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**BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING**  
**Wednesday, December 21, 2016 - 5:30 p.m. – 7:30 p.m.**  
**City Hall, 200 Lincoln Ave**

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES FROM NOVEMBER 16, 2016
5. CITIZEN COMMUNICATIONS FROM THE FLOOR
6. COMMUNICATIONS FROM OTHER AGENCIES
  - a. Santa Fe Conservation Trust report (Tim Rogers)
  - b. MPO Report (Erick Aune)
7. INFORMATION, DISCUSSION & ACTION
  - a. Acequia Trail Rufina to South Meadows Project Update Status (Leroy Pacheco)
  - b. Status Update of Fiscal Year 2016/17 CIP Trail Projects Recommendation (Leroy Pacheco)
8. BTAC SUBCOMMITTEE UPDATES
  - Outreach & Education (Bob Siqueros)
  - On Road Subcommittee (Joe Abbatacola)
9. STAFF COMMUNICATIONS
10. COMMITTEE COMMUNICATIONS
11. COMMUNICATIONS FROM THE CHAIR
12. ADJOURNMENT

***Next Scheduled Meeting for BTAC is January 20, 2016, Agenda & Packet Material due on January 12, 2016. Please submit via email [mamcdonald@santafenm.com](mailto:mamcdonald@santafenm.com)***

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Bicycle and Trails Advisory Committee  
Meeting Index  
December 21, 2016

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Call to Order	Councilor Joseph Maestas, Chair called the Bicycle and Trails Advisory Committee meeting to order at 5:35 pm in the City Council Chambers, Santa Fe, New Mexico.	1
Roll Call	Roll call constitutes a quorum.	1
Approval of the Agenda	Mr. Pacheco moved to approve the agenda as presented with a second from Mr. Abbatacola which passed by voice vote.	1
Approval of Minutes from November 16, 2016	Clarification Mr. Newhall spoke about the Route 66 bicycle trail. <i>(There was no mention of this in the minutes)</i>  Mr. Pacheco moved to approve the minutes of November 16, 2016 as amended with a second by Mr. Cooley which passed by voice vote.	1
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a.) Acequia Trail Rufina to South Meadows Project Update Status		4,5
b.) Status Update of Fiscal Year 2016/17 CIP Trail Recommendation	<b>MOTION:</b> Mr. Pacheco moved to utilize the surplus amount <i>excluding the Northwest Quadrant project</i> and use it towards the Harrison to NM School for the Deaf, Rail Trail and Wayfinding Trails with a second from Ms. Wellington. <b>VOTE:</b> Voice vote carries, all in favor.	
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• Outreach & Education		5,6
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Committee Communications	Discussion Only	6
Communications from the Chair	Discussion Only	6
Adjournment	There being no further business to come before the Bicycle and Trails Advisory Committee the meeting was adjourned at 7:42 p.m.	6
Signatures		6

**BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING  
CITY HALL – CITY COUNCIL CHAMBERS  
December 21, 2016 – 5:30 PM – 7:30 PM  
MEETING MINUTES**

**1. CALL TO ORDER**

Councilor Joseph Maestas, Chair called the Bicycle and Trails Advisory Committee meeting to order at 5:35 pm in the City Council Chambers, Santa Fe, New Mexico. Roll call constitutes a quorum.

**2. ROLL CALL**

Present:

Councilor Joseph Maestas, Chair  
Paul Cooley  
James Ronald Pacheco  
Joseph A. Abbatacola  
Gretchen Grogan  
Tomas Rivera  
Shelley Robinson  
Jennifer Wellington  
Frank Herdman

Excused:

Staff & Others Present:

Leroy Pacheco, Staff Liaison  
Claudia Horn, Design Office  
Linda Vigil, Stenographer  
Justin Green, Citizen  
Dick Lemon, Citizen  
Stephen Newhall, Adventure Cycling

**3. APPROVAL OF AGENDA**

**MOTION:** Mr. Pacheco moved to approve the agenda as presented with a second from Mr. Abbatacola which passed by voice vote.

**4. APPROVAL OF MINUTES FROM NOVEMBER 16, 2016**

Clarification Mr. Newhall spoke about the Route 66 bicycle trail. *(There was no mention of this in the minutes)*

**MOTION:** Mr. Pacheco moved to approve the minutes of November 16, 2016 as amended with a second by Mr. Cooley which passed by voice vote.

**5. CITIZEN COMMUNICATIONS FROM THE FLOOR**

Mr. Justin Greene (611 Campana Place) asked that the BTAC Committee review the bicycle access in the area where the new project of Hyde Road was approved. The project is scheduled to be on the agenda of the next Planning Commission meeting in January. Mr. Greene would like to see BTAC give their input

beforehand. Mr. Greene submitted a map with his recommended trails and his verbal statement. (See Exhibit A and B)

Mr. Dick Lemon (438 San Pasqual discussed the lack of bike racks in the downtown area. Mr. Lemon assessed the area and counted roughly 35 places where he believes they can be placed. He would be willing to find the funding for it and perhaps have an artistic aspect to it. (See Exhibit C)

Councilor Maestas asked that Mr. Lemon stay for the MPO Report which may include some information.

## **6. COMMUNICATION FROM OTHER AGENCIES**

### **a. Santa Fe Conservation Trust**

Mr. Rogers was not available tonight to report however his report is included. (See Exhibit F)

### **b. MPO Report**

Mr. Aune explained to Mr. Lemon that this was looked into before. There were ideas to place a sleeve attached to the parking meters for bicycles. There is also a pilot project for a bike corral.

Mr. Herdman shared an idea from his recent trip to Durango. Ms. McDonald will email to the group.

Mr. Abatacola thanked Mr. Lemon for his idea. He would like to merge artistic ideas in it.

Mr. Rivera stated in Tucson they make bike racks with old bike parts. Chainbreakers would be happy to supply parts.

Mr. Lemon explained he can find the funding he will just need help with the process.

Mr. Abatacola discussed the signage for the Route 66 route. Adventure cycling has some maps and the bike parking areas can be put there.

Councilor Maestas briefly discussed the issue on Hyde Park Rd. there is not any information on the master plan yet.

A discussion was held about the hazards in that area. Mr. Aune explained the resolution with the Federal, State and City entities that will work together on bike facilities.

Councilor Maestas asked if the MPO could draft a resolution to request the projects be placed on the map. Mr. Aune explained if there more detail to it, the code would compel the developer to work on it.

Mr. Greene would like to see a 30-day extension on the final approval. Ms. McDonald explained the item can be discussed by the Chair of the Committee however it is not an action item on tonight's agenda.

Ms. Wellington asked if NMDOT still has the bike and pedestrian coordinator that could attend the next meeting. Mr. Aune stated the position is vacant and posted today.

Councilor Maestas stated he will work with Mr. Aune offline to get bike lanes on the master plan for the Hyde Park Rd. area.

Mr. Aune stated the MPO has been working with the GIS staff and the City who invested in an interactive app that is available on the website. It will be useful and there are layers on transportation data. Mr. Aune is meeting with the City to see what phases of the master plan it can show. Mr. Aune discussed the app has parking and transit data on it.

Councilor Maestas asked if they are to use FTA codes. Mr. Aune states the staff activities coincide with the work of the committee.

Councilor Maestas asked about the estimates given in 2012 and how the amounts can be amended. Mr. Aune stated the amounts are somewhat predicable. NMDOT wants them to spend down the money and then start over.

A brief discussion was held about the app and if bus stops are included. Mr. Rivera would like to see it work along with that app.

Mr. Aune shared an idea on a bicycle playground and a family map with the Committee. (See Exhibit D and E).

A discussion was held about the areas that can possibly be used. Councilor Maestas stated the Committee is interested in this idea. Mr. Aune stated the next step is to meet with the Parks Department and brainstorm further. Ms. Wellington states it would be great for instructors.

## **7. INFORMATION, DISCUSSION & ACTION**

### **a. Acqueia Trail Rufina to South Meadows Project Update Status**

Mr. L. Pacheco provided the Committee with an update on the project. (See Exhibit G) The project is at a 15% schematic design phase. The ENN was held in November as part of the work. Tonight the design team is here to give an update.

Ms. Claudia Horn with Design Office gave a brief overview. A map was shown on the overhead projector and are part of Exhibit G.

Ms. Horn explained the trail will go up to Diablo Canyon for the Southside residents to use. The trail goes along the right of way on Rufina. There was a resolution that terminated that area but it could be used for a trail. There is a portion not owned by the city that needs to be acquired.

Ms. Horn explained the neighborhoods are dense, with roughly 800 homes. The trail would benefit a lot of residents. The Historic maps shows it is a low spot there are drainage issues and wants to address the issues in the design.

A discussion was held about the traffic in the area and the designs for speed humps. Mr. Cooley discussed the curb cuts in some areas and the difficulty in transitioning on them.

Mr. L. Pacheco discussed the need for the trail project and the simple designs. There will be an estimate for the drainage issues and the re-appraisal of lots needed to acquire.

A brief discussion was held about the TAP process and the NMDOT applications that will be reviewed in February.

Mr. Herdman asked about the area that connects to the River Trail. Mr. L. Pacheco explained the parcel was purchased by a church and will give an easement.

Ms. Wellington asked about the budget figures for the Arroyo Chamisos Trail and why it is so high. Mr. L. Pacheco stated he will discuss on the next item.

#### **b. Status Update of Fiscal Year 2016-17 CIP Trail Projects Recommendation**

Mr. L. Pacheco provided an update on the projects pending and available budget. (See Exhibit H) There are three projects that are ready to begin.

Mr. L. Pacheco reviewed the list and discussed the stages they are in at this time. There is one issue with a homeowner's association. An offer was made and declined, Mr. L. Pacheco stated it was decided to focus on the Maclovía park project instead.

Mr. L. Pacheco stated the Arroyo Chamisos project is complete, the money was moved from another bond to complete.

Mr. L. Pacheco showed a photo on the overhead projector of the concrete slabs needed to fit on the underground columns for the Rail Trail project. Right now it is on winter suspension until the weather warms up. The bids will open in February and the design is complete.

Mr. L. Pacheco stated design is complete for the wayfinding trail.

Mr. L. Pacheco explained the Tierra Contenta Trail is at 80% design. There are 5 private property parcels that need to be acquired.

Mr. L. Pacheco explained the Canada Rincon Trail is at 15% schematic design. The Reserve has hired Jennifer Jenkins who will represent them. Mr. L. Pacheco stated they will meet with Ms. Jenkins and will finishing it up.

Mr. L. Pacheco stated the MRC Trail is being led by the County and the City will match the funds.

Mr. L. Pacheco explained the spreadsheet which shows the business units used. He recommendation to finish the projects with design.

Mr. Pacheco asked what does the Rail Trail involve. Mr. L. Pacheco stated it is a small triangular area.

Mr. L. Pacheco recommends the surplus be used to complete the 2 bridges, the Wayfinding and Rail Trail projects.

Councilor Maestas asked about the TAP application and if the project on San Felipe will affect it. Mr. L. Pacheco does not think there is a requirement that the right of way be supported.

Mr. L. Pacheco suggested also focusing remaining money into Canada Rincon.

Mr. Cooley asked about Tierra Contenta as it will service more people.

Mr. Herdman discussed his concern with using the funds for the Northwest Quadrant project as an option. He spoke to the public and interacted with them, it would be inappropriate to now move bond money to another project.

Mr. L. Pacheco explained it is not out of bounds legally to move bond money into needed projects that are ready to go. City Council manages the money and approves them.

Councilor Maestas suggests to exclude the Northwest Quadrant funds and he would like a consensus from the group.

Mr. Pacheco agrees to the point made about moving funds but also sees it is valuable to complete the projects that are ready to begin.

Ms. Wellington asked if the schools have been included. Mr. L. Pacheco stated they have given permission to use the lands.

Councilor Maestas suggest the total to exclude the Northwest Quadrant project and be used to fund the Harrison, Rail Trail and Wayfinding Trails. (\$444,186)

**MOTION:** Mr. Pacheco moved to utilize the surplus amount *excluding the Northwest Quadrant project* and use it towards the Harrison to NM School for the Deaf, Rail Trail and Wayfinding Trails with a second from Ms. Wellington.

**DISCUSSION BEFORE VOTE:**

Mr. L. Pacheco states there might be a slight error but the funds can be used to prioritize the projects.

Mr. Cooley stated his concern with the Rail Trail. He doesn't see it as urgent. Mr. Rivera agreed.

**VOTE:**

Voice vote carries, all in favor.

**8. BTAC SUB COMMITTEE UPDATES**

- Outreach & Education
- On Road Subcommittee

Mr. Abbatacola reported the Subcommittee met with City staff to clarify the process of being a subcommittee. A copy of the report is attached. (See Exhibit I)

Mr. Newhall will spearhead the Rt. 66 signage project. A copy of an example will be emailed. They would like to have a hint of Santa Fe to the signs.

Mr. Newhall informed the Committee that they are all welcome to ride the route to count the signs that will be needed. The ride will need to be made in both directions to decide which intersections needs signs. Mr. Pacheco, Mr. Cooley and Ms. Wellington are all interested.

Mr. Abbatacola would like to meet with Councilor Maestas to get a better understanding of the bonding cycle.

## **9. STAFF COMMUNICATIONS**

## **10. COMMITTEE COMMUNICATIONS**

Mr. River reported that the Chainbreakers Holiday event was a success. There was over 200 people in attendance and 32 bikes were given away.

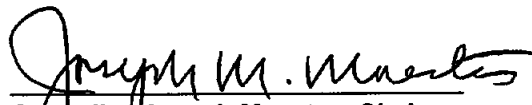
## **11. COMMUNICATIONS FROM THE CHAIR**

Councilor Maestas states he is still working with the county and other department Directors to create an outdoor economy. He would like to with the Committee a Merry Christmas and Happy Holiday.

## **12. ADJOURNMENT**

There being no further business to come before the Bicycle and Trails Advisory Committee the meeting was adjourned at 7:42 p.m.

## **SIGNATURES**



Councilor Joseph Maestas, Chair



Linda Vigil, Stenographer



Valley Drive

(Fut.) Trail Connection  
to Valley & Vallecita

Alma Dura

Bike & Trail Infrastructure  
recommendations  
for Haciendas del Mirasol  
with ROW connections to neighbors  
BTAC - Decemer 21, 2016

(Fut.) Trail Connection  
to Bishops Lodge

El Matador

(Fut.) Trail Connection  
to Williams (no auto)

Callecita

Trail Connection  
to Callecita

Public Trail Stub-out

8-12 Clustered Homesites

Road & Ped. Stub-out

Tract 2 - future connections  
are recommendations only  
and encouraged for future  
planning

Tract 1 - trails and improvements  
encouraged to be established  
with current development plan

800 East

EXHIBIT

A

3/20/2016

Protected Ridge w/ Trail

High  
Impact  
Viewshed

Bikelane/C&G/Sidewalk  
Improvements along HPR

Exist. Berm Screen

Median, Turn lane & Crosswalk  
Road Improvements at intersection

Ft Marcy Condos

Estancia Primera

Locations are approximate  
Tract 1 recommendations only  
applicable at this time

Hyde Park Road

Hyde Park Road

BTAC meeting December 21, 2016

Thank you for listening to this petition.

I ask for time to review the upcoming plans for the Haciendas del Mirasol development along Hyde Park Road. It is a large parcel at 28 acres and has established trails that could be lost in the current plan.

Safety is an issue along Hyde Park Road as well.

There have been accidents. As recently as two weeks ago.

Safety and speeding are real issues. 58 MPH in 45. 38 MPH in 25.

There is no margin of error on Hyde Park Road. For bikes or pedestrians.

Many people signed petition and testified at City Council last week regarding bike safety along Hyde Park Road

Proposed plan take away long established trails in the foothills along Hyde Park Road.

Critical public connections from ridge to arroyo and into neighborhoods will be lost.

I request that you ask the Planning Commission to postpone the final development plan review until BTAC can complete its study and recommendations for trails, pedestrian and bicycle facilities on and across the 28 acres property. Review is to be placed on the agenda for the next BTAC meeting in January. A set of recommendations or endorsement of proposed plans will be delivered to Planning Commission by its February meeting.

Staff is encouraged to look at stub outs and public trail easements that could connect to neighboring properties and utilizing existing trails from ridge to arroyo.

Hyde Park Road is very important to the system and needs attention for speed and safety issues. Cycling is dangerous along the entire stretch and a bike lane appears necessary. Staff should look into expediting bicycle improvements along Hyde Park Road for safety.



## **Downtown biking**

### **Background**

Very few people bicycle downtown to shop or socialize. Yet, biking fits our values of supporting downtown commerce, avoiding car use if possible and helping citizens live a healthy life.

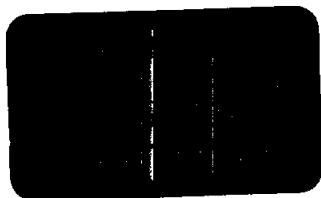
If more of us would try biking around town the habit will spread. But a major impediment to popular biking is that there are few, very few places downtown to park and lock bikes. In the business quadrant from the Plaza, north and east, there are 6 existing bike stands, 2 being at the library away from the street and sidewalk. That leaves a net of 4 for that major area of commerce and government.

In that sector there are 35 ideal spots to put a simple stand, one on each block. These sites avoid pedestrian traffic, do not impair a car opening its passenger door, and invite rather than discourage access to the merchants we want to support. The spots often are at yellow/green painted curbs or by established sidewalk trash receptacles.

The sites were picked with particular care not to make merchants nervous. Merchants likely don't yet know that bicycling customers are prime. They are local and likely repeating and they come targeted to a certain store or block. Shrewd shop owners will want the stand nearby.

We would like the racks to have color and perhaps shapes which attract the eye. Not fancy, and not expensive; maybe only interesting colors, subtle or not subtle. At the least the stands could reflect the fact santa fe is about beauty. Perhaps they could be designed by various sponsors such as one particular block or nearby businesses or downtown organizations.

Putting bike parking downtown is a win for everyone. It is our job to do the creating, implementing and financing of the project.



## **The steps done and to do**

1. Assemble basic info (other city's projects, costs, proposed sites, type of facilities)

**Done:** connect with the city of Portland (see detailed packet)  
determine cost of racks  
map specific sites in the pilot area.

2. Gather a team (bike coalitions, business leaders, bike shops, city transportation, park and rec/police) to keep things going in the right direction. Right now, this is a one person project but that is not good enough. Diverse views and energies are a must. The planning and implementing will be fun and have an uplifting and durable result for our town.

3. Arrange funding (foundations, city, donors)

### **DONE**

A local foundation has agreed to fund the pilot project with support from others.

4. Find artist(s) for racks and graphic designer for presentation materials
5. Approach merchants near the parking spots
6. City permits
6. negotiate and sign contracts with suppliers
7. Install racks (with tons of publicity)

8. **Celebration**

An Event

Prototype for positive change

Bikers gathering from away

News, mags

**Follow-on**

Expand racks to all downtown

Expand to lower income residential shopping corridors

Add to the works of others including collecting and distributing used bikes, maybe organizing a group of volunteer bike chaperons when it helps get someone out biking.

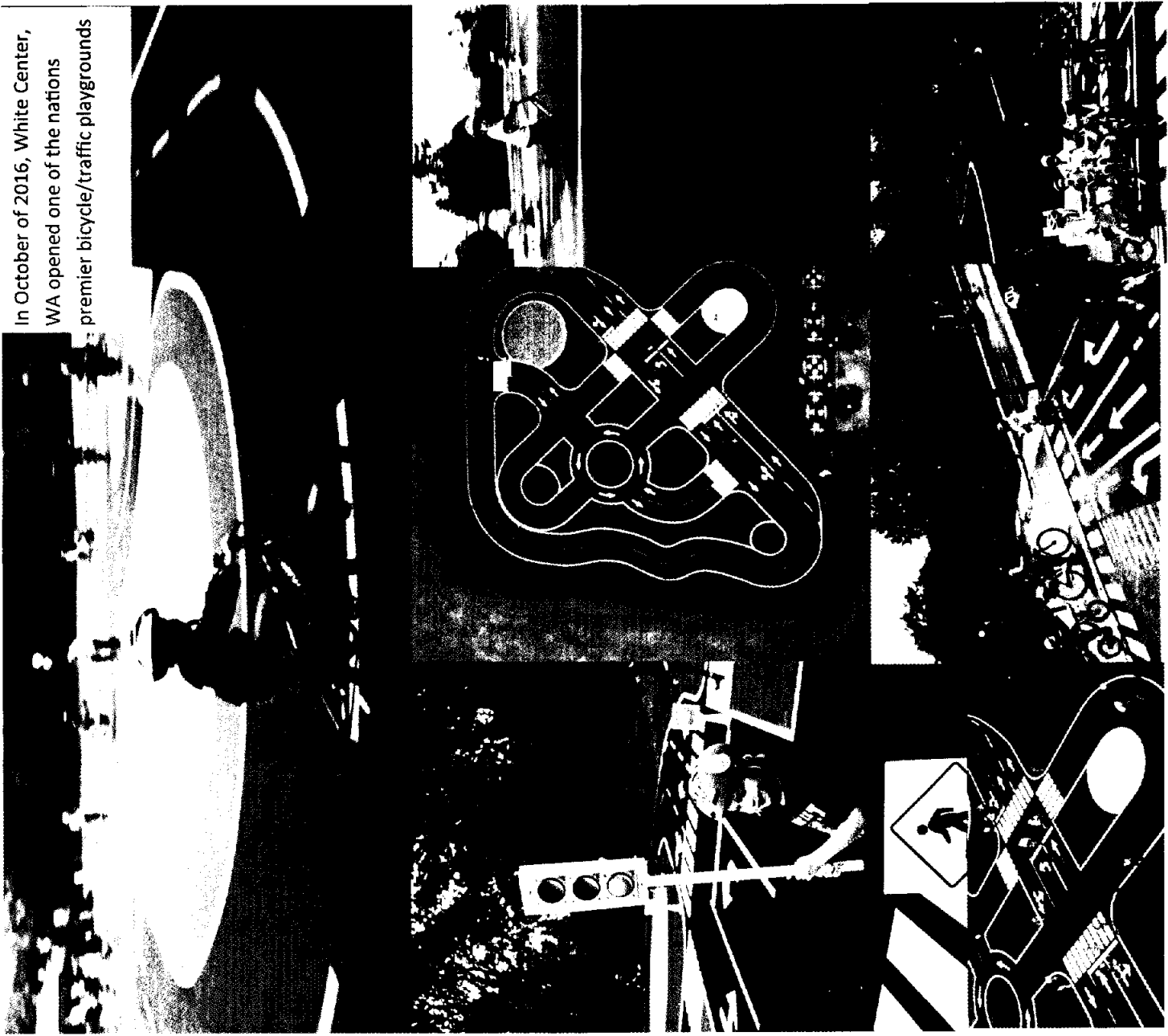
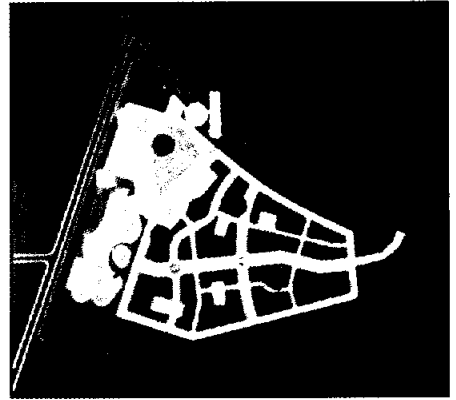
## BICYCLE/TRAFFIC PLAYGROUNDS: A Place to teach kids to love their bikes

**WHAT:** A dedicated space designed where riders of all abilities can safely learn how to ride within the context of our local roadway and multi-use trail environment. Design characteristics are reduced in size to match a child's perspective and provide realistic traffic simulation with features that may include traffic lights, roundabouts, road signs, street markings, bike paths, sharrows, and more.

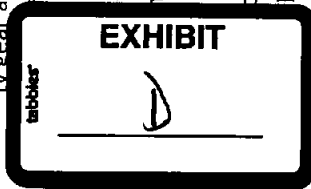
**WHY:** In the United States there are no comprehensive and consistent bike education programs. Thankfully local police and fire departments such as those in Santa Fe host "Bicycle Rodeos" as a means to promote bicycle safety, provide helmets and other safety gear and a means for youth to engage with public officials in a positive environment. A Bicycle/traffic playground may provide a consistent location for safety, public school, non-profits and local residents to host youth in an environment where they can learn to ride again and again.

Clearly indicated that parents worried about their children's welfare are reluctant to allow their children to bike to school or to other neighborhood

amenities; yet biking and walking to school are both proven methods to increase children's health and school performance.



In October of 2016, White Center, WA opened one of the nation's premier bicycle/traffic playgrounds



# Ashbaugh Park Bicycle Playground/Traffic Garden Conceptual

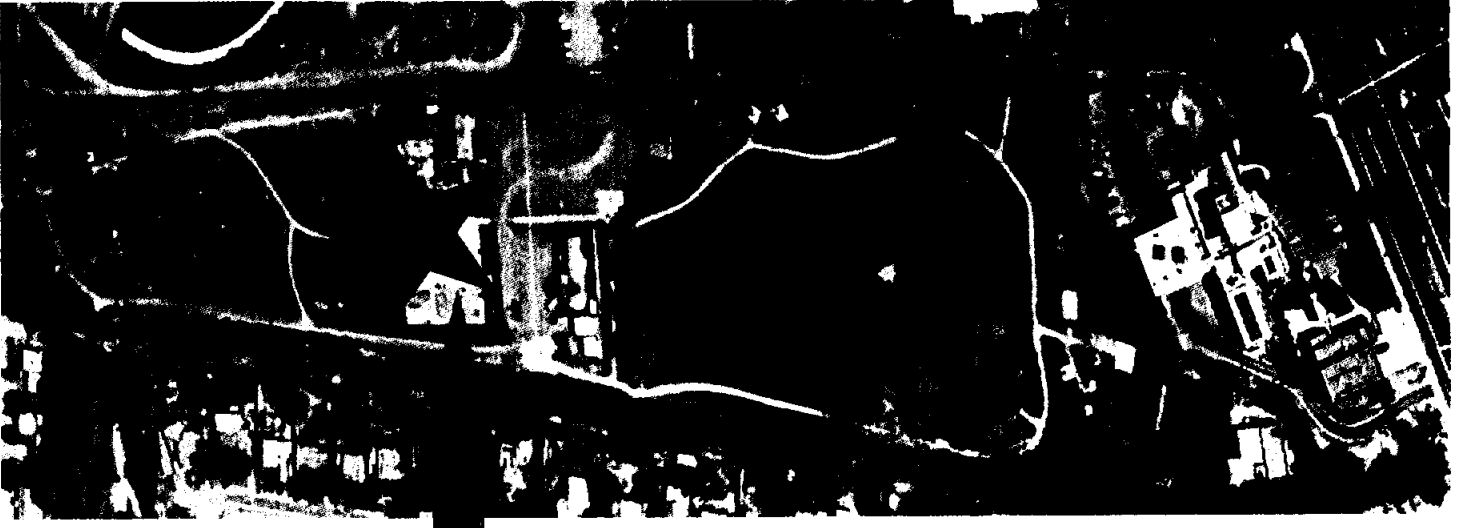


## BENEFITS

- Ample Parking including ADA
- LOW WATER USE
- Centralized Location
- SF Fire Department in Proximity

- Existing under utilized paved structures
- .65 Mile In-Park Loop Trail
- Direct access to Acequia Trail
- Attractive tree canopies and grass
- Existing electric infrastructure/Access
- Security Quarters
- Potential partnership with Indian School

Cost: Variable depending on size, design elements, lighting,... Estimate between \$250K and \$700K





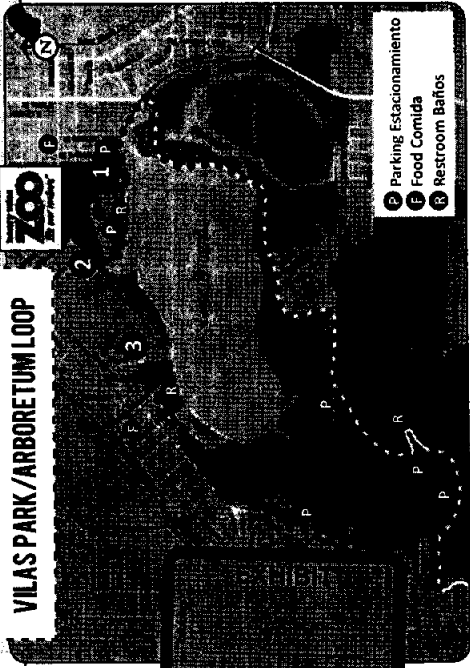
## WHY BIKE?

Cycling is one of the easiest ways to be active because it is a fun form of transportation.

**WHAT BETTER WAY TO VISIT YOUR FAVORITE FAMILY-FRIENDLY PLACES THAN ON A BIKE?** Whether pedaling your own bicycle or trailing behind an adult-powered one, everyone loves to feel the breeze on their face and share a family ride.

**WHAT BETTER WAY TO GET THE RECOMMENDED 1 HOUR OF PHYSICAL ACTIVITY RECOMMENDED THAN ON A BIKE RIDE?**

## VILAS PARK/ARBORETUM LOOP



Distancias: Segmento 1 a 2 - 0.4 millas. Segmento 1 a 3 - 0.8 millas. Full Loop - 6.2 millas.  
Distancia: Segmento 1 a 2 - 0.4 millas. Segmento 1 a 3 - 0.8 millas.  
Recorrido completo - 6.2 millas

## Route 1

**SEGMENT 1 TO 2** - Appropriate for even the youngest children, this route is a flat, 4 miles one-way from the parking lot at the Vilas Park lagoon to the parking lot at the end of Vilas Park Drive. Auto traffic is allowed traveling in one direction only on this section of the route.

**SEGMENT 1 TO 3** - Continue left onto Edgewood Drive from Vilas Park Drive and enjoy the quiet and flat street with Edgewood College on one side and Lake Wingra on the other side. The Lake Wingra side has a walking trail in the woods with boardwalks for viewing the lake. This segment is 8 miles one-way. Watch out for occasional auto traffic as the road does not allow through traffic but is open to cars accessing the building along the street.

**ZHABRÁ MEJOR MANERA DE VER LOS TESOROS DE SU COMUNIDAD QUE DESDE EL ASIENTO DE SU BICI?** Si pedalea su propio bici o atrás de su madre o padre, todo el mundo se enamora de la brisa en su cara mientras compartir un paseo en bici con familia.

**ZHABRÁ MEJOR MANERA DE LLEGAR A LA 1. HORA RECOMENDADA DE ACTIVIDAD FÍSICA QUE EN SU BICI?** Andar en bici es uno de las maneras más fáciles de ser activo porque es una actividad divertida.



**FULL LOOP** - The loop around Lake Wingra and into the Arboretum is 6.2 miles and can be ridden in either direction. However, if you leave Vilas Park and start in the Arboretum (along Wingra Drive) all turns in the loop will be right turns. The route does have several hills and much of the route is on streets open to traffic. There are many opportunities to stop and walk on trails in the Arboretum. The loop also passes near stores and restaurants that are located just off the route on Monroe St.

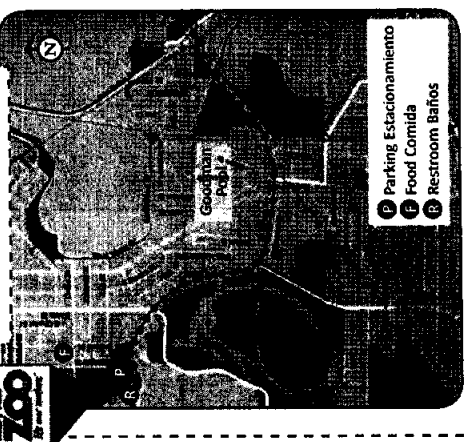
## 1.ª Ruta

**SEGMENTO 1 A 2** - Oportuno hasta para los niños más pequeños, esta ruta es de 0.4 millas de ida (o 0.8 millas de ida y vuelta), en una vía plana desde el estacionamiento en la laguna de Vilas Park hasta el estacionamiento al final de Vilas Park Drive. Ojo, autos son permitidos y viajan en una dirección, sólo en esta sección de la ruta.

**SEGMENTO 1 A 3** - Desde Vilas Park Drive, continúe a la izquierda en Edgewood Drive y disfruta de la calle tranquila y plana con la Universidad de Edgewood a un lado y el lago Wingra en el otro lado. El lado del lago Wingra tiene un sendero para caminar en el bosque con pasarelas para ver el lago. Este segmento es 0.8 millas de ida (o 1.6 millas de ida y vuelta). Ojo, la calle no deja salida para autos, pero de vez en cuando habrá autos accediendo el edificio a lo largo de la calle.

**RECORRIDO COMPLETO** - El recorrido alrededor del lago Wingra y del Arboreto es de 6.2 millas y puede ser pedalizado en cualquier dirección. Sin embargo, si sale de Vilas Park y va para el arboreto, todos los giros en el circuito serán giros a la derecha. La ruta tiene varias colinas y gran parte de la ruta está en calles abiertas al tráfico. Hay muchas oportunidades para parar y caminar en los senderos en el arboreto. El recorrido también pasa cerca de tiendas y restaurantes que se encuentran justo a lado de la ruta en Monroe St.

## VILAS PARK TO OLIN-TURVILLE PARK



## Route 4

This route goes between Vilas Park and Olin-Turville Park and is 2.1 miles one-way. The route is flat and is all on the bike path along Wingra Creek except at the parks. The park roads are open to auto traffic. At Vilas Park visit the zoo, the beach, the playground or walk along the shore of Lake Wingra. At Olin-Turville there are walking trails in the Turville woods, a playground and excellent views across Lake Monona to the Capitol. Just off the trail at Olin Ave is the Goodman Park which has a public swimming pool.

## 4.ª Ruta

Esta ruta va entre Vilas Park y Olin-Turville Park y es de 2.1 millas de ida (4.2 millas de ida y vuelta). La ruta es plana y está todo en el camino de bicicletas y peatones junto Wingra Creek, excepto en los parques. Ojo, los caminos del parque están abiertas al tráfico de automóviles. En Vilas Park, visita al zoológico, la playa, la área de juegos o camina por la orilla del lago Wingra. En Olin-Turville park hay senderos para caminar en el bosque Turville, un parque infantil y excelentes vistas al lago Monona y al Capitolio. Justo al lado del sendero en Olin Ave es Goodman Park, que tiene una piscina pública.

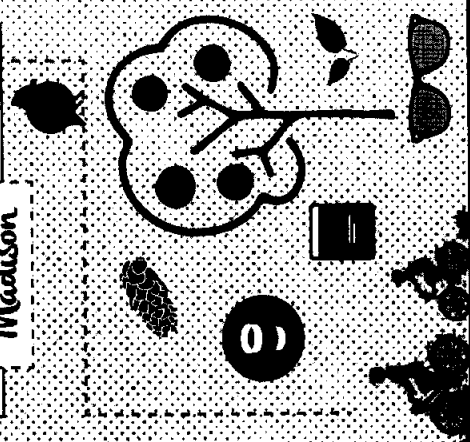
# I LOVE TO BIKE!



## FAMILY FUN MAP

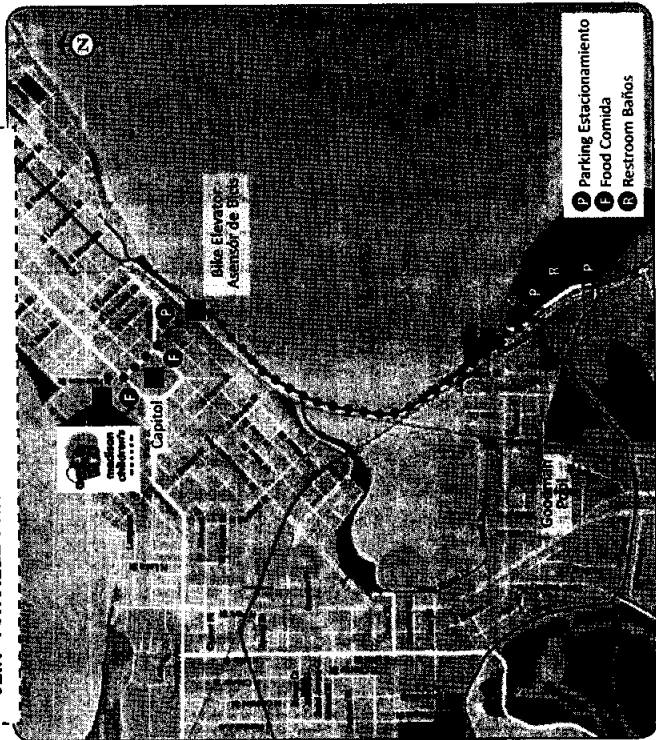
¡AMO ANDAR EN BICI MAPA DE DIVERSIÓN FAMILIAR

Madison





OLIN-TURVILLE PARK TO MADISON CHILDREN'S MUSEUM



Distances: 2.0 miles  
Distancia: 2.0 millas

2.ª Ruta

Esta ruta va entre Olin-Turville Park y el Museo Infantil de Madison.

El viaje es principalmente a lo largo del lago Monona en el carril bici y es mayormente plana. Para acceder a la ruta desde Olin-Turville Park, pedalea hasta el extremo norte del parque donde hay un camino paralelo a John Nolen Drive. Sigue el camino a lo largo del lago Monona. Continúe por la ruta al Centro de Convenciones de Monona Terrace y asegúrese que esté pendiente de las indicaciones para el ascensor para bicicletas. Tome el ascensor para bicicletas, ya sea al piso cuarto o quinto. El cuarto piso le llevará a Pinckney Street y el quinto piso le llevará a Martin Luther King, Jr. Blvd. Desde cualquier piso, continúe hasta la Plaza del Capitolio y circula con el tráfico alrededor del capitolio hasta que ve el Museo de los Niños en North Hamilton Street.

La ruta es de 2 millas de ida (o 4 millas de ida y vuelta). La cantidad de tráfico en las calles cercanas a la Plaza del Capitolio dependerá del día de la semana y los eventos en la zona.

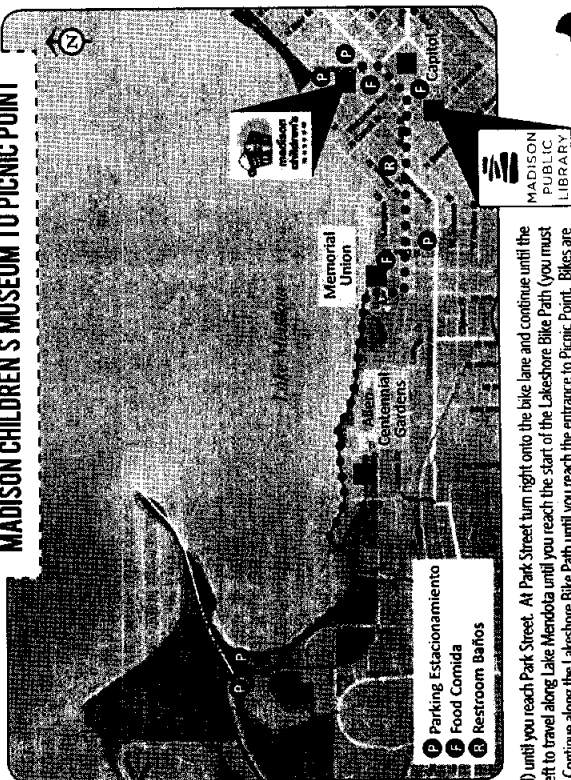
Como alternativa, se puede estacionar sus bicis en Monona Terrace y caminar hasta el Museo de los Niños. La Plaza del Capitolio ofrece una variedad de eventos durante todo el verano y también es un lugar lleno de una gran variedad de tiendas y restaurantes.



Route 2

This route goes between Olin-Turville Park and the Madison Children's Museum and travels primarily along Lake Monona on the bike path. The route is primarily flat. To access the path from Olin-Turville Park ride to the north end of the park where the path parallels John Nolen Drive and follows the path along Lake Monona. Continue on the path to the Monona Terrace Convention Center and watch for the signs for the bike elevator. Take the bike elevator either to the 4th or 5th floor. The 4th floor will take you to Pinckney St and the 5th floor will take you to Martin Luther King, Jr Blvd. From either floor continue up to the Capitol Square and continue around to the Children's Museum on N Hamilton St. The route is 2 miles one-way. The amount of traffic on the streets near the Capitol Square will depend on the day of the week and any events taking place. As an alternative you can park your bikes at Monona Terrace and walk to the Children's Museum. The Capitol Square hosts a variety of events throughout the summer and is also home to a variety of stores and restaurants.

MADISON CHILDREN'S MUSEUM TO PICNIC POINT



Distances: Children's Museum to Memorial Union - 1.08 miles, Memorial Union to Picnic Point - 1.72 miles  
Distancia: Museo de Niños a UW Memorial Union - 1.08 millas, UW Memorial Union a Picnic Point - 1.72 millas

Route 3

This route goes between the Madison Children's Museum and the University of Wisconsin's Picnic Point and is 2.8 miles one-way.

From the Children's Museum continue around the Capitol Square to State Street. While riding on State Street, watch for buses, delivery vehicles and pedestrians. The street is closed to auto traffic except for deliveries and buses.

Continue to the end of State Street (often called Library Mall) until you reach Park Street. At Park Street turn right onto the bike lane and continue until the road ends where you will turn left to travel along Lake Mendota until you reach the start of the Lakeshore Bike Path (you must travel through the parking lot). Continue along the Lakeshore Bike Path until you reach the entrance to Picnic Point. Bikes are not allowed to ride out to the end of Picnic Point so park your bikes and walk out the trail for great views of Lake Mendota. The walk to the end of Picnic Point is about 1 mile. Along the way the Capitol Square and State Street have a variety of stores and restaurants and the UW Memorial Union is a popular spot to take in views of Lake Mendota.

3.ª Ruta

Esta ruta va entre el Children's Museum de Madison y Picnic Point de la Universidad de Wisconsin y es 2.8 millas de ida (o 5.6 millas de ida y vuelta). Desde el Museo de los Niños continúa alrededor de la Plaza del Capitolio a State Street.

Mientras pedaleando en State Street, cuidado con autobuses, vehículos de entrega y peatones. La calle está cerrada al tráfico de automóviles con excepción a las entregas y autobuses.

Continúa hasta el final de State Street (a veces llamado Library Mall) hasta llegar a Park Street. En Park Street gira a la derecha y usa el carril bici para continuar hasta que el camino termina.

Gira a la izquierda para recorrer al lado del lago Mendota (y por un estacionamiento de autos) hasta llegar al inicio del Camino Lakeshore. Continúa a lo largo del Camino Lakeshore hasta llegar a la entrada de Picnic Point.

Personas con bicicletas tienen que caminar con su vehículo dentro del porque Picnic Point. Aquí se puede ver grandes vistas del lago Mendota. El camino de Picnic Point es de aproximadamente 1 milla de ida (o 2 millas de ida y vuelta).

En esta ruta, la Plaza del Capitolio y State Street tienen una variedad de tiendas y restaurantes y la UW Memorial Union es un lugar popular para disfrutar de las vistas del lago Mendota.

I LOVE TO BIKE... SAFELY!

ME ENCANTA ANDAR EN BICICLO CON CUIDADO!

"USE YOUR HEAD, WEAR A HELMET."

"RIDE ON THE RIGHT SIDE OF THE ROAD WITH TRAFFIC, NOT AGAINST IT."

"USE APPROPRIATE HAND SIGNALS AND RESPECT TRAFFIC SIGNALS. STOPPING AT ALL STOP SIGNS AND STOPLIGHTS."

"BE BRIGHT AND USE LIGHTS WHEN IT IS GETTING DARK - AND MAKE SURE YOUR BIKERECTICLE ALSO HAS REFLECTORS AS WELL."

"ACTIVELY SUPERVISE CHILDREN UNTIL YOU'RE COMFORTABLE THAT THEY ARE RESPONSIBLE TO RIDE ON THEIR OWN."

"TISA LA CABEZA, PONTE UN CASCO."

"MANEJA SU BICI POR EL LADO DERECHO DE LA CALLE, CON EL TRÁFICO, NO CONTRA ELA."

"UTILICE SEÑALES DE MANO ADECUADAS Y RESPETA SEÑALES DE TRÁFICO. PARE EN TODAS LAS SEÑALES DE PARE Y SEMÁFOROS."

"SEA BRILLANTE Y USA LUCES CUANDO ESTÁ OSCUREciendo - ASEGÚRESE QUE SU BICICLETA TAMBIÉN TIENE REFLECTORES."

"SUPERVISE ACTIVAMENTE A LOS NIÑOS HASTA QUE ESTE CÓMODO/A QUE SON RESPONSABLES Y LISTOS/AS PARA ANDAR SOLOS."

**Santa Fe Conservation Trust  
Trails Program Summary, 2016**

**City Trail Volunteer Work Days in 2016**

*info as of Dec. 14, 2016*

<u>Location / Activity</u>	<u># of days by SFCT</u>	<u># of days by TAOSF/SFFTS</u>	<u>Total</u>
Dale Ball Trails	31	1.5	32.5
DB Central	6		
DB North	7		
DB South	7		
DB Connector Trail	11		
La Tierra Trails	9	8.5	17.5
Move Contents of Storage Space	1	0	1
Bike to Work Day	1	0	1
Camino de las Animas Bridge	3	2	5
<b>TOTAL</b>	<b>45</b>	<b>12</b>	<b>57</b>

**Volunteer Hours for  
Trail Volunteer Work Days in 2016**

<u>Location / Type of Work Day</u>	<u># of hours by SFCT</u>	<u># of hours by TAOSF/SFFTS</u>	<u>Total</u>
City Trails and Open Space	583	45	628
Promotional Events for City Trails	8	0	8
Spur Spur	61	0	61
<b>TOTAL</b>	<b>652</b>	<b>45</b>	<b>697</b>

City Trails	591		
Spur Spur	61		
<b>TOTAL</b>	<b>652</b>		

**SANTA FE CONSERVATION TRUST**  
**REPORTING FOR CITY TRAIL VOLUNTEER COORDINATOR**  
**November 2016**

<b>TASKS TO BE COMPLETED</b>	<b>NOTES</b>	<b>Staff</b>
<b>1) <u>NEEDS ASSESSMENT</u></b>	Continue to assess supplemental signage and maintenance needs on city trails throughout Dale Ball Trails and Connecting Trails in conjunction with junction signage project.	Rogers
<b>2) <u>RESEARCH &amp; FUNDING</u></b>	Initiate re-application to Doppelt Fund for Chili Line Trail in La Tierra Trails. Draft and submit appeals to private funders for continued Passport to Trails activities. Prepare cost estimates for remaining Dale Ball signage needs for City Parks Purchase Order.	Rogers, Noss, Yeomans
<b>3) <u>STEWARD RECRUITMENT</u></b>	Promote Dale Ball signage work days through e-mail, SFCT and TAOSF web sites and at TAOSF meeting	Rogers
<b>4) <u>TRAIL MAINTENANCE</u></b>	Coordinate and manage Dale Ball work days on Nov. 2, 9, 18, and 28, focusing on wayfinding arrows and general erosion control (see links below for details). As of end of November, only six junctions remain in city sections of Dale Ball Trails that have not received new wayfinding arrows, primarily on the west side of Dale Ball / Central Section (JCT's 11-12 and 18-21). We brought sign posts provided by City Parks to these locations on Nov. 28 but are awaiting new order of arrow signs and (we hope) warmer temperatures to finish the job.	Rogers
<b>5) <u>TRAINING &amp; EDUCATION</u></b>		
<b>6) <u>COMMUNITY EVENTS / PROMOTION</u></b>	Promote trails and open space events and planning meetings for City (Acequia Trail meeting on Nov. 3), County (Thornton Ranch plan input), MPO (Elly Blue Dinner), and cycling educators event on Nov. 19, as well as volunteer opportunities for trail workdays. Attend initial Bike and Brew planning/promotion session convened by Santa Fe Fat Tire Society on Nov. 17. Share photo links including city trail work for Albuquerque Journal article.	Rogers

**SANTA FE CONSERVATION TRUST**  
**REPORTING FOR CITY TRAIL VOLUNTEER COORDINATOR**  
**November 2016**

<b>7) CITY CONTACTS</b>	Provide input to City staff and consultants on Acequia Trail at public meeting on Nov. 3. Meet with John Alejandro, Chistopher Casillas, and transportation planning group to discuss Sustainable Santa Fe Plan with consultants on Nov. 16; provide additional follow-up information including on education and encouragement activities under "Safe Routes to School." Report to BTAC on past and upcoming activities on Nov. 16. Meet with BTAC On-Road Subcommittee and John Romero of City to discuss progress and plans for bike lanes on Nov. 17, follow up with e-mail suggesting more inclusive planning and creative dialogue before design of bike lane and trail projects. Report on input from SFFTS and discuss needs in La Tierra Trails for remaining city funding with Richard Thompson of City Parks. Prepare cost estimate for remaining wayfinding signage needs in Dale Ball Trails and share with City Parks for purchase order.	Rogers, Yeomans
<b>8) PLANNING / COORDINATION</b>	Coordinate Dale Ball signage request with County Volunteer Coordinator. Obtain additional posts and hardware for Dale Ball sign installation. Prepare and present information to BTAC on new alignment for Adventure Cycling Association's Bike Route 66 and opportunity for City to promote through signage. Attend SFFTS meeting on Nov. 12 to participate in discussion with Frank Herdman of BTAC on needs in La Tierra Trails that might be addressed with remaining funding. Provide MPO and BTAC On-Road Subcommittee with information and photos on Cerrillos Rd. bike lanes, including (1) failure to provide shoulder in restriping in front of NMSD, (2) proper treatment of bike lane through "drop lane" at St. Michael's Dr., and (3) improper treatment of bike lane through "drop lane" at on-ramp to northbound I-25 (among other issues there). Discuss upcoming National Historic Trails conference with SFCT colleagues. Respond to public inquiry on trail planning to connect City and County around Richards Ave.	Rogers
<b>9) REPORTS</b>	Report trail volunteer hours on Trails Alliance web site; Prepare and deliver October report for BTAC and City; Create and update SFCT web material on trail events.	Rogers

Also see: <http://www.sfct.org/trails/sfct-trail-events-in-2016>

NPS Centennial & Camino Real Trail Celebration, with "Grand Unified Trail System" Study Rides, Oct. 22  
 Completing Dale Ball Wayfinding Signage, November 2016

# City of Santa Fe, New Mexico

# memo

DATE: December 9, 2016

TO: Bicycle and Trails Advisory Committee

FROM: Leroy N. Pacheco PE, River, Watershed & Trails Section Supervisor

RE: Acequia Trail Rufina to South Meadows Project Status

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## SUMMARY

The city is completing schematic design of the Acequia Trail from Rufina to San Felipe and hosted an ENN on November 3, 2016 as part of this work. A brief presentation of the ENN will be provided by the Santa Fe-based design consultant team of Radian Engineering/Design Office.

The project will require acquisition of a parcel of land owned by the Fairway Village Homeowner's Association (FVHA) that has been held in reserve for the extension of Rufina Street, since that subdivision was created. FVHA is in support of the trail concept and is prepared to sell the city the entire parcel currently held in reserve for the Rufina Street extension. The parcel is approximately 2-acres and in 2011, SF County appraised the value of the parcel at \$185,000.

The city is in process of applying for federal funds (we are requesting \$1-million) for trail construction and final design. The application will be considered in winter 2017, and the city will learn of the outcome later next spring.

The remaining budget available to complete design and acquire right-of-way is approximately \$35,000.00. It is estimated that to complete design, acquire right-of-way, and construct the nearly one-mile trail the total cost is approximately \$1,800,000.00 broken out as follows:

- Final Design \$200,000 (\*drainage/ROW/public involvement)
- Right-of-Way \$200,000
- Construction \$1,400,000

## RECOMMENDATION

Information Only, no action required.

## **ACEQUIA TRAIL EXTENSION**

RUFINA ST / SOUTH MEADOWS TO RD / SAN FELIPE RD / AGUA FRIA ST

ENN Meeting Summary

Public Meeting - Thursday, November 3, 2016

### **Purpose**

A Public Involvement Meeting for the Acequia Trail Extension (Rufina Street / South Meadows Road to San Felipe Road / Agua Fria Street) was held on Thursday, November 3, 2016 and served as an official Early Neighborhood Notification (ENN) meeting for city recreation projects as per Resolution 2014-32. The meeting provided a venue to collect public input on the proposed trail alignment, trail connections and intersection crossings for a paved non-motorized trail between South Meadows Rd. / Rufina St. to San Felipe Rd. / Agua Fria St. The meeting was an opportunity to discuss schematic design concepts, comment on design attributes and acknowledge concerns. A public question and answer session followed a brief project presentation by the design consultant.

### **Meeting Summary**

The public involvement meeting for the Acequia Trail was held at the Country Club Gardens Community Room on Thursday, November 3, 2016 from 7:00 - 8:15 pm. There were 15 individuals signed in, with an estimated 18 people attending. Project team members present included: City of Santa Fe (Leroy Pacheco, Project Manager), Radian Engineering (Carmen Silva, Remy McDonald) and design office (Claudia Horn, Patrick Sinnott).

The meeting was organized as an open house (ca. 10 minutes) followed by a presentation (ca. 20 minutes), and question and answer session (ca. 30 minutes). Information presented included (see attached exhibits): Urban Trail Context Map, Site Analysis Drawings, Trail Sections, Trail Conceptual Design.

Leroy Pacheco briefly introduced members of the design team (Radian Engineering, design office) and provided an overview of the project's history, timeline, budget planning, and the overall objective of connectivity. The proposed new ca. 1-mile long urban trail will provide an off-road, non-motorized, 10' wide paved trail extension of the existing Acequia Trail and connect to the existing El Camino Real Trail north of Agua Fria Road. The proposed trail is located within the Rufina Street ROW where the road was originally intended to extend but was shortened to terminate at South Meadows (Resolution 1999-46 Ending Rufina at South Meadows).

Identified in the 2012 Bicycle Master Plan, this trail improves the overall urban trail system connectivity and gives area residents access to the Acequia Trail route. The Santa Fe City Council allocated a project budget for design and construction (approx. \$113,000) and is applying for TAP funds to finance its construction. The City of Santa Fe owns right of way along this stretch except in one location where the City is working with Fairview Village Neighborhood Association to negotiate access along the stretch of land they own. There is currently not a timeline for trail construction.

### **Public Comments Summary**

Public comments were collected through written comment forms, emails, and by documenting the question and answer session at the ENN meeting. Many comments indicated support for the urban trail and access control to the ROW open space. Some residents voiced mixed opinions about how the additional trail activity would impact residents along the fenceline. Some adjacent property owners anticipate an increase in unwanted trespassing and vandalism. Others felt that the improvement would markedly help the current situation by limiting access to non-motorized users.

Some of the primary concerns raised by those who gave comments were:

- concerns about the flooding during rainstorms and addressing drainage issues.
- comments about the potential increase of illegal activity and burglary with increased public presence and the need to secure perimeter fences to prevent this.
- questions / comments about supplying funds for improved fencing / walls along ROW adjacent to Fairway Village.
- desire to see seating areas and low impact site improvements (boulders, shade trees, etc.) that could be used by trail users and area residents and benefit the open space.

### Meeting Advertisement

The meeting was advertised according to City of Santa Fe ENN guidelines as follows:

15 days in advance (19.Oct.2016):

Email: to City of Santa Fe project manager, City Council members, Santa Fe MPO staff, City of Santa Fe Parks and Recreation Department, BTAC members, City of Santa Fe Planning Department, interested individuals, neighborhood associations (city wide), subdivisions adjacent to project area, adjacent landowners, and public meeting attendees.

Postcards: to property owners and physical addresses within 300' of the project boundary, and neighborhood associations within 300' of the project boundary.

Posters: (1) 4'x5' City of Santa Fe Notification Board at San Felipe Rd. and the right of way.  
(1) 4'x5' City of Santa Fe Notification Board at Calle Kryshanna and the right of way.  
(1) 4'x5' City of Santa Fe Notification Board at Morning Dr. and the right of way.  
(1) 4'x5' City of Santa Fe Notification Board at the Rufina St. and South Meadows Rd. traffic circle.

One week in advance (27.Oct.2016):

Email: to City of Santa Fe project manager, City Council members, Santa Fe MPO staff, City of Santa Fe Parks and Recreation Department, BTAC members, City of Santa Fe Planning Department, interested individuals, neighborhood associations (city wide), subdivisions adjacent to project area, adjacent landowners, and public meeting attendees.

One day in advance (2.Nov.2016):

Email: to City of Santa Fe project manager, City Council members, Santa Fe MPO staff, City of Santa Fe Parks and Recreation Department, BTAC members, City of Santa Fe Planning Department, interested individuals, neighborhood associations (city wide), subdivisions adjacent to project area, adjacent landowners, and public meeting attendees.

### Comments + Suggestions – from the Public

Following are comments / suggestions from the public. These comments were collected in the following manner:

- Question & Answer Session (recorded during the public meeting)
- Written comments on Comment Sheets (collected on 11/3/2016)
- Email correspondence (collected until 11/10/2016)

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Would you cut down the trees?

- *We would selectively remove some invasive trees, but the shade is advantageous. We want to create a more diverse ecosystem and would like to replace Siberian elms eventually but its nice to have other trees started.*

---

- What is the trail that goes to the Railyard that is 6 miles long?

*That is the Acequia trail. Some is on street, some on bike lane or sidewalks, other areas it is a designated off-road trail.*

---

- Would the city make the gateways (to area neighborhoods)?

*No, gates would be installed by the Homeowner Associations and the City would make the trail connection. The City cannot spend public money on private property. If neighborhoods don't want a gate they don't have to have one.*

---

The gate at the trailhead, would it keep ATVs off the trail?

- Yes.

---

It might be nice to have a pedestrian flashing beacon at Agua Fria.

---

Agreed. Definitely on Agua Fria. Lots of traffic there.

---

A speed table (at Morning Drive) would be great.

---

I live near the open field. There is a lot of ATV and vehicle traffic on the weekends. Do you plan on putting in posts and such?

- Yes, there are access control options such as bollards, boulders and fences.

---

People fly down Morning Drive.

- There will be no vehicular access back there.

---

Why won't there be access from the trail? I have a gate (backing up to the ROW).

- Pedestrian gates are great. You can have a pedestrian gate. There won't be vehicular access back there, only occasional city maintenance vehicles.

---

So you are saying we can't drive back there and have access to our gate? But we need access to have deliveries to the back.

- If we add vehicles it would be a road.

---

There is a ton of dumping back there because of the vehicular access.

- It's a very beautiful place and we are converting it from no-man's land to a parkway.

---

Will you have lighting?

- Night skies are appreciated in Santa Fe and typically we don't light trails. The trail would also be policed by bike.

---

Will the Fire Department have access?

- The Fire Department doesn't need access for the protection of homes, that would be done from streets. If they had to, they could go through the gate. Even for EMS, an ambulance would send in a stretcher along the trail to retrieve an injured person.

---

There should be access to the roundabout for bikes. They will need to connect to bike lanes....consider not just connecting to pedestrian sidewalks.

- It's a good point for this level of design, it will have to be examined further at a more detailed design level.

---

I like the landscaping in the middle of the trail instead of bollards. Also might want to make the legs wider than 5'.

- Keep in mind that at the roundabout it's more of a connection not a trailhead.

---

There will be parking at South Meadows once it gets built.

---

Can you elaborate on the issue with Fairway Village?

- We met with Ruth Anne, the neighborhood association president, and the City knows that there are needs that will be worked out. We are at schematic design. Ruth conveyed that there is a conceptual understanding of support. We are trying to set up a meeting with Ruth Anne (for negotiation).

---

At other meetings there was discussion of replacing wood fencing with rock walls (along Fairway Village).

- With a limited budget we probably wouldn't redo walls. If there is a need for the City to close off an area it would need to be in respect to City needs and on City property. We can't use public funds on private land.



I've been vandalized recently and there are less people using the ROW now. You are increasing pedestrian and bike and access when there is already damage taking place.

- *There are national and local studies that show that with a trail, situations of safety improve.*

---

But you can't improve it if it is public access?

- *You are explaining illicit activity. That will be dispersed.*

---

The area is currently open to robbery, but if you restrict vehicular access people won't be able to empty your house.

- *A higher volume of people enjoying the trail reduces the empty time and illicit use of people in the area. A lot of these questions aren't surprising. In other trails we've seen neighborhoods come back and say that their security has improved.*

---

Those walls are graffitied. There is a volume of gang bangers.

- *Ruth Anne was going to work with the board to change restriction of fence heights. We do not plan to rebuild your walls.*

---

It is something we can discuss with councilors.

---

The sewer access - will they (utility vehicles) go through the ROW?

- *Yes, they will need to have access for maintenance.*

---

I wouldn't want a holding pond behind my yard.

- *The raingardens aren't meant to hold standing water for a long time. There are many throughout the City. We promote infiltrating the ground with rainwater. If designed correctly it will permeate. These are conceptual and will be thought through. We can't hold water more than 96 hours by state law anyway.*

---

The path is a roaring river at the end when it really rains.

---

There is a lot of water, especially coming down Morning Drive.

---

There can be a lake right there by my house by Morning Drive, it's a rink in the winter.

---

On Village Way we don't want the stormwater (under the wall) to get backed up.

---

It's going to be on the City to work with us on that.

- *Drainage engineering will be important as we go into the next phase of design.*

---

Spanish translation: At the corner of Agua Fria and San Felipe, what is being proposed?

- *The city is planning a roundabout. Can I get your contact information if you'd like more information?*

---

That trail could be used by handicap or motorized scooters. At the trailhead maybe a second ADA space would be nice. It's a nice resource for handicap to be able to travel and get off the streets.

---

At the first meeting we said we wanted to see more of a park developed setting. I understand the budget but more family oriented programming like fitness trail / stations along the trail would be nice.

- *Now is the time to hear ideas. We hadn't thought about activity like that. What kind of park play equipment are you imagining?*

Maybe use boulders for playful things, not plastic structures but a place to gather and activate.

- *It's a nice idea to consider. There are many kids in the area. We talked with Colores del Sol and they just wanted to get kids in the area to walk and bike and have some benches for them to sit.*

We also have the Sweeney, El Camino Real, and Ramirez Thomas schools in the area. I am totally for the trail, but if we can think about the design improvements along it more it would be great.

- *The concept now is a naturalistic area. We can look at alternative elements like boulders and logs and bike racks that complement this. Something simple.*

If it is naturalized play you don't need to call it a park.

- If you think about it as a linear park, you could have small little side trails with small landscape features for kids. An example is a small single track trail near Larragoite Elementary along the Acequia Trail. People use it for walking and such. They use it for the additional shade and such.

I like the plaza on the west as a gateway and introduction to the trail. I would love to see something like that on the South Meadows side...like a turn-around, something small. I get the need to not over-develop the endpoints. We could get it done if we engage our communities and councilors.

It wouldn't have to be a big plaza, just a small turn-round.

Concrete not asphalt?

- *Yes, prairie dogs chew up asphalt.*

The Thomas Business Park area, it would be nice to have access down to the corner at Airport. Connecting to the south side is important. We also need sidewalks and streets that are designed to integrate with bike connections.

- *It is a private street. That would be something you would need to engage Thomas Business park with.*

Maybe it could be a recommendation that comes out of this design. Connection to that cul-de-sac is immense.

- *We will turn over these ideas to Planning and Land Use to consider. We also want to acknowledge the connection across San Felipe for that community on the west side. It's important to get down along the bus stop and to the intersection to make a connection.*

This trail is a perfect use for the corridor.

#### SUGGESTIONS FROM COMMENT BOX

Written comments collected on or after the meeting on comment sheets are as follows:

1. Concern of Health and Safety - currently its not open to the public and my home has been vandalized along with other neighbors - opening it to the public would cause more - the City needs to include a wall throughout the backyards of Fairway Village. I currently have a back gate to access my backyard and drawings don't show access to the back alley - we need this access - I've been there over 20 years and suggest that this access be included.

#### SUGGESTIONS FROM EMAILS

Written comments collected on or after the meeting by email are as follows:

none

END OF NOTES

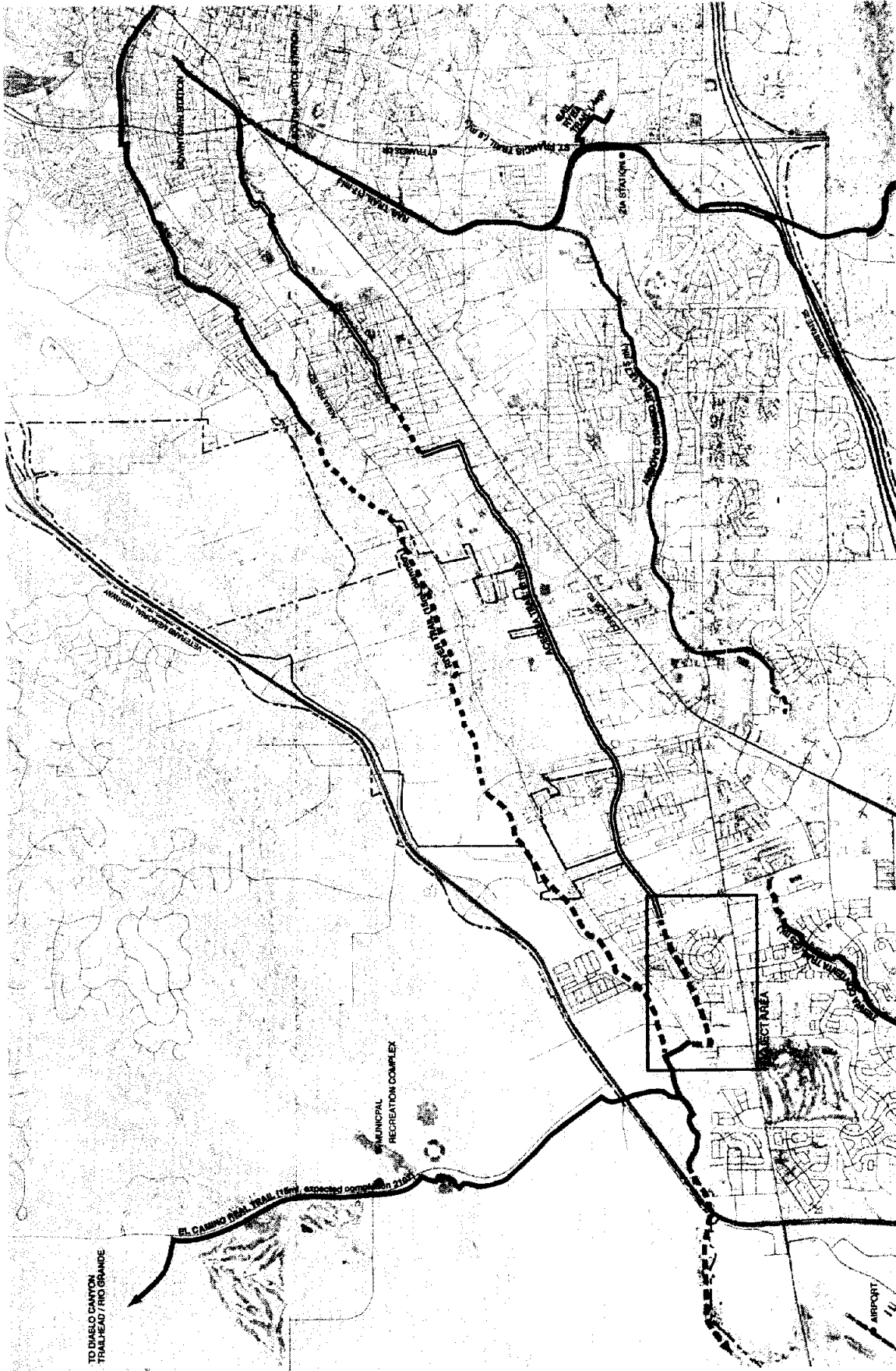
## November 3, 2016

**Would you like  
to be added to  
our contact list?**

City of Santa Fe . Radian Engineering . Design Office

## November 3, 2016

[illegible]



# ACEQUIA TRAIL EXTENSION - CONTEXT MAP DRAFT

Produced for the City of Santa Fe by design office - Radion Engineering

RUFINA ST / SOUTH MEADOWS RD TO SAN FELIPE RD / AGUA FRIA ST

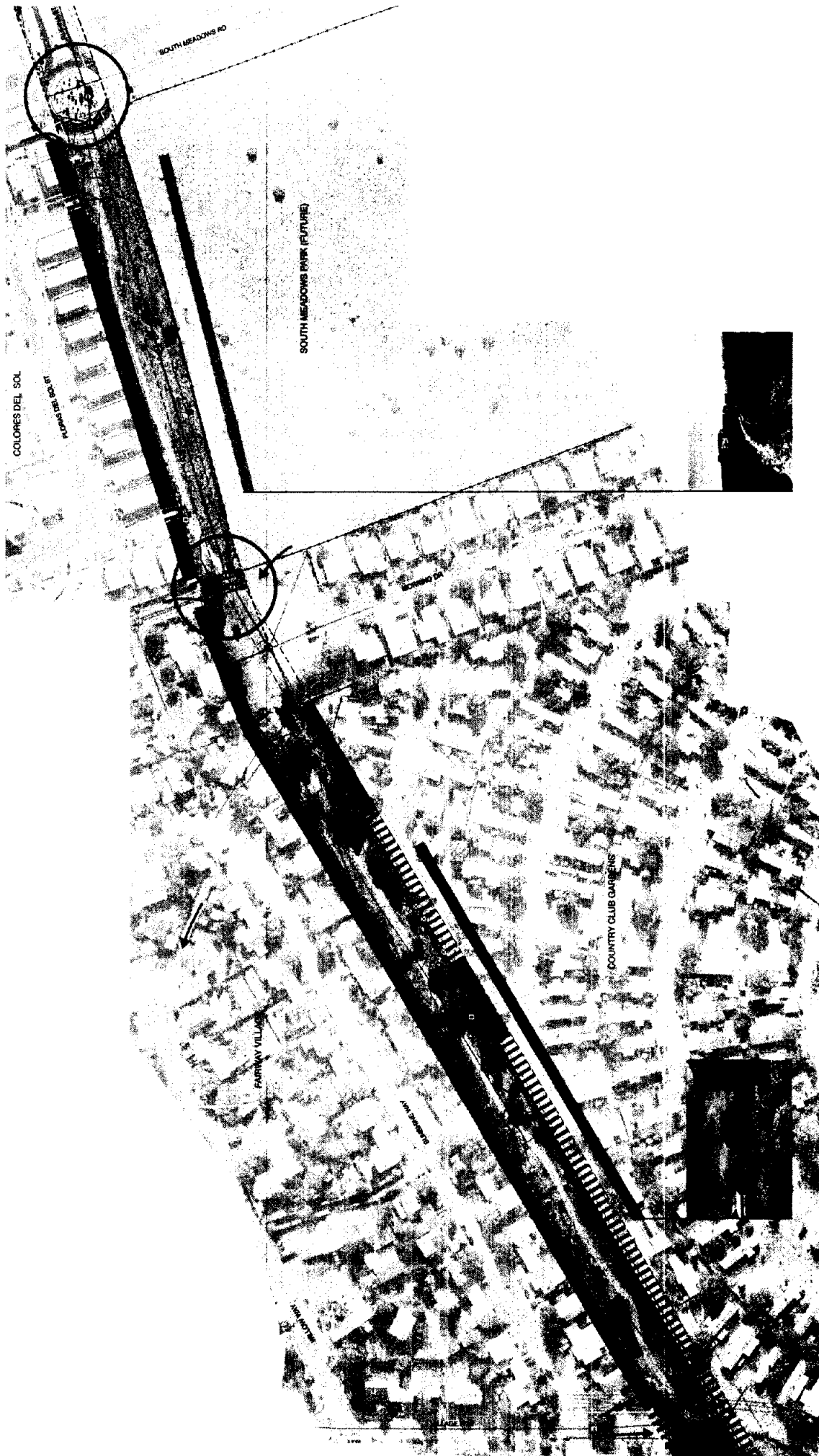
- LEGEND**
- ACEQUIA TRAIL, EXISTING
  - ACEQUIA TRAIL, FUTURE
  - ACEQUIA TRAIL, ON ROAD
  - ACEQUIA TRAIL, FUTURE

- ACEQUIA TRAIL, EXISTING
- ACEQUIA TRAIL, FUTURE
- ACEQUIA TRAIL, ON ROAD
- ACEQUIA TRAIL, FUTURE

- ACEQUIA TRAIL, EXISTING
- ACEQUIA TRAIL, FUTURE
- ACEQUIA TRAIL, ON ROAD
- ACEQUIA TRAIL, FUTURE



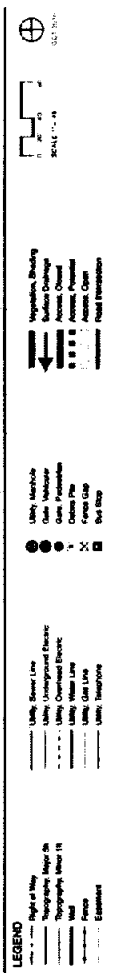




# ACEQUIA TRAIL EXTENSION - SITE ANALYSIS (EAST) DRAFT

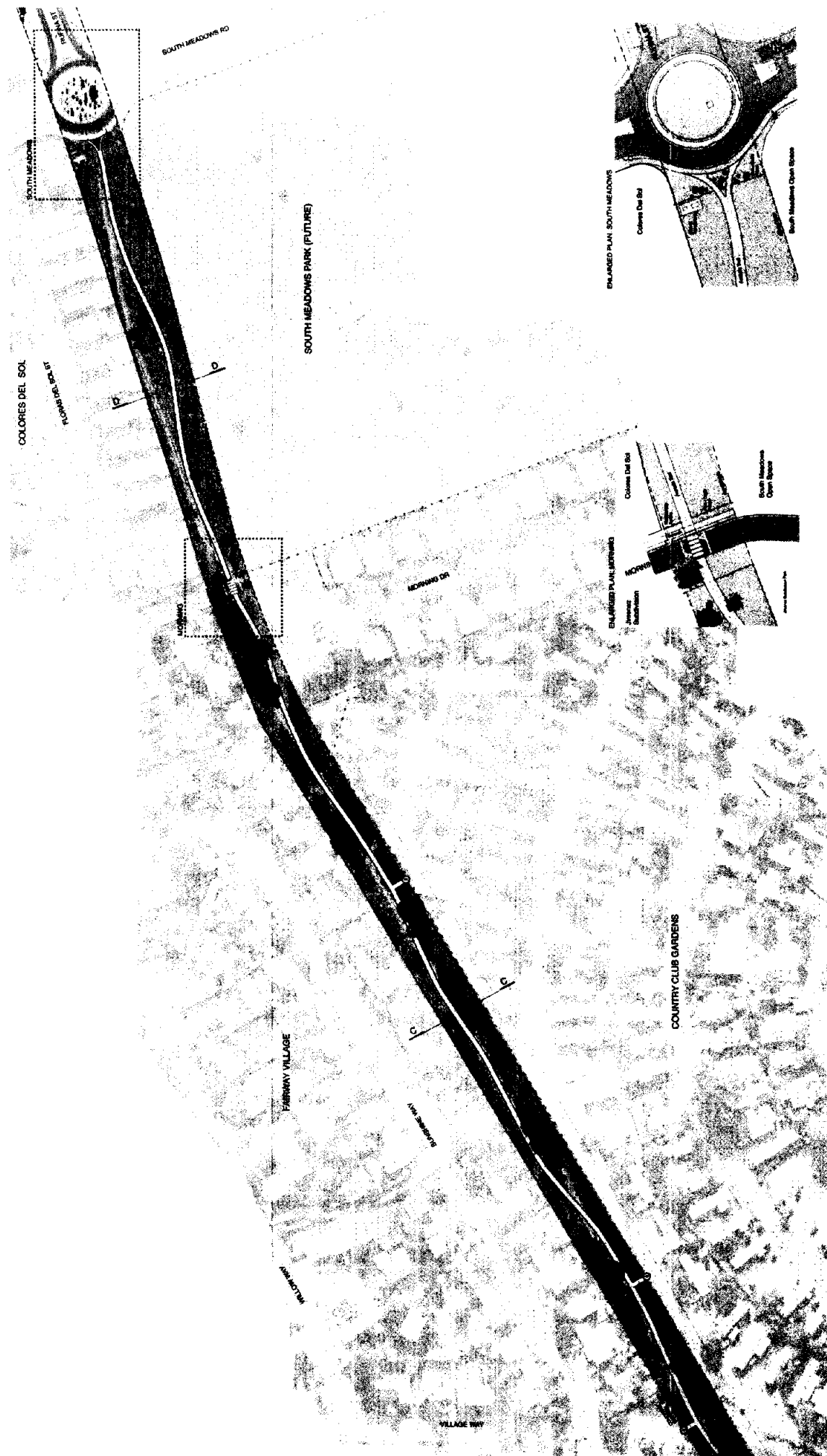
Produced for the City of Santa Fe by design office - Radon Engineering

RUFINA ST / SOUTH MEADOWS RD TO SAN FELIPE RD / AGUA FRIA ST









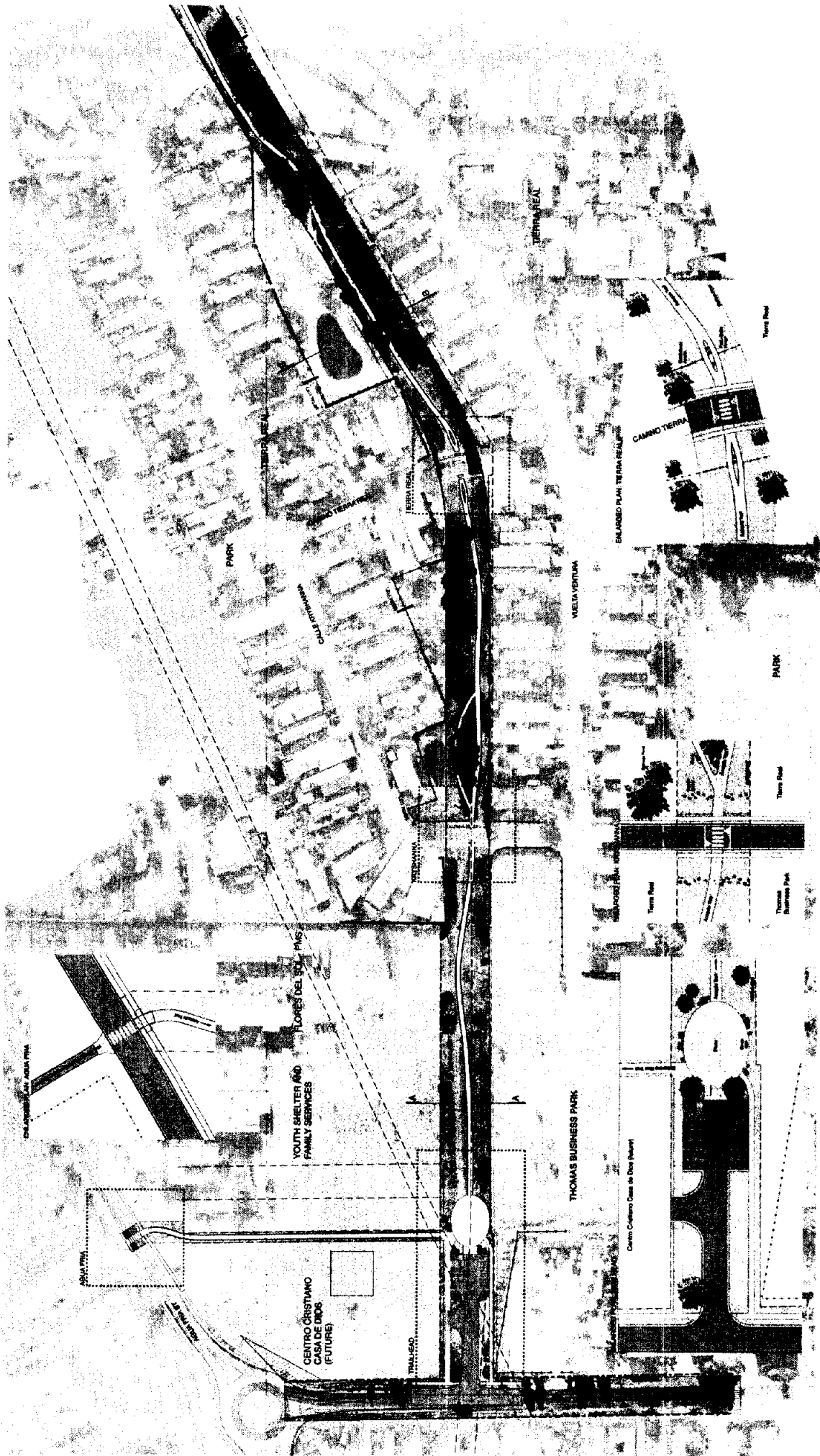
# ACEQUIA TRAIL EXTENSION - SITE PLAN (EAST) DRAFT

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NOTES

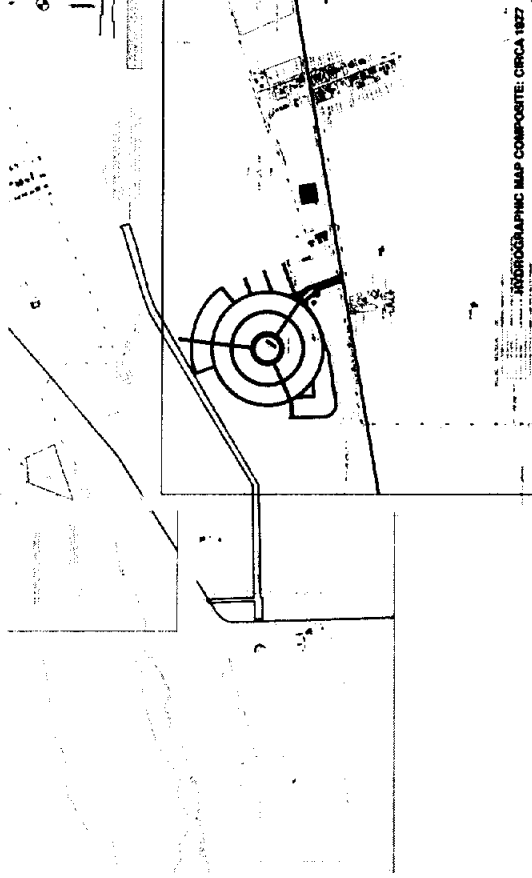


# ACEQUIA TRAIL EXTENSION - SITE PLAN (WEST) DRAFT

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RUFINA ST / SOUTH MEADOWS RD TO SAN FELIPE RD / AGUA FRIA ST

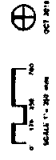


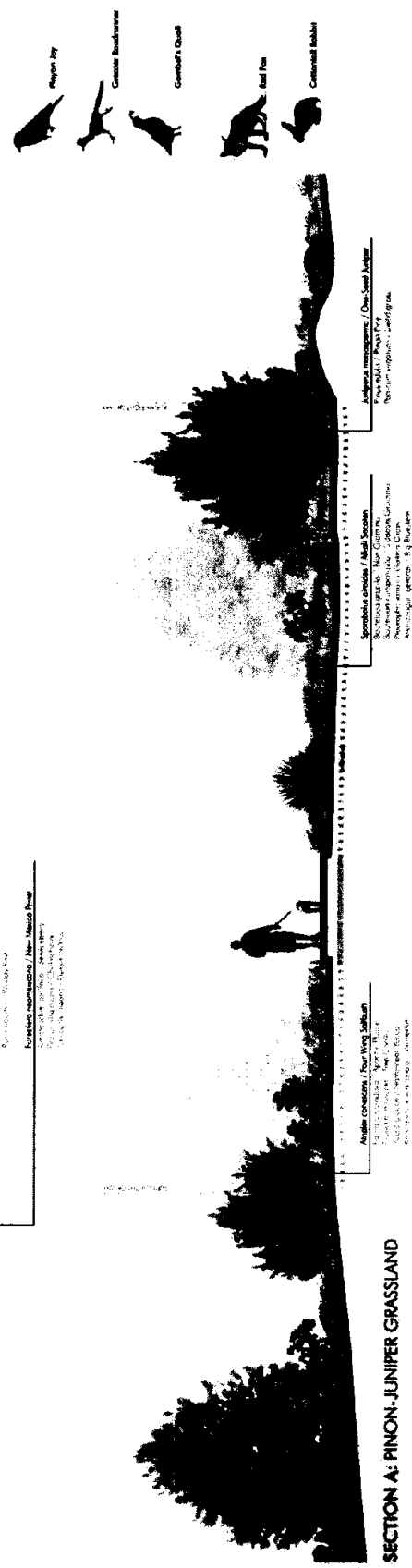


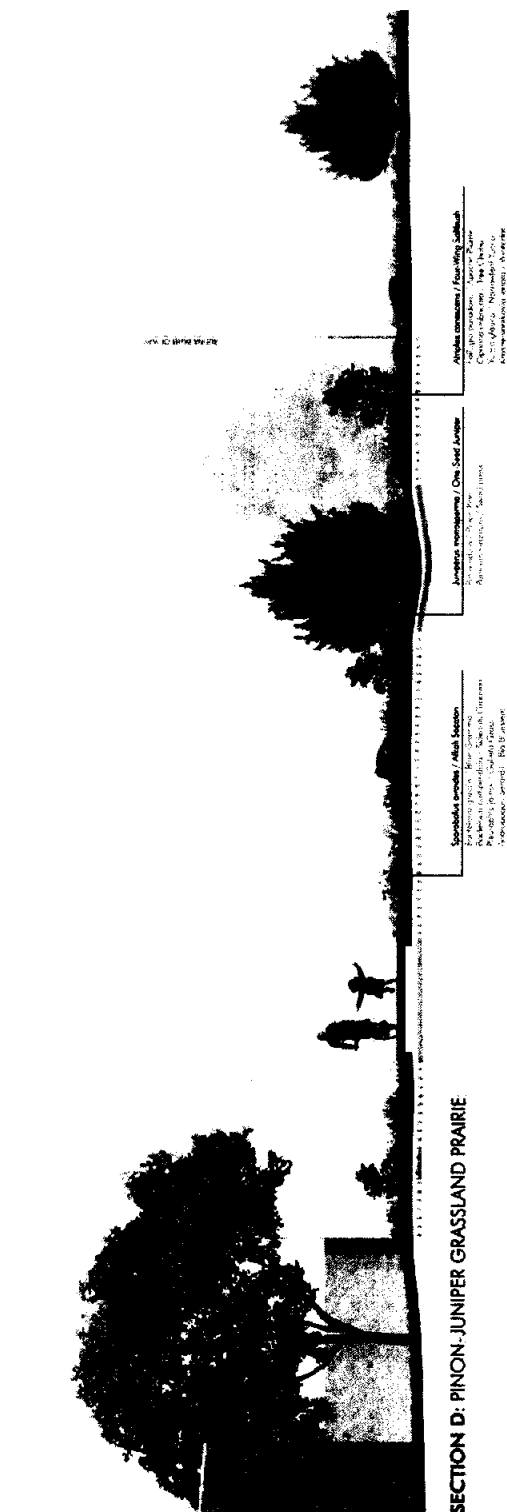
# ACEQUIA TRAIL EXTENSION - HISTORIC IMAGES DRAFT

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**ACEQUIA TRAIL EXTENSION - TRAIL SECTIONS DRAFT**

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RUFINA ST / SOUTH MEADOWS RD TO SAN FELIPE RD / AGUA FRIA ST





# City of Santa Fe, New Mexico

# memo

DATE: December 9, 2016

TO: Bicycle and Trails Advisory Committee

FROM: Leroy N. Pacheco PE, River, Watershed & Trails Section Supervisor

RE: Status Update of Fiscal Year 2016/17 CIP Trail Projects

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## **SUMMARY**

On January 30, 2013, the city council approved the 2012 General Obligation Bond (GO bond) Implementation Plan for Trails. The implementation plan was based upon Phase-A trail priorities described by the 2012 Santa Fe MPO's Bikeways and Trails Master Plan.

On May 28, 2014 the city council reallocated 2012 GO bond funds to fund a number of additional trail projects. The list of currently active trail projects based upon city council funded projects for fiscal year 16/17 is shown below, and the status of each is attached. There are a number of Phase - A projects currently under development that require BTAC consideration with respect to scope and budgets.

1. Acequia Trail Connections (Harrison to NMSD)
2. Acequia Trail Connection-Otowi to Maclovía
3. Acequia Trail-Rufina/S. Meadows to San Felipe
4. Arroyo Chamisos Trail at SF Place Mall
5. Acequia Trail Crossing at St Francis/Cerrillos
6. Rail Runner Trail Extension Project - Alta Vista to Pen Road
7. City Wayfinding (Camino Carlos Rey – Arroyo Chamiso/Acequia/SF River Trails
8. Tierra Contenta Trail- Buffalo Grass to S. Meadows
9. Canada Rincon Trail- Camino Francisca to Calle Mejia
10. MRC Trail

## **RECOMMENDATION**

Consider the status of each project and make a specific recommendation where applicable, with respect to BTAC support for additional funding where needed for city council consideration.

[illegible]



[illegible]

Business Unit	Project	Original Budget	Current Budget	Contracted to date	Remaining Budget	Est. Cost to Complete	Budget Deficit	Budget Surplus	Option 1	Option 2	Option 3
426002	Acequia Trail										
	Harrison to NMSD	\$ 315,400.00	\$ 315,400.00	\$ 304,687.39	\$ 10,712.61	\$ 250,000.00	\$ (239,287.39)		\$ 239,287.39	\$ 239,287.39	\$ 239,287.39
	Otowi to Maclovio	\$ 80,000.00	\$ 80,000.00	\$ 22,411.80	\$ 57,588.20	\$ 150,000.00	\$ (92,411.80)				
	Rufina to San Felipe	\$ 113,800.00	\$ 113,800.00	\$ 77,331.12	\$ 36,468.88	\$ 1,800,000.00	\$ (1,763,531.12)		\$ 200,000.00		
426003	Arroyo Chamiso Trail										
	@ Santa Fe Place Mall	\$ 110,000.00	\$ 318,713.15	\$ 286,704.81	\$ 451,817.25	\$ -	\$ -	\$ 451,817.25			
426004	St. Francis Crossing	\$ 1,032,455.24	\$ 5,947,427.68	\$ 5,759,446.97	\$ 187,980.71	\$ 187,980.71	\$ -	\$ 32,008.34			
426005	Rail Trail	\$ 574,750.00	\$ 574,750.00	\$ 249,649.25	\$ 325,100.75	\$ 500,000.00	\$ (174,899.25)		\$ 174,899.25	\$ 174,899.25	\$ 174,899.25
426007	NW Quadrant				\$ 279,153.00	\$ -	\$ -	\$ 279,153.00			
426008	Arroyo Mesqueras										
426009	City Wide Bike Lanes										
	City Wayfinding	\$ 22,000.00	\$ 22,000.00	\$ 22,000.00	\$ -	\$ 30,000.00	\$ (30,000.00)	\$ 62,137.97	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00
426011	Tierra Contenta Trail	\$ 300,000.00	\$ 300,000.00	\$ 74,920.49	\$ 225,079.51	\$ 600,000.00	\$ (374,920.49)		\$ 374,920.49	\$ 90,000.00	\$ 90,000.00
426012	Canada Rincon Trail	\$ 200,000.00	\$ 200,000.00	\$ 71,780.60	\$ 128,219.40	\$ 500,000.00	\$ (371,780.60)		\$ 90,000.00	\$ 90,000.00	\$ 371,780.60
426013	MRC Trail	\$ 150,000.00	\$ 150,000.00	\$ -	\$ 150,000.00	\$ 150,000.00	\$ -				
							\$ (3,046,830.65)	\$ 825,116.56	\$ 819,107.13	\$ 824,186.64	\$ 815,967.24

## BTAC On-Road Committee Report

<b>Strategic Goal</b>	Improve the On-Road bicycling experience in Santa Fe!
<b>Objectives</b>	<p>1) Work to <b>expand bicycling infrastructure</b> throughout the city roads through:</p> <p>a) marked bike lanes</p> <p>b) bicycle signage (wayfinding)</p> <p>c) bike sharing programs</p> <p>2) Improve <b>on-road bicycling safety</b>:</p> <p>a) provide input into road improvements (repaving, restriping, etc.) to include bicycle infrastructure</p> <p>b) raise awareness of hazards at trail &amp; road crossings</p> <p>c) identify and report safety hazards - sewer grates, excessive gravel and ash in bike lanes, potholes, etc.</p> <p>d) share best practices from other cities for bicycle safety</p> <p>e) work with traffic enforcement to make trail &amp; road crossings safer through targeted traffic stops</p> <p>f) attend, and encourage more people to participate in, public input meetings &amp; ENN's</p>
<b>Tasks</b>	<p>1) <b>Bike Route 66 Signage</b></p> <p>2) <b>Follow new process for On Road Subcommittee Input</b> (attend ENN, give input, follow up in writing with Project Manager; Meet w/BTAC Chair to discuss other items before proposing to BTAC and City Staff)</p> <p>3) <b>Bring up funding for future CIP Projects</b></p> <p>4) <b>Bike lane conflict</b> - NB Old Pecos Trail @ Cordova/Armenta (Bike Route 66)– Conflict w/Right turn lane; follow up with John Romero)</p>
<b>Members</b>	Joe Abbatacola (Lead), Paul Cooley, Tim Rogers
<b>Notes</b>	N/A
<b>Reference Material</b>	<ul style="list-style-type: none"> <li>· MPO Bicycle Master Plan</li> <li>· City Bicycling Ordinances</li> <li>· American Association of State Highway and Transportation (AASTO) Standards</li> </ul>
<b>Fiscal Impact</b>	TBD

**Updates:**

- 11/17/2016 - Paul, Joe & Tim met with city staff John Romero, Erick Aune, and Melissa McDonald. Got clarity on process for On Road to provide feedback, and status updates on current projects underway.
- 11/15/2016 - At the BTAC meeting, Stephen Newhall expressed interest in helping to spearhead an effort to have the Bicycle Route 66 throughout Santa Fe, either with pavement markings or signage. Joe also offered to be involved. Possibly can be an advisory part of the On Road Subcommittee
- 10/27/2016 - Paul, Joe & Tim met to develop agenda for meeting with City Staff
- 06/27/2016 - Paul Cooley met with John Romero and Rick Devine in the parking lot of St. Michael's High School to evaluate the need for sharrows on the upper (eastern) portion of Siringo road - between St. Francis & Bortulph. See report findings.
- 04/20/2016 - Paul presented to BTAC the On Road Subcommittee's recommendations for the Alta Vista refuge design in an effort to save one or more bike lanes at the tracks crossing (which were eliminated in the design).
- 04/05/2016 - Paul, Joe & Tim took a ride to review road and Rail Trail crossings. Took measurements and wrote up recommendations for the Alta Vista median refuge design.
- 03/09/2016 - Joe Abbatacola spoke with Traffic Enforcement's Sergeant Patty of the Santa Fe Police Department. Sgt. Patty indicated that they would prioritize traffic enforcement efforts at problematic trail-road crossings, such as Zia & St. Francis. Joe Abbatacola also followed up with an email.
- 03/01/2016 - Met with city staff John Romero and Keith Wilson
- 1) Gained a better understanding of the current status of the CIP projects & budget, learn of upcoming projects, and better understand the trade-offs of balancing the needs of stakeholders (bicyclists, motorists, and pedestrians).
  - 2) Asked to be involved early and provide input into new road projects and improvements (repaving, restriping, etc.) to include bicycle improvements, where appropriate.
  - 3) Discussed how we can best help city staff
- 02/02/2016 - Transition of responsibilities meeting with Gretchen, Paul, and Joe
- 01/15/2016 - 1st meeting - Paul Cooley & Joe; discussed issues, took a ride to review the new green bike lanes on Camino Carlos Rey
- 01/05/2016 - Joe Abbatacola is the new Lead for the On Road Subcommittee, taking over for Gretchen Grogan