

**SUMMARY INDEX FOR
PUBLIC WORKS/CIP & LAND USE COMMITTEE
April 28, 2014**

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22. ADJOURNMENT	Adjourned at 8:15	35

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

MONDAY, APRIL 28, 2014

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 Ron Trujillo at approximately 5:00 p.m. in City Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fé, New Mexico.

2. ROLL CALL

Roll Call indicated the presence of a quorum as follows:

MEMBERS PRESENT:

Councilor Ronald S. Trujillo, Chair
Councilor Christopher M. Rivera, Vice Chair
Councilor Bill Dimas
Councilor Carmichael A. Dominguez
Councilor Patti Bushee

MEMBERS ABSENT:

STAFF PRESENT:

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

Councilor Dimas moved to approve the agenda as presented. Councilor Bushee seconded the motion and it passed by unanimous voice vote.

4. APPROVAL OF CONSENT AGENDA

Councilor Dominguez requested discussion on Item #11.

Councilor Bushee requested discussion on Items #6 and, 7.

Councilor Rivera requested discussion on Items #12 and 14.

Councilor Dimas moved to approve the Consent Agenda as amended. Councilor Rivera seconded the motion and it passed by unanimous voice vote.

5. APPROVAL OF MINUTES - APRIL 7, 2014

Councilor Bushee moved to approve the minutes of April 7, 2014 as presented. Councilor Dimas seconded the motion and it passed by unanimous voice vote.

CONSENT AGENDA LISTING

8. SANTA FE MUNICIPAL AIRPORT

- **REQUEST FOR APPROVAL FOR CHANGE ORDER NO. 2 TO ALBUQUERQUE ASPHALT CONTRACT 14/13/B SANTA FE AIRPORT TAXIWAY F EXTENSION TO CONDUCT EMERGENCY PAVEMENT REPAIRS ON RUNWAY 2/20 AND TAXIWAY D IN THE AMOUNT OF \$51,345.87 (FRANCEY JESSON)**

Committee Review:

Finance Committee (Scheduled)
Council (Scheduled)

05/05/14
05/14/14

9. SANTA FE MUNICIPAL AIRPORT

- **REQUEST FOR APPROVAL OF COMBINED APPLICATION AND FINAL AGREEMENT OF A STATE GRANT IN THE AMOUNT OF \$31,902 FOR THE PURPOSE OF MATCHING FEDERAL FUNDS FOR A TOTAL PROJECT COST OF \$1,020,865 TO FUND THE FOLLOWING PROJECTS:**
 - » **UPDATE AIRPORT MASTER PLAN**
 - » **AIR SERVICE STUDY**
 - » **UPDATE AIRPORT MINIMUM STANDARDS; DEVELOP RULES & REGULATIONS; PERFORM RATES & FEES STUDY**
 - » **RUNWAY 33 RUNWAY SAFETY AREA IMPROVEMENTS (FRANCEY JESSON)**

Committee Review:

Finance Committee (Scheduled)
Council (Scheduled)

05/05/14
05/14/14

10. SANTA FE TRAILS

- **REQUEST FOR APPROVAL OF AMENDMENT NO. 1 TO THE PROFESSIONAL SERVICES AGREEMENT – SOFTWARE LICENSES AND TECHNICAL SUPPORT AND ANNUAL TECHNICAL SUPPORT AND HOSTING FEES WITH ROUTEMATCH SOFTWARE, INC. IN THE AMOUNT OF \$86,437.53 (KEN SMITHSON)**

Committee Review:

Finance Committee (Scheduled)
Council (Scheduled)

05/05/14
05/14/14

13. REQUEST FOR APPROVAL OF A RESOLUTION SUPPORTING PEDESTRIAN IMPROVEMENTS ALONG EAST ALAMEDA AND THE SANTA FE RIVER WITH FUNDING SUPPORT PROVIDED THROUGH A COOPERATIVE AGREEMENT WITH THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (COUNCILOR BUSHEE) (BRIAN DRYPOLCHER)

- **REQUEST FOR APPROVAL OF COOPERATIVE AGREEMENT – PEDESTRIAN IMPROVEMENTS TO EAST ALAMEDA AND SANTA FE TRAIL WITH NEW MEXICO DEPARTMENT OF TRANSPORTATION**
- **REQUEST FOR APPROVAL OF A BUDGET ADJUSTMENT**

Committee Review:

Finance Committee (Approved)
Council (Scheduled)

04/21/14
04/30/14

CONSENT AGENDA DISCUSSION

6. REQUEST FOR APPROVAL OF BUDGET TRANSFER FROM BICENTENNIAL POOL FUND TO MUNICIPAL FACILITY REPAIR FUND FOR FORT MARCY ROOF AND SKYLIGHT REPLACEMENT IN THE AMOUNT OF \$110,568 (DAVID PFEIFER)

Committee Review:

Finance Committee (Approved)
Council (Scheduled)

04/21/14
04/30/14

Councilor Bushee asked how often the City repaired these roofs and if they had warranties. Ft. Marcy seemed to be the gift that kept on giving to roofers.

Mr. Pfeifer said the roof over the pool was being repaired for the first time in a very long time.

Councilor Bushee moved to approve the request. Councilor Dimas seconded the motion and it passed by unanimous voice vote.

7. 2013 PARKS BOND FUND

- **REQUEST FOR APPROVAL TO REALLOCATE \$117,698 OF THE 2013 PARKS GENERAL OBLIGATION BOND FUNDS FROM WEST DE VARGAS PARK TO THREE (3) OTHER PARKS (BEN GURULÉ)**

Committee Review:

Finance Committee (Scheduled)

05/05/14

Council (Scheduled)

05/14/14

Councilor Bushee asked if there was money allocated from the 2013 Parks General Obligation Bond for West DeVargas Park.

Mr. Gurulé agreed.

Councilor Bushee asked if that was for the skateboard park.

Mr. Gurulé said it was for all improvements including the skate board feature. When POSAC was putting together the 2012 Bond, they thought there would be a shortfall so they included additional funding for security lighting and it was actually within the OA Bond. The funding was appropriated for the security lighting and they covered it.

Councilor Bushee thought \$110,000 was a big amount for lighting. But she thought in the 2013 bond ballot the language just said it was for parks and trails.

Mr. Gurulé said each of those projects had a scope of work.

Councilor Bushee clarified that it wasn't put out for the voters in that way. Mr. Gurulé agreed.

Councilor Bushee's understood POSAC found other places to spend it but wondered if funding for the skate park on south side was considered for improvements too. She thought that at that time, the efforts was to get more improvements for skateboard parks.

Mr. Gurulé explained that the funding for the skate feature on the south side which originally was going to be half at Ragle Park and half and half at Franklin Miles, through the process of dealing with the people from the skate community, decided that they wanted to do minor expansions at Franklin Miles and the funding set aside for skate features was already set up and would not affect this fund at all.

Councilor Bushee moved to approve the request. Councilor Rivera seconded the motion.

Councilor Dominguez asked how much funding was going to the Locals construction crew.

Mr. Gurulé said the Locals construction crew was doing all of these small projects. No impact meant the City didn't have a work schedule for them and they would have to start laying off workers. They were seasoned guys, who were motivated, knowledgeable and experienced. Without them we would wind up with inexperienced people who didn't know much about irrigation systems or concrete work.

Councilor Dominguez asked then if operational costs were coming out of the Park Bond.

Mr. Gurulé said no - the operational funds were coming out of CIP and this was strictly for construction work.

Councilor Dominguez asked if that would be identified in what would be presented to Finance tomorrow.

Mr. Pino said those positions were identified as continuing and as far as operations, his direction to staff on the Parks Bond was that they would not do any maintenance just as they did with the 2008 bond. All of that was being paid out of the CIP as well.

Councilor Dominguez asked if this had been presented to POSAC.

Mr. Gurulé agreed and said they were opposed to it. The minutes were in the packet along with their recommendations.

Councilor Dominguez asked what the policy was for reallocation.

Mr. Gurulé said there was no policy.

Councilor Dominguez asked if this was just staff's request then.

Mr. Gurulé said the amount was above \$50,000 so it needed Council approval.

Councilor Dominguez said he would support the motion but wanted to look at it before it went to Council.

Chair Trujillo asked for the time frame on these improvements.

Mr. Gurulé said the skate park work would happen this summer.

The motion passed by unanimous voice vote.

11. SANTA FE TRAILS

- **REQUEST FOR APPROVAL OF SANTA FE TRAILS TITLE VI PROGRAM, FEDERAL FISCAL YEARS 2015-17 (KEN SMITHSON)**

Committee Review:

Finance Committee (Scheduled)

05/05/14

Council (Scheduled)

05/14/14

Councilor Dominguez referred to Appendix B and said one thing that constituents had been loud and clear about were additional routes in the southwest part of Santa Fé. He asked how this differed. He clarified he was speaking about routes 22, 24 and 1.

Mr. Smithson said this Title VI Plan was designed to show how Santa Fé Trails would meet the requirements of Title VI. Santa Fé Trails was solidifying that. It didn't speak to any increase of service but how we did business daily.

Councilor Dominguez asked if service in the southwest part of town was equitable with the rest of the community, based on the demographics.

Mr. Smithson said that was not what he was saying that but that they were expanding as they got the resources to do so. They have several routes serving the south side efficiently and if there were other opportunities, they would examine them at the time.

Councilor Dominguez disagreed that there was equity being provided to a primarily minority constituent group with our routes. He understood that now was not the time to consider evaluating the routes to improve or expand them. But it was clear to constituents out there that the bus service was inadequate. They needed additional service and in looking at the map they did not seem there was equitable service.

Councilor Bushee concurred. Looking at the map in appendix B. She assumed the Santa Fé pickup went out to the outlet mall. But part of it had to do with the fact that there were not many work centers on that side of town but many people live there and it was not equitable distribution of service. She understood it took money but would like for the Council to be aware of that and keep that in mind in developing new routes.

Councilor Dominguez asked if this was a time sensitive issue.

Mr. Smithson agreed. The entire plan was due on June 1 to FTA. So they were working backwards from the due date to make sure they had plenty of time to get it through the Transit Advisory Board and the committee and Council process.

Councilor Rivera said he was hearing from constituents about the very same issue Councilor Dominguez brought up. When the staff looked at routes he asked if they were considering time to get to grocery stores, restaurants, and the return trip back whether that was factored into it as well as providing

services to various areas and the time it takes to those places.

Mr. Smithson said absolutely. Long trips on a transit bus was not very desirable with several transfers to get across town. They would like to keep the routes short and as economical as possible so that people's travel times were reduced to a reasonable amount of time.

Councilor Rivera said that was a concern that was brought up to him. Many of the constituents he served didn't ride the bus because it took too long to get to a grocery store and back home. It was just not worth it for them to do that. So he didn't know if that meant more routes or maybe more buses on the same route but those needed to be addressed as well so he supported Councilor Dominguez' comments on this.

Mr. Smithson appreciated their comments and would take note of them when they were doing route planning in the future.

Chair Trujillo said he saw many big buses that were empty. He thought they really needed to look at purchasing smaller buses for these other routes. He had seen that work well in other cities.

Councilor Dominguez asked if there were minorities represented on the planning and advisory bodies. It said in the report that the transit advisory board as an integral part of that program "shall maintain a table " and asked if that table existed.

Mr. Smithson said there was a table in the packet. It was in Appendix E. So they had both the transit advisory board and the Council listed there. Although currently the transit advisory board was not representative of the Santa Fé population the report just reported in the current situation was and what their plans were to rectify that going forward. They had several key steps involved and had implemented some already with Mayor Gonzales and some outstanding appointments that needed to be made to the board.

Councilor Dominguez moved to approve the request. Councilor Bushee seconded the motion and it passed by unanimous voice vote.

12. REQUEST FOR APPROVAL OF A RESOLUTION AUTHORIZING AN AMENDMENT TO THE FARE STRUCTURE OF THE CITY OF SANTA FE'S PUBLIC TRANSPORTATION SYSTEM TO INCLUDE AN ANNUAL PASS OPTION; ESTABLISHING A BUS PASS PARTNERSHIP PROGRAM AUTHORIZING A DISCOUNT BUS PASS SALE PROGRAM FOR NON-PROFIT SOCIAL SERVICES ORGANIZATIONS WHO PURCHASE BUS PASSES IN VOLUME FOR DISTRIBUTION TO INDIGENT CLIENTS (COUNCILOR BUSHEE) (JON BULTHUIS)

Committee Review:

Transit Advisory Board (Scheduled)
Finance Committee (Scheduled)
Council (Scheduled)

04/22/14
05/05/14
05/14/14

Mr. Bulthuis came to the podium.

Councilor Rivera said he pulled this for review after a year as an option and it wasn't included but Ms. Byers handed him an amendment sheet and he wanted to make sure that got included into the resolution itself. He read it, "Be it further resolved that the impacts resulting from the adoption of this resolution shall be reviewed by the Governing Body one year from the date of adoption of this resolution."

Councilor Rivera moved for approval with the amendment. Councilor Bushee seconded the motion and it passed by unanimous voice vote.

14. REQUEST FOR APPROVAL OF A RESOLUTION DIRECTING STAFF TO STUDY THE FEASIBILITY, FISCAL IMPACT AND POTENTIAL FUNDING MECHANISMS FOR ESTABLISHING AND IMPLEMENTING ADVANCED TECHNOLOGY APPLICATIONS TO BENEFIT USERS FOR THE SANTA FÉ TRAILS TRANSIT SYSTEM (COUNCILOR BUSHEE) (JON BULTHUIS)

Committee Review:

Transit Advisory Board (Scheduled)	04/22/14
Finance Committee (Scheduled)	05/05/14
Council (Scheduled)	05/14/14

Mr. Bulthuis was ready to answer questions.

Councilor Rivera said in light of the discussion they had today at the budget hearings earlier, it sounded like what this resolution was trying to make and was already going to happen as part of the AVL program. He asked how these two would overlap. He wondered if they really needed both of them.

Mr. Bulthuis said there were a smattering of things were already underway like the AVL program that feeds information into the web portals. So number four on page 2 of the six items - the QR Code that was mentioned there as well as the web port were already in place. It was more of a promotional effort for those things. There were others that didn't have funding currently associated with them like the mobile text feature in number five. They did have money in the budget for development of the smart phone which is number two and number six had some remaining budgetary issues for building those kiosks to push the information out to the public at the transit center.

Councilor Rivera concluded that the fiscal impact should be less than initially anticipated because number one and number two were already in the works.

Mr. Bulthuis agreed. The way he understood the resolution it was direction to staff to spell out what was already funded and what was not but brought forward as potential technology advanced.

Councilor Rivera said obviously it was too late for this year's budget process now. So he asked if they were looking at the next fiscal year midyear.

Mr. Bulthuis agreed.

Councilor Bushee added that there were potential grant monies available. She asked Mr. Bulthuis how far along he was in applying for that because that was partly why the resolution was in now.

Mr. Bulthuis agreed and that was specific to the smart phone. The firm they were working with applied to the Los Alamos labs for economic development In Communities grant. He didn't know yet whether they had received that. But that was one possibility and getting one of these items moved forward.

Councilor Rivera asked if there were any places that had information on the bus stop itself that said what time the bus would be there.

Mr. Bulthuis clarified that they did not have that now but that was what #5 was about. Anybody with any type of mobile phone could text in a location and then get an estimated real-time arrival.

Councilor Rivera understood that it would provide more actions than just smart phone options since not everybody has a smart phone.

Mr. Bulthuis agreed.

Councilor Rivera moved to approve the request. Councilor Bushee seconded the motion and it passed by unanimous voice vote.

DISCUSSION AGENDA

15. BUCKMAN MOTO CROSS TRACK UPDATE

- **REQUEST FOR DIRECTION ON THE ATV TRACK OPTIONS (BEN GURULÉ)**

Committee Review:

Finance Committee (Scheduled)

05/05/14

Mr. Pino noted that he brought this item forward because of the opening the MX track a few weeks ago. People from the ATV community were concerned that they didn't have a place to run their vehicles. Part of the review of the design of the MX track as it is today was for MX vehicles only - the two wheeled variety. They can get upwards of 60 miles an hour and the ATV was not, contemplated in the MX because both the insurance company and the designers advised against mixing that level of traffic. It would be like putting a go kart on a freeway. But there were opportunities if they wanted to accommodate the ATV. The simplest option thing was to designate different days for ATV use from days for MX use. It would be hard to police unless somebody was out there making sure the MX guys didn't come out while the ATVs were. But that was one way to do it.

There was a portion of the property where they could build and ATV track. A third option would be to find another location for it. But they were asking the Council was for direction as to whether we want to accommodate ATVs or not. I am then to pick an option on how to accommodate them.

Chair Trujillo asked how many ATV users had been heard from.

Mr. Gurulé didn't have an answer for that. He knew there was a motorcycle group called "I Ride" and were mostly two wheeled vehicles. He didn't know how many altogether. The first day was quite a bit of a use but the two subsequent days were much less. So there were some people that used it. They had originally decided to open it Friday, Saturday, and Sunday and close it on Monday, Tuesday, Wednesday and Thursday for maintenance purposes but because of the limited amount of you so far they now planned to open it an additional day on Mondays also.

Chair Trujillo noted when they designed the track it was for two wheeled motocross. He asked if this track could accommodate the ATVs.

Mr. Gurulé said it couldn't accommodate them together. He had provided some options to consider. They could alternate the days when they could use it. The next option could be a hybrid of option one to allow this choice until they could build another track. The question was how much ATVs would use this track.

Councilor Bushee was surprised the ATVs were there. She rode in in a Quad and was surprised how fast it was. She didn't know if they were worried that the ATV would tear it up more or just about collisions.

Mr. Gurulé said the parameters were that it was on insurable as it was so they hired a consulting firm to give guidelines to build the track properly and would be insurable. And one of the recommendations was not to use both of them on the same day. He didn't know quite.

Councilor Bushee asked what the budget was for the second and third options. He asked if they had an estimate.

Mr. Gurulé said they didn't.

Councilor Bushee said that was not a very complete recommendation.

Mr. Pino said that before expending any time or effort on this thing they wanted to hear from the committee whether they were interested in moving that direction.

Councilor Bushee said she would need to know how many users and hear from those users. She reminded the committee that this stayed closed for long time. If it was mostly for the MX crowd she thought they had an option for ATV use on the south side.

Mr. Gurulé clarified that was the BMX facility on the south side.

Councilor Dominguez understood with Option 2 and researching the adjacent area or determining if there was another suitable area didn't mean they would close the track down. They could still do option one while they looked for suitable terrain. That would be option four.

Mr. Gurulé said there was enough space on that property on the northeast corner that could potentially fit an ATV track. It depended on how extensive the track they wanted to build and to make sure it was insurable, they would need to hire a "Great Outdoors" consultant to engineer it properly. They had the experience necessary to build that kind of track.

Councilor Dominguez asked what kind of experience that would be.

Mr. Gurulé said it was inside their document which was provided for the committee. Mr. Pino had all the data on it. He pointed out that when they first started working on it, it was extremely hard to find a consultant. Game and Fish assisted to help find a consultant with a reasonable estimate.

Councilor Dominguez recalled when they first decided the track was not suitable to be insured, there was an analysis that was done and asked if they considered that the existing track would have been suitable for ATV and not motocross.

Mr. Gurulé said when they assessed the track it was because the big bumps were too high for motocross. Also there was no rhyme or reason. There was no direction but no one has clear direction on how to proceed to the next area. With the guidelines now implemented all of those locations are very clear on where to proceed.

Councilor Dominguez had heard from the users that the condition of the track was now more suitable for ATV and not for Motocross because of the changes that were made. He didn't know what kind of experience the riders had there. But they needed to make sure that track was open and to provide the amenities users need. Because the whole idea was to move illegal users from one location to another and give them this facility. So he liked a combination of option one and option two and maybe they could continue alternate days and continue to research the cost of an ATV track. Is motion would be to move in that direction (Option 4 that would combine both option 1 and option 2).

Chair Trujillo asked if they would still be insured. That was his main concern.

Mr. Pino thought if they separated them they would be in good shape.

Councilor Rivera pointed out again that it would be problematic to enforce that. He asked what some of the issues were with that.

Mr. Gurulé said they currently built gates that could allow only a motorcycle to get through so if they removed those in order to allow the quad or a side-by-side it would fit in both of them easily. So to keep from having both types using it on the same day, they must have someone be there to police that. Although

they had staff who could, there was no budget for overtime. All overtime was already in the proposed budget for special events and clean up afterward.

Councilor Rivera suggested after looking at the map of the area that a long term solution might be to cut the track in two and make probably the right side of it for motocross and the longer straighter side of it for ATVs.

Mr. Gurulé thought that was a good idea. What he would need from the Committee was direction to either amend the contract for the consultant or go to an RFP for a consultant.

Councilor Rivera thought it would fit into that option to include the research and the discussion to see if that would be a viable long term solution.

Mr. Gurulé thought they would have to determine an entry point for each track and fence off the two tracks. They did have a balance from the previous fund so they could probably afford the fence and he could make a call tomorrow and have a conversation about that option.

Councilor Dominguez said his motion would be to direct staff to have that conversation with the Great Outdoors and consider the alternative Councilor Rivera articulated. Councilor Rivera seconded the motion.

Council Dimas said his concern was about knowing how many ATV users would actually use it. Going through all of this without actually knowing how many ATV users would actually use it. He asked if there was a way to determine that number before they went to all of the expense I'm planning to do. If it was only one person who called then he would be concerned about it.

Mr. Gurulé said they could do that. They had public meetings like that all the time. They could invite the public to give input on what amenities would be needed.

Mr. Gurulé said one thing to consider with building an ATV track was that there was illegal activity all over town. They found a way to get in and make a big mess.

Councilor Bushee said the original public hearings long before they got the La Tierra Master Plan was around this issue of ATVs going wild on various hiking trails and fragile lands. So this park was built for the ATVs. The first hearing was for those users to try and make sure they were not off tearing up other parts of town. She didn't know when it turned into an MX project. She knew that if they didn't have the insurance company breathing down their neck they wouldn't be having this discussion. They had bicyclists, rollerbladers, and pedestrians and dog walkers on our River Trail. Surprisingly, insurance companies have not mandated nearly as much or as much concern about liability for skate parks. It was very frustrating.

Chair Trujillo thought there could be a compromise. What he was hearing now was that it was being underutilized. They should find a balance for which days they could go. He didn't want to go spend money on another one you had a find facility as it was.

Councilor Dominguez asked if there was an event schedule for that park. Mr. Gurulé said no.

Councilor Dominguez explained his motion was a combination of 1 and 2 and for staff to find out what the usage would be and how to keep it open.

Councilor Dimas was in favor of having public input to find out what the usage was going to be.

The motion passed by unanimous voice vote.

Councilor Bushee moved to amend the agenda to reverse items 16 and 17 since most of the people present were here to talk about the Plaza. Councilor Dominguez seconded the motion and it passed by unanimous voice vote.

PUBLIC HEARING

17. REQUEST FOR APPROVAL OF A RESOLUTION DECLARING THE GOVERNING BODY'S INTENTION TO BRING PEOPLE TO THE SANTA FÉ PLAZA BY PROVIDING A SAFER ENVIRONMENT AND INCREASED ECONOMIC DEVELOPMENT OPPORTUNITIES (MAYOR GONZALES, COUNCILORS IVES AND DIMAS) (ISAAC PINO)

Committee Review:

Public Safety Committee (Approved)	04/15/14
City Business Quality of Life Committee (Approved)	04/16/14
Finance Committee (Scheduled)	05/05/14
Council (Scheduled)	05/14/14

Mr. Pino said the resolution before the Committee had been in front of the Public Safety Committee where it received a recommendation approval. It had also been at the CBQL Committee where it received the same recommendation. The resolution that was presented to them called for permanent closure to traffic. Mayor Gonzales today announced that he had some amendments that he would like to propose that had been passed out to the members. Essentially, the amendments would provide for a seasonal closure from Memorial Day to the Monday after Fiesta He passed out a schedule of Plaza events so far. The amendment would call for a closure of all four legs of the Plaza as originally intended during that time. The information about parking and traffic was included in the packet people were here from Parking and Public Safety to address concerns.

He noted that Councilor Ives at CBQL hearing asked for this public hearing so it was scheduled for the immediate next meeting which was this one.

Chair Trujillo asked how many speakers there would be. Many speakers raise their hands and lined up in order to speak.

Ms. Gloria Mendoza said she was here for third time about closing the plaza. The other two times they wanted to close it and she would repeat what she said then. "You don't have any business closing the plaza. You opened up a lot of places for people to walk and bike on trails. You spent millions on the trails for walking and probably millions on biking. There were bike trails all over the City. You've spent thousands for dog parks. You have the Railyard - a beautiful place to walk and bike."

I'd like for you once to give the local people one thing. Local people whether they walk, run, in wheel chairs or driving. There was nothing wrong with driving. I want you to let us feel that we own part of the city here downtown. We don't even participate in anything downtown because it has been taken over by change. It is people your age dropping like flies in the winter. It's our time the young people to have the power. Well, I'll be darned if I look at my power to you people. You people have enough. You are constantly asking for everything and it is constantly being given to you - for biking, for walking, for everything. Why don't you concentrate on Mayor Gonzales' night life for you? That was his priority for running for mayor. Do not, because the rest of us everywhere else are asleep and going out to work the next day while you guys are out walking and biking.

For years I've been coming and saying I am getting tired of people trying to save us from ourselves. And trying to continue to remove us from this town, especially downtown. And I'm tired of you guys satisfying these people all the time. And I can't imagine Mr. Dimas, Councilor Dimas that you would ever think of closing the plaza down. That's all we have but we think we possess the downtown area. Now you're telling us we don't. The bikers and the walkers and all these people are going to own it just like they own the Railyard? Just like they own our streets? I'm telling you right now, that by Council, I'm going to organize the neighborhoods to be out here."

My name is Charles Buddy Wilsacker. I live on Santa Rose Drive. We call it the Taco Bell triangle. I'd like to address my participation. This is my town. And it's our town by choice. And those of you who know me realize that both my wife and my extended family go to the music downtown. We go when there's mariachis, at the galleries. We participate in that. I spend money at the plaza, the restaurants, spend a little time at La Fonda. After mass, I walk through town. This is our town but we have to participate in our town. I have lots of children and grandchildren. I can say right now that there are two places that bother me. One is the Cathedral Park. I don't feel safe there. I don't feel safe when I have my little grandchildren with the pit bulls on the plaza or cathedral park. I do participate in downtown but I do feel intimidated somewhat by the bicyclists, dogs - dogs are a big issue. This is the truth. One day we were at the music, a dog had diarrhea. There were worms all over the flagstone. That's crazy. There was not a guard dog or service dog. My position relative to traffic is that we need to keep our plaza open. This is the way I operate on a daily basis my primo and I go out and have a little bit of coffee. And now I have the luxury of being retired. We pass through the plaza. And when we don't, our conversation at night is on whether the plaza was full or empty. We need to enjoy our town. In some respects, I agree with Gloria that there were a lot of special interests in our town. But I love our town. We need to participate in our town. I want to be able to take my grandkids to the plaza and not feel un perro is going to attack us. So my recommendation is - and I talked with Chris the

other day about enhancing the plaza. You know it's wonderful during the seasonal Christmas season to see lights. It gives me a good feeling. Let's enjoy our town. It's a great town.

My name is Jorge Garcia. I was born and raised here in Santa Fé. I'm against what the mayor has done. I think he was the first one to come out and say let's close the plaza to traffic. I was reading here are lots of opportunities to increase ... I cannot see ... First I'd like to see before we do anything else about closing the plaza - what are we going to do if we close the plaza for traffic? It doesn't say anything. We just want to close it. That's it. What opportunity would we have for jobs? I don't see anything. We just want to close the plaza because we feel like closing the plaza. Most of the people of Santa Fé, they don't come to the plaza. Do you know why? Because there's nothing like there. We don't have galleries so what do we do? They cruise around. They love to cruise around - noontime, the people coming cruise around. They wait for me. I'm a visitor downtown, myself. I mean we can close it down but I cannot see it. I cannot see why we have to close the plaza. For safety? Nothing. I've been here for 30 years. I've never seen anybody run over. One person got killed because that guy wasn't looking at the Burrito Company on Washington seven years ago. But closing it for safety was a bunch of...

Born and raised here, we're supposed to be the City Different. But now it's almost like Sedona, Flagstaff or Albuquerque. ¡Caramba, mis amigos! Mr. Dimas, born and raised here. For people to walk in the street we've got a lot of space, man. Half of this is your space so you can walk downtown. There is not enough tourists. Last year was down. This is going to be more down and even if we close the plaza we have events coming up. I don't see people walking on the sidewalk, I mean in the street. If we close the plaza they never walk on the street. And I see it every day when we have something going. So gentlemen, if we can have not to close the plaza, por favor, help us out. Muchas gracias.

Hello, Vince Cagney Beck, Mr. Chair, rest of the Committee. I took a small unofficial poll on Facebook today amongst people who living here. 26 people wanted the plaza to be closed to traffic, three said no. That's the constituents that I am associating with on a daily basis, people between the ages of 18 and 35 - 18 and 40. I am born and raised here. I'm also a local. I'd like to just take a moment to say that I have a lot of pride in Santa Fé; a lot of pride in being a local; a lot of pride in growing up here. I think a larger issue that we might want to look at down the road just as a community issue is a coded word of "local" and what that means. There's a lot of people who live here, a lot of people who grow a pair who here that when the locals don't want something we feel alienated from that argument. Because I'm a local to. And everybody who answered the survey today on Facebook - they're locals also.

What we're seeing in our generation is a gravitation towards non-automobile usage. I think symbolically for the city it is an important step to take with all of the facts that we have regarding vehicle usage and carbon emissions. I think it's also important to remember that this resolution was meant to bring locals back to the plaza. And the way that we do that is not just by closing the streets but by being creative with how we program the plaza. And I think there can be a lot of improvement there. And I'm not disagreeing with Gloria or the previous speakers on that point. I think there can be a lot of improvement on what we do on the plaza once it was closed. I haven't heard a good argument yet against the resolution, against the idea. There already is no parking on the plaza so the idea that you can drive your car to the plaza and Park - you can't do that already. So anyone going to the plaza who is driving there is driving through it, not to it. I

appreciate economic development, recognizing that young creatives, young entrepreneurs in our town need to be cultivated; need to be preserved; need to be nurtured. Because I think we have identified that that is an issue. And I'm telling you that this is a very lopsided issue when you speak to people under the age of 40. And I hope you guys take that into consideration and I appreciate your time. Thanks.

Thank you councilors for giving us an opportunity to speak on this issue. My name is Clarice Coffey. I own one of the open air tram tour companies on the plaza. I've been in business in Santa Fé for 25 years. In fact April 4 was when I celebrated 25 years of being in business in Santa Fe. And I have owned and operated my trams from our location on the northwest corner of the Plaza for 20 of those 25 years.

Many people are not aware of the fact that the open air trams are the economic engines for the downtown Santa Fé. Almost every visitor that comes to Santa Fé comes to the downtown area to take a tram tour. And then as soon as that tram tour is over they will visit the restaurant, the hotels and retail companies in the downtown area. And this is after they have taken our tours. To close the streets around the plaza would cripple their tram tour companies and also greatly hurts the downtown businesses. Most people that visit Santa Fé are older than 57 years of age and have mobility problems. They wouldn't be able to get to the plaza easily if the plaza were closed. I served on the Plaza Task Force in 2002 and was appointed by then Mayor Larry Delgado to serve on that committee. We studied the traffic flow around the plaza all the way back to when Santa Fé was founded in 1610. We recommended then the closing of one street on the plaza in front of the Palace of the Governors. That was our decision: that was what was implemented, and that is the way it works today and it has worked very well since that decision. I have one client that will bring 55 groups to Santa Fé this year with over 50 people in each of their buses. It has taken me many years to recover my business after the last six or seven years of the downturn. If the streets to the plaza are closed, that client will not be able to get their buses to the class or to our spot there where they can take our tours. This would devastate my business.

I'm required to carry \$5 million of commercial insurance each year and we have never had a ticket and we have never had an accident. But this is a requirement by the Public Regulation Commission. I have to carry as much insurance as if I operated 18 wheeler trucks crossing country at breakneck speeds carrying hazmat materials. We have never had a ticket or an accident but cannot get around this. We have to carry this much insurance. If I don't have traffic to my trams my business is devastated. I urge you to please vote against this issue. Thank you.

My name is Roslyn Stone and I'm here tonight to ask what about people with physical limitations. I have physical limitations. I have a permanent handicapped placard. I use my cane some days. I can't walk so much some days. Sometimes I get stuck in my home, due to my grieving over the death of my precious son, Jeffrey. When I moved to Santa Fé five years ago, the first day I met the Santa Fé Plaza. It was a place that immediately felt like a new home. I found my sanctuary. I have spent uncountable days in the evenings on the plaza. I find great energy and it soothes my mind and soul. I eat at the surrounding restaurants and I shopped the stores. It is even on my way home so I can pass through. Parking has always been an issue even before I earned my handicapped placard. Since using it, parking is still a challenge due to the minimal handicapped designated parking spots, and even though all meters and public parking are free, it still is a challenge to get close enough to where I want to be - my village of the

Santa Fé Plaza. Inclement weather also plays a note on whether I want to park and get out or just cruise through town to check out what's going on. Music is always a big plus. I can be drawn by a two park and get out or just park and roll down my windows and listen and enjoy and feel somewhat better and rejuvenated. The drive up San Francisco with the Basilica Cathedral in the distance is such a visual pleasure. When the moon peaks over it, it is spectacular. Lately my physical limitations have increased. Sometimes my feet swell so I can't wear proper shoes and some days my hands hurt so I can't use my cane. I have not walked and sat on the plaza in weeks. Instead, I get pleasure from cruising the streets around the plaza in downtown with windows down and radio off, just enjoying the sounds and smells and the people - locals and tourists. I see friends that I normally wouldn't run into if I was walking around slowly and not too far. Some don't have cell phones so it sometimes is my only way to contact them. I even have stopped at the popcorn stand and fajita stand for a drive through service on days when I can't get out.

I also have not been able to carry my backpack which makes life harder to manage since my tote bag can only hold so much and I have to be careful because weight is an issue. So having access to my vehicle is of utmost importance in the event I need to retrieve belongings or leave in a hurry. So let me ask again, what about people with physical limitations? I am very sad and have been getting them are panicked feeling of the impending doom of my plaza being inaccessible to me. It is depressing and concerning. I need my plaza, my sanctuary, my link to the world. I know I am not alone in my physical limitations in love of my Santa Fé Plaza. Please don't punish us who live frustrated and in pain already due to our limitations. Dropping a soft at the curb is not a solution. Of course I could go on, but intelligently I know I have made my point and hope the city of Santa Fé New Mexico and Santa Fé County will respect us as humans and not discriminate against us for something out of our control nor did we have to be put in this disabling life situation. We have rights too to be treated as equals. I hope to find solace driving through my plaza sanctuary.

Rick Martínez - person by want to give you guys a little tour of New Mexico of all the plaza's we have. Albuquerque's Old Town - their plaza is full. They have cars parked all around it. Go to Taos and they have cars parked all around it. You go to Las Vegas and its same way. All of our plazas in northern New Mexico are all free to cars. So I worry about that in thinking that we are some European city that has to close the plaza. And in those European cities - what is happened there is they have a high density of people living there and that keeps them vibrant. Here, we don't have that. We don't have the people living here. So if we want to do something we should start looking at St. Michael's Drive and start creating those vibrant areas and do stuff there. We should also take a look at where Target is and Best Buy is There are only two crosswalks there - one on the east end of Rodeo Road and Cerrillos Road. And you've got to get in your car and drive to get to the next one. Maybe that would be a better improvement to make that very pedestrian friendly. And we could start looking at other areas of town. One reason I don't like closing the plaza because I feel I have to pay a toll. And the reason I say that is because if the Plaza is closed I have to go look for a place and put \$2 in the meter to walk to my own plaza just to see it. And that makes me feel like I'm paying a toll for the plaza and it really bothers me.

I sat on the Downtown Vision Committee in 2007. I sat on the Plaza Roundtable Committee in 2009 and each time the recommendations were "Don't close the Plaza." Businesses are hurt and it turns into a dead zone and that's what we don't need. The plaza belongs to the local people to. There's a lot of other

areas when you go back to look at what we discussed in both of those committees, they are just sitting there gathering dust. So open up those books. Let's go through it to see how we can make a better but in each of those committees we did not say to close the plaza. So I hope you guys consider that and maybe put this on hold for a while. But don't put a toll on us to park downtown or two visit our own plaza.

My name is Beverly Spears. I've lived here in Santa Fé for 40 years and I'm an architect and also a landscape architect. Forgive me, but I'm going to read a letter - just a one-page letter that I wrote to the New Mexican on this topic. "The plaza should remain open to cars for many reasons. Not only do most of us Santa Feans like to slowly cruise around the Plaza. Visitors like to do that too. Much more than that, the size and the layout of the Plaza and also its history dictate that it remain open. As a member of the 2002 Plaza Task Force, I and my colleagues studied over many weeks the traffic issues around the Plaza. We did find you recommend the closing of Palace Avenue to traffic to protect the Native American vendors from carbon monoxide exhaust as well as to protect the ancient adobe Palace of the Governors from gradual destructive traffic vibrations. But we recognize the benefits of allowing traffic on the other three streets. The Plaza, the park that is down by the surrounding streets is a large beautiful pedestrian space. There is plenty of room to stroll through and around the Plaza, even with cars on the surrounding streets. Likewise, the sidewalks along Lincoln, old Santa Fé Trail and San Francisco are generous enough not to be too crowded. The paved streets surrounding the Plaza are wide. If these streets were closed to traffic and pedestrians could wander randomly in the streets, this would diminish the attractiveness and definition of the portal covered sidewalks as well as the plaza itself. The moving cars, generally well behaved add vitality in their own right as well as helping to define the pedestrian zones of the portal covered sidewalks and the central plaza Park. Having designed the Plaza gazebo, some years ago, I have thought a great deal about the Plaza. It is undoubtedly the oldest and most beautiful Plaza in New Mexico. And it is just fine the way it is with grass, trees, beautiful baskets of flowers and sidewalks. If the paved streets were emptied of cars and the streets either vacant or filled with vendors, this would only diminish the soul and authenticity of the Plaza as the center of our town. And imagine how bleak it might be on a cold winter day or a windy or rainy afternoon at dusk. Cities that have successfully created pedestrian zones are cities with crowded sidewalks and a boring grid of streets that can be enlivened by dedicating a street or two to a pedestrian zone. Santa Fé does not fit this mold. Caretas, caballeros, wagon trains, cowboys, convertibles, low riders, and SUVs have plied the Plaza sequentially for 400 years through the long Spanish Colonial period, the brief Mexican period and on through the route 66 era to the present. Closing the Plaza to all but walkers would be a sad and misguided turn of events."

My name is Andreta Pecandero and my family owned the plaza >>. I remember back and I can't believe we're even discussing this because I don't think the Plaza should be closed. Although I can relate to the younger generation here that wants Santa Fé green. But Santa Fé does not have the money coming into it right now that we had years back and we cannot afford economically to close the Plaza. If we were to close the Plaza and bring other people in we would have more unemployment because a lot of the shopkeepers are not going to be able to keep the people hired. They would have the unemployment with that. Revenues would go down because a lot of the people will be doing cash only. Elderly and handicapped won't be able to enjoy the plaza. A lot of people are unable to walk and would have to be transported. I remember when I was young I used to drive my father in my Jeep. I had a topless Jeep. And I would take them for a ride around the plaza. And he and Tommy Maccioni would get together in the back

and it was quite a parade. He wouldn't have been able to enjoy that. There's a lot of people who can't enjoy that. They have to be brought in by vehicle in order to enjoy the Plaza. Young, old, it doesn't matter. A lot of people can't do it. Deliveries would be impacted. You have a lot of delivery people that are coming in with the shops. Five and dime, the restaurants - they're going to be impacted. It's going to cause traffic jams. The parking is going to be respected. You're going to have emergency vehicles are going to be caught in traffic if the Plaza is closed off. They are going to have to turn and take other routes and if you have a situation on the Plaza you're going to have backup and we're not going to have emergency vehicles in. We do have a lot of the police department and the fire department to come down and park on the Plaza. It's wonderful and awesome and good for PR. It's good for the city. They are affable. They are there for the public. It looks good on everybody here in the city that we are a welcoming community. You also have people from that really don't frequent the plaza on foot and that have been local cruisers. And there are thing is to come in and cruise their vehicles and it's wonderful because they come in and a lot of tourists enjoy it. They don't see vehicles that are built like the ones we have here in Santa Fé. And so they're able to photograph them or stop them and speak with them. It's a new experience and you would be cutting out so many experiences for so many people. I just don't think that's feasible in my mind.

My name is Philip Crump. I'm a 25 year resident of Santa Fé - a former member of and one-time president of the Old Santa Fé Association and a former member of the City's Planning Commission. So I think I'm sensitive to and somewhat knowledgeable about issues concerning the really special nature of our downtown and the delicate nature of our plaza. I appreciate the Mayor's concern about safety as well as economic development. With regard to safety on the Plaza, I think that given them construction of streets leading to the plaza and the relatively low volume of traffic and the low velocity of traffic, it is probably as safe a collection of streets as you will find anywhere in this city.

With regard to economic development, I don't believe that by closing the streets on them plaza you will suddenly create a vacuum that will draw pedestrians who haven't been there before. I think the question from my perspective is not should the streets be open or closed but under what circumstances - what are the criteria under which it is appropriate to close the plaza streets. And I think that to a certain degree the question has been answered. The streets were closed for special events when there are going to be large populations, lots of pedestrians downtown or when there are going to be booths occupying those streets because there's not space on the plaza itself. To extend the conversation, perhaps at certain times and make it special. Maybe close it on Friday nights. Maybe it would be closed in the summer, on weekends, most of the year it's too cold and there are not enough people there in that plaza would be dead without an occasional vehicle. We hope maybe a low rider or a Harley to create little excitement. So I ask you to be thoughtful of that proposal to close the plaza to traffic.

I am John Dressman. I have a couple of stores on the Plaza. And as an historic know, I had a treehouse on the plaza when I was a child. Reading the paper a couple of weeks ago, Ike Pino had mentioned the idea that streets have been closed and businesses survived. And that became sort of a challenge to me I did something that I hate to do. And that is to look at my bookkeeping. One of the lines in this proposal is to analyze the effects of the street closures, particularly the economic impact of street closures. So I did that. Because I was there. In 2002, a lady was killed over on the corner of Washington and Palace on June 26. So that gave me the ability to look at 2001, 2002 and 2003. There was a large

complicating factor. September 11, 2001 through the economy into a tailspin for at least a year. My books showed that my business was down about 25% during that 2002 - the first six months of 2002. So I took that 25%, subtracted it from the 2003 figures. The 2003 showed me up 44%. So the net was 19% increase and that figure was real. Retail is simple. Those numbers were not absolutely solidly locked. But I think that 18, 19% is a pretty close effect of that closing the plaza cost my business. So for the four months, looking after June, July, August, September, October - those four months cost me \$143,369 in sales. We're merchants, so who cares? But I do have employees and they are on commission based on gross sales. It cost my employees an average of \$948 each to close the Plaza over that period of time.

My name is Elizabeth Perez and I am with the Downtown Merchants Association. I do think that there is a way to deal with this as more of a compromise. I think having the Plaza closed to traffic during bandstand, having it closed to traffic some evenings or even all evenings in the summer is a thought. I'm most concerned about the fact that there are so many businesses that do have to bring in large amounts of merchandise to sell or large pieces of merchandise. I'm not one of them. I'm not actually on the Plaza but we have members who are. We don't have alleys behind - there are no alleys behind these stores. There are no loading docks behind these stores. And if you spend any time on the Plaza you will see that there are trucks coming in and out. A truck coming from California or Kalamazoo or whatever couldn't just wait until 8 o'clock in the morning the next day. That person who bought that truckload of merchandise is going to have to pay to have it merchandise sent all the way back to where it came from and to bring it back again if it cannot be offloaded when it needs to be offloaded. I don't think anyone here wants to put that kind of a burden on anyone.

I personally have fixed feelings, although I think that having the plaza open more certainly during the day is better for commerce. It's better for a lot of things. But I also think closing it in the evenings or some evenings and certainly for bandstand works very well. I don't think it was a piazza like in Italy. I think it's a different sort of activity. And I think if we were to look at it carefully and come up with a compromise that reflect the reality of the way people use the Plaza and in the meantime paint the portals and doing a better job of painting the edges and making curbs safer and look better we would be spending our money better. But maybe experiment with the times we close it and times we don't close it. I don't think it was an age issue. We're going to enjoy it a lot longer than you might think. I do think it is a use issue. And I believe everyone in Santa Fé, visiting Santa Fé, born in Santa Fé or those of us who've only been here since 1980, have a say in this as we should.

And I think there was a way to come up with a compromise that would work historically, functionally, commercially for visitors and for everyone. And I wish we would examine them all and all the safety choices before making a decision.

My name is Rose Asihias and I am an employee of Haagen-Dazs. Haagen Dazs is in support of closing the Plaza and I just had a couple of questions wondering whether or not food trucks I heard about would be coming to the Plaza. And how that would affect businesses like mine. And also when would the Plaza be closed as we have been talking about specific times or maybe holidays or maybe different times like that and also would the building in front of the Plaza be closed? Thank you.

My name is Sonja Leyba and I just wanted to say my husband and I have four children and we go to the plaza for events that the roads are closed because it was a safe environment for my children and I feel safe with them being able to run and experience the Plaza. I just want to address some of the things that people have concerns about such as deliveries not being able to be made on the Plaza. We have to make deliveries to stores and we can't just go and deliver whenever we want. There are set hours that we can go deliver and if those set hours are in place then the Plaza can be open to those delivery vehicles for certain hours and then the Plaza is closed and you can't deliver past those hours. Also in traveling and going to Austin and Colorado and California, there are places there where they roads closes and there are walking areas. And there's tons of people shopping and their stores are thriving. And I think if the store owners would do some research to those areas, they would they be not be so much in fear that give a little more consideration to the possibility of positive change. I think it could be very positive for them. I used to work at an art gallery downtown and everyone I sold artwork to were people who walked there from hotels. Nobody who was cruising the Plaza would go buy \$7000 paintings. They want the people who were cruising the Plaza they were people who were staying at hotels there and walking the plaza. The plaza is a destination place so people will walk to the Plaza if they are not able to drive the. I don't think it's going to stop people from going and shopping there. I think it's going to make it later. I just think that the Plaza is becoming old and tired and all these changes would attract more people to it and will be a positive thing for Santa Fé and people with families. I have a lot of friends with children. Now we go and meet at the Railyard Park instead of meeting at the plaza because there is a lot of traffic here. And I don't personally want my kids to be breathing in the emissions from cars. I am in favor of closing the plaza.

My name is Herb Lotts and I have had the honor of being here for 44 years. When I first arrived in Santa Fé I drove down from Taos and parked on the Plaza, went to La Fonda and had breakfast. And I couldn't believe what I was. Initially, when I heard about the Plaza being closed again I was furious. Because I have very strong opinions and I think my opinions on the right opinions. I still believe. I think it is a mistake to close the Plaza. I had some thoughts that I wanted to run by you all, if I could. What are the origins of a plaza? Why is a plaza even here? And I don't know that specifically. My sense of history is somewhat limited. But I don't think ... I think it tended to be a safe place for people to come. Who would be served by closing the Plaza and who would be served if we leave it open? And by that, I mean with the property owners, the business owners, the tourists, the locals - who is served? Because I think things are rarely what they appear to be. So we always have to look a little deeper when things like this happen. While sitting here I made some notes. I don't tend to go to businesses where no one was parking. I am not a huge whole foods subscriber but when I go there to buy my cola without high fructose corn syrup, the place is jammed. And very few of them are on bicycles for working. Most of them were there in vehicles. If anything, I would like to see more parking at the plaza. I would like to see diagonal parking on the outer edges of the plaza with a way to drive to the Plaza. And obviously you can have temporary parking on the inside of the Plaza. I would love to see someone stationed at the Old Santa Fé Trail - a safety aide at the Old Santa Fé Trail and San Francisco St. To help those tourists who don't understand what a red hand means against the light with a person walking. I wish there were less dogs. I just got bitten by a dog the other day as I was walking by the video shop over there half of Paseo de Peralta. I also want to say that I've run my business here for all these years. I am a photographer, now retired, and I live three blocks from Plaza. To get my Albuquerque Journal and my New Mexican I walked downtown every day. I've been banking at the First National Bank so walked over to the bank and to care of some issues. I'm one of those

people who still lives downtown and I do it the old way. I would like to see the vendors moved off the plaza. I remember when the vendors came on the Plaza and would like to see moved over to Water Street where we have some city property. I have a whole list of things I would like to see done and if I am invited to join a panel I would be. Thanks so much for listening.

My name is a Roland Bloes. I'm an architect in City Planning and I'm almost a local having lived here for the last 16 years. However I have an international practice so I travel a lot and always get a bird's eye view of the city every time I come back. And I have a couple of comments to make. I think it is a big debate whether the roads should be close to the Plaza and this issue could continue to be argued forever. Because everyone has a good point from his or her point of view.

I think, however, what we should not forget is that why Santa Fé is known to be such an attractive city. And especially overseas, when you talk to people, everyone knows about Santa Fé. I personally think that one of the main reasons is the plaza is more than a plaza. It's really a jewel in the crown. You take away the charm of the Plaza, what makes a plaza a vibrant place is the activity and what makes the activity is the people who participate there. You can go around the world and point out the plazas where they have been successful and they are based on people. The reason is people is because they - those areas that are successful have been specially designed to accommodate residences, lots of residences. When you have people they have evening life. It doesn't necessarily mean having bars and loud music and so forth. I think what it means is an activity. So it does not look like an office building that opens at 8 and closes at 5:00. You have a great opportunity of doing both. In an hours' time you can close the doors. You have the ability to close it or keep it open. But you should not forget the larger picture that allows the plaza to impact a much larger area. When I come back into town and sometimes I feel claustrophobic because I think the Plaza is sinking. And I think we need to do just the opposite. We need to expand the plaza so its impact was spread to a larger area and allow some kind of vertical zoning perhaps to expand the residential area that could take advantage of the Plaza. And once people are there, the commerce will come. You cannot have the plaza with empty showroom windows and no business. That is the most depressing thing. So you have to create activity and it doesn't matter what kind of activity because no matter what you do it's never going to outgrow the plaza.

The commercial areas must be there. But not only office buildings. I hope that years from now people are still talking about it. You should take time to evaluate all the pros and cons before making a decision.

Lee Murphy - thank you city councilors. My husband and I own the Kettle Corn stand directly on the Plaza and I suppose I am just very curious about what that might be like if we did close the Plaza so I think, yes, go for it. I'm not real sure what that would look like by saying yes. I have to say before I say the reasons why, we stand to lose by closing the Plaza mainly because we have a lot of drive up traffic. We have people that do a really fast exchange for a little bag of popcorn and then take off. So we do stand to lose by that. But I wouldn't want what we benefit from for what the community might benefit from. And I'm not sure any of us knows what that would look like because we've never tried that. So I don't know whether it would be a compromise but not a permanent thing. But perhaps it would be from 11 to 4 or maybe as some others have suggested on Fridays. But it would be nice to give the Mayor an opportunity. The reason

I say try it is because I have worked on the Plaza and I have also worked across the street for some of our iconic businesses. I work 8 to 14 hours and I watch an enormous amount of animosity among drivers because of the pedestrians. People are trying to get from point A to point B. Tourists are kind of like weevils. They wobble but they don't fall down. But there's a lot of eye candy. There's lot of locals congregating. And we have a lot of drivers that come in there and they are yelling and screaming and using profanity. We have trucks. We have semis. We have skate boarders and bikers. And it just would be nice to give the Mayor an opportunity to try it. I would say try it for 8 months and that would take us up to January. And people could come in here and say, Wow, that was a terrible idea and here's why. Or that was a great idea and here is why it is working.

I am sympathetic to perhaps the tour guides that go through there so maybe you could address how they would do that or the routes that they would take. They're probably needs to be a little bit more discussion. But I'm just really curious and think it would be good to try it and see what it actually would look like. So I think it would be a good idea to give the Mayor an opportunity in some way or another.

Michael Murphy also owner of Kernels Kettle Korn. My wife and I spend roughly anywhere between, depending on the season, 6-10 hours a day on the plaza so we see a lot of what goes on there, whether it's dogs or buskers or cars and traffic or fights or homeless people or whatever it is, we see it all.

For myself, I don't know if completely closing the Plaza is the right way to go. Right now we have Old Santa Fé Trail partially closed off and basically it constricts the traffic down to one lane. What we see a lot of on the Plaza is someone looking around or looking at the Plaza - maybe it's one of our trams which we really appreciate having on the Plaza. I think that's great for the Plaza. And basically, you have some idiot driver who is not patient. Why then have five more minutes getting around the Plaza - there just in a hurry and so they lay on the horn and just fly around whoever it is that's moving slowly and they literally cause a safety issue with people that are pedestrians or even people that are on the sidewalks sometimes because they are moving so quickly. And I just think there is definitely a safety issue down there. I like and I are down there late a lot of times. We really enjoy seeing the different cars coming in whether their classics or low riders. However, we have a lot of low riders that like to show off so they like to get their cars up on three wheels as they come around the corner there in front of the five and dime. And to me that's a safety issue. If they have a tire the blows out or something goes wrong they could easily go into one of the storefronts or hit somebody. So although it was a lot of fun to see but in the right venue. So I think there definitely are some safety issues that need to be addressed by the Council.

Because of the corner we are on, we have Wells Fargo trucks who come in and park in front of the bank and just let their vehicle keep running with lots of exhaust that will just about kill you. It would be nice if those people were just kind of thoughtful enough to shut their vehicle off when they are there.

I think closing the plaza may not be the best idea but there are some safety issues so maybe partial closing down to one lane on each road so that people had to slow down and take the time. It would take longer to the around the Plaza so maybe you wouldn't have as much traffic through there, I don't know. But please think about your choice.

My name is Elizabeth Alarid and I went to thank the Council for giving us this opportunity to speak. As has already been pointed out, not all of us can walk to the Plaza. Parking is a problem and I don't think this is going to improve if we are not able to do our shopping and visit our restaurants there for those of us are not able to walking distance. The Plaza is a historic place for all of New Mexicans and for everyone else as well. But I'm not seeing traffic occur that has been a traffic jams. It happens other places too. I don't think it's unique to this area. It was mentioned that plazas in Europe work and I'm sure they do and I'm glad they do. But his isn't Europe. This is New Mexico. We would like to see our Plaza used by the native people here, as well. I strongly urge the Council to veto closing to vehicles. We like it like it is thank you.

I am Jackie Block, a concerned citizen. I'm kind of disappointed the mayor is not here since this was his idea. You would think he would want to hear what this is all about. I am opposed to the closing. For the past 40 years you've seen the slow "Disneyfication" of the downtown area. Closing off the streets would be the final blow in making this another Disneyland. It's bad enough now and I heard the lady say her while ago that people were rude to some of the pedestrians. But what you've got to remember is these pedestrians are just up and down the street, no matter what. Police cars are there but they don't use those crosswalks or anything.

Bus closing or not closing the Plaza, the tourists are still going to come. You close it off and it's going to be the final signal that the city says to the local people you are not welcome here. Whenever I'm downtown, I'd like to just throw a quick cruise just to see who Roque is there - or whoever. But once you close it off there's no way I'll be anywhere downtown. I'll go down for the concerts in the summertime but that's for two months. So don't finish off the Disneyfication of the downtown. Let's keep those streets open and let's get these policeman that are down there to do something besides bullshitting among themselves and tell the people to use the crosswalks and not be walking up and down the middle of the street. The middle of the street should be for traffic. So please keep it open.

I'd like to thank you for allowing us to speak about this issue in front of you. I'm here because I'm also part of the age group that is not often heard. My name is Scott. I'm 30 years old and consider myself a local - a long term local. I family moved here when I was three years old and for my entire life, the plaza has been an important gathering place. It's been a gathering place for people, not automobiles. People come there to enjoy the Plaza. We love to call ourselves the City Different in this might mean many different things to many different people. But what it means to me is we don't follow other people's rules. We are always willing to try new ideas and will do things just because someone else told us to do it that way. The idea of opening up the Plaza - - excuse me closing off the Plaza to vehicle traffic is a unique idea. And it is something I wholeheartedly believe we should try. I believe this will allow more opportunity for vendors, for street performances plus keeping it open during the busy months of the year, during the tourist season there are also safety concerns to keep vehicles off the Plaza when high pedestrian traffic is going to take place.

I feel like we are pretty much an automobile crazed culture. We can go almost anywhere to see automobiles but why in the summer for Plaza? Why not consider this a sanctuary from automobiles? Embrace the antiquity of our city. There was a time when there were no automobiles. It was covered wagons and oxen going through the streets. We won't ever go back there but maybe we can get a little

piece and quietness that we had. Also I don't believe this proposal reduces parking. I've never driven to the plaza - only through it. I've always parked on the outskirts and walked through the Plaza. The only automobile traffic I've seen going through them is not stopping there but only going through.

As far as I know, there is an amendment to suggest that this proposal only take place from Memorial Day through the end of Fiesta weekend. It's not the whole year. It gives us a block of period of time to try this and I think we're closing off an opportunity if we completely say no. I believe in Santa Fé we've always been willing to compromise. This was something we should try to compromise on and see the potential before you close it off.

My name is Paul Hillman unlike most of the speakers previous, I have only been here six months. So I'm looking at the city I guess through virgin eyes. I guess I'm on my honeymoon still. I worked in Manhattan for 45 years and lived outside the city and I watched Manhattan close downtown Times Square to great success. It opened up many new business opportunities in the Times Square area. Vendors that never existed there before came forward. Tourism multiplied incredibly. I just saw it as plus, plus, plus. When I first arrived here one of the first places I was driven to was the plaza and as we approached it the first thing I said to the driver was why are cars allowed here. It seemed to me to be inappropriate for traffic of automobiles. It took effort to maneuver the streets in the area and I just imagined where the streets were grass growing and people being able to walk. More vendors, more music, more of all of those beautiful things that could come forward from closing the streets. I would certainly like to see some type of a trial period as has been suggested. And I think that any problems that would arise from closing the streets and the Plaza could be addressed and could be solved. I don't think we should be afraid of change. I'm here for the long haul now. I love the city. It's really captured my imagination and part of that imagination was not seeing traffic in that beautiful area of the city. I really feel that we can benefit in every positive way and I want to see grass growing in the streets around the Plaza, not pollution from automobiles.

I am Karen Heldmeyer and I was going to come here and give you a history lesson because history in Santa Fé generally remembered better in hundreds of years and this was 12 years ago. But you've heard from a lot of members of the Plaza Task Force from 12 years ago so I don't have to give you a history lesson. You've heard from it. So let me leave you with a couple of questions. Why are we doing this? What is different now than was the case in 2002? What has happened now? We saw this resolution come forward as one of the first resolutions from the new mayor. And it mentioned two things. It mentioned safety and it mentioned bringing local people down to the plaza. You've heard from a lot of local people today. I don't have to speak for them. They've spoken for themselves.

Safety - we've had a few incidents on the Plaza over the period I've lived here. Sorry, I'm not a local. I apologize. I've only been here 25 years. But they've been few and far between. One of the remedies for safety was to put more police on the Plaza. I have to tell you that a week ago I sat in the First National Bank building in a meeting looking out on the Plaza and saw three police officers mostly for that two hours sitting on the corner of Palace and Lincoln on their bikes talking with each other, sometimes joined by one or two safety aides. It wasn't their fault they were doing what they were told to do by the department. But I can't say it made me feel any more safe. I can't say that it made anybody feeling more safe. There are some safety issues on the Plaza that weren't there 12 years ago.

Closing the plaza won't make those issues better; it's going to make them worse. Because if you've got more room to hang around, or room to have street performance, or room to have people panhandling, the things that make people feel unsafe, it's going to be worse. And what's really going to help - and the police have talked about this in the meetings on the buskers and also in the business and quality of life meeting. If you want to make things more safe, you write laws that give the police the power to get rid temporarily of the people who are causing the problems.

If those two things are not white we are considering this now been the other thing we've heard about are the young creatives - people who want to come down to the Plaza and do things. And we've heard about food trucks, street performers of various kinds, we've heard about riding bicycles, which might be okay. We've heard about a lot of things. But if you look at a survey done by CVB, one of the things that it showed was that all age groups were looking for authenticity. And what we need on the Plaza is authenticity that is authentic to Santa Fé. Not what they do in San Francisco or New York Sn Miguel Allende but what's authentic for Santa Fé. And I think the people of Santa Fé have stood up here tonight as they stood up here 12 years ago to say what they feel is authentic to the. And that is something I think you need to take that into account both for the sake of the locals and the sake of the tourists who are looking for something real and not fake and not manufactured.

My name is Jeff Green. I'm not sure I have too much more to add to the discussion we've had so far. I do support closing the plaza to vehicle traffic. I don't drive a car. I ride a bicycle. I'm not at the Plaza every day but when I do go down there I often do see unsafe behavior by drivers. Sometimes there is a lot of people, a lot of pedestrian traffic. Sometimes there's not but when there is I've seen drivers who don't wait for the people to cross the street. They become impatient and maybe you're going too fast. So I think that is a huge concern. I've been in Santa Fé for a couple of years. I've traveled around the country. I've been to some places around the world. All of my favorite cities do have an open air pedestrian promenade. A great example is Boulder Colorado has Fall Street and if you've ever been to Boulder you know it is a very vibrant place for tourists. There's all kinds of people hanging out there - different kinds of stores. Santa Fé, unfortunately, has greatly reduced the diversity and vibrancy of our downtown Plaza area in the last couple of decades and has cared more and more to tourists. But I think closing the Plaza to traffic would be good for tourism and it would also be good for the locals. I think it would be good to test it out.

My name is Ezra Leyba and this is my daughter Lillian Leyba. We live here in Santa Fé and we go down to the plaza on special occasions when the Plaza's closed. And I think we would go more often if it was closed to experience the Plaza. I would feel better about it.

We were in New Orleans last fall and we walked around there and the reason I brought Lillian up is that she wanted to tell you one of her favorite things about being in New Orleans. Lillian said it was the horses. They had horse drawn carriages and it was really cool ad like to see something like that here in Santa Fe.

There were no other speakers in the public hearing.

Chair Trujillo closed public hearing at 7:01 p.m. and he thanked everyone for speaking up.

She had been on the Council two thirds of her time in Santa Fe. She thought there was some room for compromise but didn't see it as much for just being in the summer. Perhaps with two streets like San Francisco and Old Santa Fé Trail open they could still have good flow. She would like to see more parking. She had been an advocate of the Plaza bandstand and getting the funds for that to happen. She was open to new ideas but learned her lesson in 2002 as far as radical change and what that would really mean.

When Las Cruces closed their plaza they killed their business downtown.

She also didn't want to see the Plaza just be for tourists buying expensive things downtown have it not the same as locals coming downtown.

She noted that just changing a blade of grass on the plaza brings out everybody. A landscape guy had some great ideas for landscaping with corn beds and places where people could sit. She hated it when they had the jail cells as protectors of the grass. They were expensive and unattractive.

Palace was already closed and the changes to Old Santa Fé Trail were based on concerns for safety... The resolution was an interesting mix because it said it was to bring people down on the Plaza and encourage economic development. She would love to see food trucks all the time like the old fiestas and have food there.

Councilor Dominguez said it was obvious this legislation needed some work. To clarify, on the sheet for the calendar of events, he asked if the dates that were blank were open to traffic.

Mr. Pino said no - this was just to show the calendar of events that were already scheduled to take place and with no events, it was open.

Councilor Dominguez understood the way the policy was right now, it was open for traffic. The Plaza was open. He felt the way this resolution was written, it was almost as if they were doing things backwards. It asked for an analysis of economic development impact of the street closures. He asked what would happen at that impact came back negative. There was a lot of political damage from this no matter what position we take.

It almost seemed as though they were doing some of that backwards and didn't know how they could determine the economic impact ahead of time. He said the resolution was to make it so that the Plaza was economically viable and successful without necessarily hurting many of the people who do use the Plaza for cruising. But it was not clearly articulated in this piece of legislation. Line 1 on page 4 would bring a lot of the heartburn to a lot of people - the closure of Lincoln, San Francisco and Old Santa Fé Trail. One option was that it would be heard at the next Finance meeting and let the Mayor try some different language and be brought back to Public Works. Councilor Dimas and Councilor Bushee were not on Finance.

Councilor Dimas said he had some ideas too, back in 1984. The Council did close the Plaza back then. He was the Police Commissioner at the time. They close it because a lot of younger people who wanted

vibrancy there but they had a lot of younger people who were cruising and providing lots of traffic jams downtown because the young people had nothing else to do. It was a real safety issue back then. They ran an experiment to see how long an emergency vehicle would take to get to La Fonda on a Friday or Saturday night. So they supposedly had a man having a heart attack and it took 20 minutes to get an emergency vehicle there so they closed the Plaza. Haagen Dazs really complained early on but appreciated it later. Later it was reopened and he thought he would never see the issue again in his lifetime.

As a lifetime 4th generation resident, he noted that Santa Fe High School was once located right here at City Hall and high school students walked to the Plaza all the time and it was an enjoyable time. And it was all locals back then. He thought they were premature with this resolution and even though he was a cosponsor in this right now, it would be very difficult right now to continue to support it the way it was now written. He thought it needed a lot more work on it.

Councilor Rivera and thanked everyone who came out to speak tonight, regardless of which position they were taking. Everyone cares about the plaza and it was a great place to congregate. He had been here since 1984. The only thing that brought locals back to the Plaza were the events. Since then, the grass became a big issue and that event was moved to Ashbaugh Park where it slowly deteriorated. The only way to bring local people back to the Plaza is to provide more events for locals on free weekends. Most of the Arts and Crafts events were good events but not really free and didn't have much for the kids to do during that time.

He was not sure this plan had been fully thought out. ADA needed to be looked at. So he would support this going back to the Mayor's Committee on Disability and entertain different ideas than were now proposed now even with the amendments.

Councilor Dominguez moved to take no action on this item at this point. It was already scheduled to go to Finance and that it go to the Mayor's Committee on Disability and then come back to Public Works Committee. Councilor Rivera seconded for discussion.

Councilor Dominguez commented that what it came down to was safety - how to make the Plaza safe and also an attractive venue for everyone. Part of the discussion needed to be what the public safety plans were. Were they going to keep an officer on the Plaza all the time - what that safety plan would be and what the traffic plan would be. There was work that needed to be done on this. It was an opportunity for the Council and the Mayor to take a position that was closer to what everyone could deal with.

Chair Trujillo agreed the plaza was very important. The Plaza was for everybody. He remembered cruising there. He was probably the only Councilor who rode a motorcycle. He and his wife cruised around and walked around it. The Plaza was a special place for them to.

How we get people to the plaza was the question. Baseball brings him downtown. He ate downtown and then watched the baseball game. The Plaza belonged to everybody and we want to protect the Plaza. This resolution was not ready. Most who spoke were against closing it. With this motion it would have the

discussion at Finance and Committee on Disabilities and then come back to Public Works.

Councilor Bushee asked that Finance consider whether bicyclists would be allowed on the plaza. She had once heard some people say kick out the skate boarders and kick out the bicyclists. Vibrancy discussion should not just revolve around parking. She felt they came at it backwards by airing at street traffic first. She said they did have a horse drawn carriage and found it was not economically viable. The discussion should be expanded. The bandstand folks were considering a food truck and it would support the bandstand music. Those were things to put in the mix.

Chair Trujillo asked her to come up with a list for the Finance Committee. He reminded them if closed, they would have barricades up to consider if someone had a heart attack on the Plaza.

Mr. Pino said the barricades proposed were such that a movable bollard or chain could be pulled out of the way for emergency access.

Chair Trujillo said last week they closed the bandstand and he understood the reasons but didn't want to stop seeing a child going to the bandstand and having their own concert. There were things we should not be discouraging.

Mr. Pino said park workers needed to be available also.

The motion to forward with no action passed by unanimous voice vote.

16. 2014 CIP BOND ISSUE

- **REQUEST FOR APPROVAL OF THE CIP FUNDING OPTION A FOR \$16 MILLION (ISAAC PINO)**

Committee Review:

Finance Committee (Scheduled)
Council (Scheduled)

05/05/14
05/14/14

Mr. Pino said ever since 2006, Santa Fé has had a CIP bond every other year to have financing for capital projects. For 2007-2008, the CIP was combined into both capital projects and some O & M costs that could no longer be covered by the general fund. So every two years there has been a bond when there was not the ability to service the debt because things were economically that bad. In March 2012 bonds were sold so that the city could proceed with capital projects and with O & M projects. What was being proposed now was the 2014 bond in the amount of \$16 million with a purpose very similar to what it had done in the past. He included for the committee's consideration recommendations broken into categories and referred to the exhibit right behind the memos.

The first category with a budget of \$12.091 million were the regular operation and maintenance costs including things like street repaving, dirt road maintenance, traffic signals, sharrows and things the city had

to keep renewing every two years. The second category was matching funds to leverage additional federal and state money for the airport and transit. Category three were improvement projects. The list of improvement projects was simply a collection of projects mentioned over time. There were a number of other projects that the committee or the Council wanted to have considered in lieu of or in addition to some of the projects that were on this list. The grand total of everything was \$27 million which was \$11 million greater than the \$16 million bond. He was advised by the Finance Director that the bond could go as high as \$18 million, depending on how things turned out with the budget review during the next several days.

What he was asking the Committee to do was to look at the proposals and consider passage of a measure that would move us toward issuing bonds as quickly as possible for funding after the bond sale. He also included for the Committee's information the status of the current 2012 bond issue and on the reallocation for buses. There were balances and those were mainly crafted to stretch out the money as far as possible, and especially parks maintenance.

The capital projects were all pretty much underway or in various stages of being underway and the expected within the next year to be able to clear the boards on all of the bonds balances entirely from the 2012 bond and the reallocation. They were looking forward to the 2014 bond to keep business moving still absent the ability to move all those expenses back to the General Fund. The Finance Committee was considering different scenarios for different kinds and he was not sure if this one fell into that category or not. He had asked public works staff to remain at the meeting and other staff whose projects were on the list to help respond to questions.

Councilor Dominguez said this was 8 million per year. If he understood it correctly they were taking about \$3 million a year out of CIP for GCCC, South Side Library and MRC.

Mr. Pino said the difference was that this bond would be for these purposes only and the fund to which he was referring was the CIP GRT.

Councilor Dominguez asked if those were not impacting this CIP. Mr. Pino agreed.

Councilor Dominguez noted, in terms of those on page 5, at the list and looking at category one on infrastructure improvements, it was small sidewalks, etc. He asked how they determined this because some of them seemed reactive and others seemed to be proactive.

Mr. Pino explained that they were all based on history of the requests. For instance, there was nothing in the list on traffic calming. Traffic calming has fallen off the charts over the last two or three years. They did find some money for traffic calming like the flashing beacons on San Mateo. But the city used to allocate a lot more money here funding for it in the past. These were all based on the experience from year-to-year tiny pointed out that these are two-year totals.

Councilor Dominguez understood that the \$500,000 for the GCCC for the mechanical system and the flooring for the ice arena was a two-year total. Mr. Pino agreed.

Councilor Dominguez ask what the proposed strategy was in order to get this to \$18 million.

Mr. Pino said they didn't have any more detail on that. It would all rely on how much was available for debt service.

Councilor Bushee asked if the Chair could consider a public hearing on it.

Chair Trujillo agreed.

Councilor Bushee explained that in the past they had at least one public hearing once they had a list.

Chair Trujillo was sure we have our preferences to add onto the list.

Councilor Bushee said some were things they passed resolutions on. But she didn't know when they needed to have this winnowed into a list that we vote on.

Mr. Pino said they managed the accounts to try to stretch this through the end of June.

Councilor Bushee went through the list to highlight some concerns. At Fort Marc y she asked if they could get the new gym equipment. They waited and waited to get it. It was not a lot of money but had to be here. She asked concerning the LED street lights if PNM had done something that prevented the City from doing this on its own.

Mr. Romero said that was the thought several years ago but there was a certain kind of streetlight the City could put on one meter and upgrade it ourselves. We did it on Paseo de Peralta.

Mr. Pino added that they were in negotiations with the County about the water improvement and the County had agreed to pay for the design for the big improvement. But recently they took it off the table because the water project was turning out to be more expensive for the County and wouldn't have enough money for it. But this morning Councilor Ives told him that Commissioner Holian was reconsidering it.

Councilor Bushee said widening of West Alameda was part of it. She asked if the trail category was Category 1. Mr. Pino agreed.

Councilor Bushee said the \$3.5 million for Acequia Trail was not the underpasses but widening.

There was an additional \$2 million for the St. Francis/River Trail underpass. That project was sold as a \$2 million project and everyone was asking why the City was doing this when you could push the button to cross the street. It needed to have enough money to complete the project. At BTAC they learned it would cost a lot of money and suggested we back off from the project. It would be the first item at BTAC. She would consider a little money for Traffic Calming and small sidewalks - maybe even a speed sign. People want us to take care of them. The Trail Coordinator needed to be in there also.

Councilor Dominguez noted that Tierra Contenta was looking at the last phase of the entire project. He asked if they could use CIP funds for that. He also asked if someone relooked at the site work of the last review of the facilities.

Mr. Pino said they did reference some of that. They identified them but no priorities were set.

Councilor Dominguez asked if that was something this Committee needed to follow up on - some of the real priorities.

Mr. Pino said they would.

Councilor Dominguez asked if that was a policy in place.

Mr. Pino was not aware of any policy

Chair Trujillo asked if at the next meeting they could get a list. He thought they should keep the total at \$16 million and share the priorities from the list.

Councilor Bushee said she just wanted to know the process. She asked when it would be going to the voters. She asked if they could have the public hearing. Mr. Pino agreed.

Councilor Rivera moved to postpone this matter with staff to report back at the next meeting. Councilor Dimas seconded the motion and it passed by unanimous voice vote.

18. MATTERS FROM STAFF

Mr. Pino announced that Mr. Gurulé was retiring. He wanted to acknowledge his service through the years and now he was moving on.

The Committee thanked him for his service to the City.

19. MATTERS FROM THE COMMITTEE

Councilor Rivera asked why they didn't have a turn arrow from Paseo at Guadalupe going toward the cemetery. The other one was a median on Galisteo at Harkle Road that forced people when turning from St. Michael's Drive to go on to businesses or the nursing home, they have to go straight and couldn't turn left and had to go quite a ways to find place to turn around. He would appreciate a response to those two items.

Councilor Dominguez said he was getting mixed messages from staff and Tierra Contenta about who was responsible for what in Tierra Contenta. The City has done some work in the past. That has been

confusing for 8 years. He asked if Mr. Pino could went him a memo that would clarify that. Councilor Rivera and he were getting questions about why nothing was being done.

Mr. Pino asked if the double frontage roads were part of that.

Councilor Dominguez said it was and he'd like to get together with Mr. Pino on it.

Councilor Dimas gave kudos to Public Works crew for the paths in that subdivision behind Nava Adé. They did a spectacular job as he understood.

Chair Trujillo wanted staff to look to providing a resolution on herbicides. He knew they passed one and could not use them in certain places. Herbicides could be used in our back yards but not on medians. The park crew needed to be able to do something other than cut weeds. He went to other cities that had beautiful medians and our City had weeds. He asked if he could get information on that. He wondered if they needed to repeal the ordinance as it was now.

Councilor Rivera commented that there were quite a few environmentally sensitive herbicides out there. Maybe they didn't work as well as he thought they did and that information would also be helpful. He asked if Mr. Pino was in charge of the division for Keep Santa Fé Beautiful program.

Mr. Pino said that was under Solid Waste. Although Public Works did help with parks staff out picking up trash on that Saturday.

20. MATTERS FROM THE CHAIR There were no matters from the Chair.

21. NEXT MEETING The next meeting was scheduled for May 12, 2014


22. ADJOURNMENT

The meeting was adjourned at 8:15 p.m.

Approved by:

Ronald Trujillo, Chair

Submitted by:



Carl Boaz for Carl G. Boaz, Inc.