.

Councilor Ives thanked everyone who came to speak. It was a vital part of the public process. Obviously many folks were passionate about their neighborhoods and didn't want to see changes without compelling reasons. As a result, he intended to ask many more questions and supported having one more public hearing at Council. He was not sure about another one at Public Works. It did help to have a lot of input to properly consider an issue like this. He was now better informed on the concerns and issues.

Chair Wurzbarger thanked the citizens for their input. She requested the Committee to postpone any action and refer this back to staff for consideration of left hand turns and legal precedent for parking and review the various plans that were submitted. She had lived on Acequia Madre for many years and was aware of backups and the ice problems. Her request was for a motion to table with direction to staff.

**Councilor Ives moved to postpone consideration of the resolution with directions to staff.  
Councilor Calvert seconded the motion.**

Councilor Trujillo asked for several things to be included in the directions to staff. He wanted to know the speed limit on that curve and about the stub out there. He wanted to know if it was better to keep that or to cut it so traffic could flow better there. He wanted to know how many parking spaces were there. If Council decided to make it one-way he wanted to know how parking would be changed and whether there was a weight restriction on that road.

Councilor Calvert requested that police put the speed van on Paseo de Peralta occasionally and get an indication of how much speed was happening. He didn't see that as a usual location for the speed van. He also wanted to know what alternatives for off-street parking existed and if Council eliminated the on-street parking what those locations might be.

**The motion passed by unanimous voice vote.**

## **INFORMATIONAL AGENDA**

### **6. RECREATION DIVISION PRESENTATION (MARTIN LUJÁN)**

This item was postponed to the July 10, 2012 meeting.

### **7. BACKGROUND AND SUMMARY REGARDING CIP HIGH SPEED INTERNET PROJECT (SEAN MOODY)**

This item was postponed to the July 10, 2012 meeting.

## **CONSENT AGENDA LISTING**

### **8. PASEO DE PERALTA/WASHINGTON AVENUE INTERSECTION IMPROVEMENTS SCOPE OF WORK (JOHN ROMERO)**

- **STAFF REPORT**

### **9. CIP PROJECT #844B - CAMINO DE LAS CRUCITAS BICYCLE & PEDESTRIAN IMPROVEMENT**

**PROJECT (LEANN VALDEZ)**

- **REQUEST FOR APPROVAL TO CONSTRUCT IMPROVEMENTS USING BID NO. 12/02/B ON CALL ROADWAY & TRAILS CONSTRUCTION SERVICES AGREEMENT WITH TLC PLUMBING & UTILITY IN THE AMOUNT OF \$377,878.92 INCLUSIVE OF NMGR.**

**Committee Review:**

Finance Committee (Scheduled)

07/02/12

Council (Scheduled)

07/11/12

**10. SANTA FÉ MUNICIPAL AIRPORT (JIM MONTMAN)**

- **REQUEST FOR APPROVAL OF AWARD OF AUTOMOBILE RENTAL CONCESSIONS RFP NO. 12/22/P TO THE HERTZ CORPORATION AND AVIS RENT A CAR SYSTEM, LLC**
- **REQUEST FOR APPROVAL OF A TERMINAL AUTO CONCESSION LEASE AGREEMENT WITH THE HERTZ CORPORATION**
- **REQUEST FOR APPROVAL OF A TERMINAL AUTO CONCESSION LEASE AGREEMENT WITH AVIS RENT A CAR SYSTEM LLC**

**Committee Review:**

Finance Committee (Scheduled)

07/02/12

Council (Scheduled)

07/11/12

**11. SANTA FÉ MUNICIPAL AIRPORT (JIM MONTMAN)**

- **REQUEST FOR APPROVAL OF AWARD OF CONTRACT TO MOLZEN-CORBIN & ASSOCIATES FOR ENGINEERING ARCHITECTURAL AND PLANNING CONSULTANT SERVICES FOR THE SANTA FÉ MUNICIPAL AIRPORT UNDER RFP 12/21/P IN THE AMOUNT OF \$3,239,097.44**

**Committee Review:**

Finance Committee (Scheduled)

07/02/12

Council (Scheduled)

07/11/12

**DISCUSSION AGENDA**

**12. CIP PROJECT #859A - ST. FRANCIS CROSSING FROM ACEQUIA TRAIL TO RAILYARD (LEROY PACHECO)**

- **SUMMARY OF ALTERNATIVES, PUBLIC OUTREACH**
- **REQUEST FOR DIRECTION**

**Committee Review:**

Finance Committee (Scheduled)

07/02/12

Councilor Trujillo moved to postpone this item to the next meeting. Councilor Ives seconded the motion and it passed by unanimous voice vote. Councilor Calvert was not present for the vote.

**14. MATTERS FROM STAFF**

There were no matters from Staff.

**15. MATTERS FROM THE COMMITTEE**

Councilor Trujillo thought watering was going well but identified a place where, headed northbound on Siringo at the third arroyo where the bridge was located there was no grass there at all. He recalled they talked about having buffalo grass there. I didn't think they should be watering dirt.

**16. MATTERS FROM THE CHAIR**

Chair Wurzburger had nothing else to communicate.

**17. NEXT MEETING: Tuesday, July 9, 2012**

**18. ADJOURNMENT**

The meeting was adjourned at 6:00 p.m.

Approved by:

---

Rebecca Wurzburger, Chair

Submitted by:

  
Carl Boaz, Stenographer