

ATTACHMENT 4

CAÑADA RINCON TRAIL: CALLE MEJIA - AVENIDA RINCON

Public Meeting– 11/12/15 (Meeting Summary)

CAÑADA RINCÓN TRAIL: CALLE MEJIA - CAMINO FRANCISCA / AVENIDA RINCÓN

ENN Meeting Summary

Public Meeting - Thursday, November 12, 2015

Purpose

A Public Involvement Meeting for the Cañada Rincón Trail was held on Thursday November 12, 2015 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 potential alternative trail alignments for a paved non-motorized urban trail connecting Calle Mejia to Camino Francisca / Avenida Rincon. A public question and answer session followed a brief project introduction by the City's Project Manager.

Meeting Summary

The ENN meeting for the Cañada Rincón Trail was held at the Zocalo Community Room on Thursday, November 12, 2015 5:30 - 6:45 pm. There were 74 individuals signed in, with an estimated 80 people attending. Project team members present included: City of Santa Fe (Leroy Pacheco, Project Manager), Radian Engineering (Carmen Silva, Carlos Padilla, Remy McDonald) and Design Office (Claudia Horn, Patrick Sinnott). City Councilor Lindell introduced herself at the commencement of the meeting and provided her contact information to constituents in District 1.

The meeting began with a brief presentation and project overview (ca. 15 minutes) followed by a question and answer session (ca. 55 minutes). The trail corridor alternatives presented at the meeting included 2 options: 1) west of The Reserve parking area on private property open space; and 2) east of The Reserve along the Canada Rincon Arroyo on City of Santa Fe open space property. Project boards with basic project information (Regional Trail Connections Map, Trail Corridors – Proposed) were on display during the meeting (see attached).

Leroy Pacheco briefly introduced members of the design team (Radian Engineering, Design Office) and provided an overview of the project's history and background, including the 2012 Bicycle Master Plan, urban trail design parameters, and the overall objective of connectivity with the existing trails system. Carmen Silva presented conceptual trail corridor options and the pros and cons of each option. The project purpose is to complete a missing link identified in the 2012 Bicycle Master Plan to improve overall urban trail system connectivity, connect neighborhoods north of Avenida Rincon to City street and trails network, and eliminate the need for pedestrians / bicyclists to trespass across The Reserve property. The city council allocated a project budget in fall 2014. The project is currently contracted through conceptual design phase. Once a trail alignment is identified, a contract for preliminary / final design phases will be executed. 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 public meeting. While a large number of comments indicated support for an urban trail connection on either side of The Reserve, there were also those who: opposed it altogether, suggested alternate alignments to be studied, questioned the need for a trail, and voiced concern about the lack of safety for pedestrians / bicyclists on Calle Mejia.

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

- concerns about proximity of proposed trail alignments to The Reserve properties and potential impacts
- lack of clarity on when (and if) a trail connection in this area had been suggested / promised
- concerns / comments about a potential increase in crime, invasion of privacy, and property value decrease due to the trail and a potential rise in the number of pedestrians / bicyclists in the area
- comments / concerns about how the lack of a designated public trail impacts safety and connectivity
- questions / comments about The Reserve posting trespass warning signs but not enforcing it and allowing access across their property
- concerns / comments on preventing non-motorized trail access and past experiences with motorcyclists cutting across the Santa Fe Reserve

- questions / concerns about how the trail would fit in the context of a larger network beyond the immediate project site, who would be using it, and how it would impact safety and access
- comments / concerns about the condition of Calle Mejia for a bike / pedestrian friendly route / connection

Meeting Advertisement

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

15 days in advance (28.Oct.2015):

- Email: to Santa Fe 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, neighboring condominium / apartment associations and neighborhood associations (city wide)
- Postcards: to property owners and physical addresses within 300' of project boundary, and neighborhood associations within 300' of project boundary
- Posters: (1) 4'x5' City of Santa Fe Notification Board at Calle Mejia
(1) 4'x5' City of Santa Fe Notification Board at Avenida Rincon (on bridge railing)

One week in advance (5.Nov.2015):

- Email: to Santa Fe 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, neighboring condominium or apartment associations and neighborhood associations (city wide)

One day in advance (11.Nov.2015):

- Email: to Santa Fe 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, neighboring condominium or apartment associations and neighborhood associations (city wide)

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 11/12/2015)
- Email correspondence (collected until 11/19/2015)

QUESTION + ANSWER SESSION RECORD (FROM PUBLIC MEETING: November 12, 2015)

Questions + Answer / Comment Session

The regular (non-italicized) text is a record of comments and questions from the public. Italicized text is a record of responses from the design team. Please note that the following record is a summary of public comment and responses and is not transcribed verbatim.

David Ater, President of Board of Directors, The Reserve: I was the developer for the Reserve and am the president of board. We have about 260 owners and we are the impacted property. This idea is 20-25 years old and we are sensitive to it. We had discussions to have open space developed as an agreement as open space not trail open space. Practically it is for liability reason that we have posted the area for no trespassing but we don't discourage it so people use it. There is no security of management of it. Even a ranchman went through in past. We are here to learn. Overwhelming response from our owners is that we are not interested in a connection. The west side is very close to the perimeter. If you need land from us then you would have to condemn it and we would fight it. The volume of users in the area is unknown and I don't know how you would count it. We don't see a lot of volume. We have built steps so that it isn't a hazard. We are cooperative but we haven't had time to have a community meeting. We don't want to enjoin a fight. You'd be in floodplains in either alignment.

What type of trail improvements are you considering?

Paved or concrete or asphalt is typical of what we'd do.

John, owner of unit 313, The Reserve: I have a great concern about security. The Reserve is vulnerable to crime. Having the access on private property is the best way to control it because if crime began to arise then we could bar people. We would loose ability to manage people coming through if there was a path in area. The orange corridor is in a floodplain too.

John Wyatt, condo owner, The Reserve: I am unclear who this is going to serve. Bikers are going into town? How would you propose it would connect on either end and who are the people it would connect? What trails does it connect to?

There are a number of trails and street connections designated within the city. There have been numerous public meetings and public process that went into Bicycle Master Plan. The ENN process is the earliest notification for a community meeting (tonight). There are numerous commuters that can't get into town...although it is tolerated to cross the Reserve's land.

My concern is that it is a connection of two streets.

The other trail you are connecting to, are there alternative routes to it you could use? People go through the Casa Solana area. What is the need? Why do they want to do it? What number are you expecting? It just appears to end in the wall.

There are a large number of people in Santa Fe Estates and within the Tano road area. There are a number of trails like the Rail, River, and Acequia that are successful in Santa Fe and people want to get to. There are always these issues. There is not a static number of people using.

What if there are only 25 people using?

It is about connections, not a static number of people that would use. It. The master plan showing bikeways is available on the City of Santa Fe website.

I am aware of the MPO process. The community should have been invited earlier in the process.

This is the beginning of the project and the first meeting to review alignments. The project is started by having available funding.

Lynette Guevara, Santa Fe Estates: I commute through The Reserve. There are several of us here and we are grateful to be able to cut through. We use bike trailers. We have kids. There is not a safe route to Gonzales School. Some go to Carlos Gilbert and we can only bike through the Reserve. We are car locked. 599 is a barrier. We bike whenever we can into town and I support this project. Would there be a way to reduce steps? It is hard to go up steps with a trailer.

Nick, General Manager of the Reserve: We have a bad motor bicyclist problem cutting through our property and ripping up the landscape. Rocks were installed to prevent him. We would like to improve bike traffic and want to be amenable. Residents bike too and use the access steps but motorbikes must be prevented. Dirt bike guys abuse the heck out of any trail that would be there. They have ruined property on the Reserve. We want people on foot and bikes.

Naomi, Reserve resident: I am new to Santa Fe and I want this trail. As a biker I used to bike a lot and since moving here I've been concerned about safe routes for bikes. There are a lot of areas in town that are unsafe for bikers. There are ways that you can prevent motorbikes, like rails or trailers. I would like to see something like this. I would like to be off the road. I don't feel safe on the road.

Resident of Zocalo: I've been here 6 years and am not a young commuter but I am a biker and love to walk. I don't understand why it is so difficult for me to get into town. There is a great trail near people's homes at Las Estrellas. I guess I wouldn't be thrilled if I was in The Reserve. They make it feel like I am breaking the law: trespassing. Picking 1 route on either side would be great. I am envious of other parts of the city that have great trails like this.

Resident of Zocalo: I understand that bikes and walkers can't easily get through here. You would need to acquire land on the orange route so that seems less likely, but the blue corridor is public land and would be zero negotiation. Could you fit a 4 ft wide trail in the arroyo that might be under water at times?

There are advantages and disadvantages to both. Sure blue may be preferable due to ownership. Yes, it is in the floodplain and trails can be built in floodplain. An alignment to the west might be a little further away from residents. Blue might be a little closer. Grade separation at blue is a challenge. There needs to be some way to come up out of the arroyo to the road.

The connection at the north at the wall: the connection is to where?

There is an existing trail and a connection to the bike route on Francisca. There are two roadway connections and a city trail on an easement. It is a good nexus for a connection location.

Bill Dusack resident of Zocalo: When we bought into Zocalo it was understood that it is private management at end of private road. We don't want security issues. There could be a lot more people in the area. Do you envision this as a way to open Zocalo trails to other people in the City? I am not interested in more traffic within Zocalo. Many bikes on the bridge would not be great. I don't want to pay more dues for a new insurance policy. I don't see why the city wants to spend money on this. People that bought their houses should know there was not a trail planned here.

Ronald Miller, resident of Santa Fe Estates: The area north, there is a city owned right of way. This is what you want to connect to. That trail was there 10 years ago when we bought in. We have been waiting for the connection to downtown to happen. We want you to emphasize that there is a trail to connect to.

We do see that connection and want to improve connections going along the road too.

Frances Parker, resident of Santa Fe Estates: I want to refute what the gentlemen from Zocalo said about buying property knowing that there wasn't a trail. We live in Santa Fe Estates and moved there 13 years ago. There has always been a plan to do a trail into Santa Fe. This was a plan before Zocalo was even built and I don't want someone that has only lived in Zocalo for a couple years to say that isn't the case. I want that trail and have been looking forward to it for a long time.

I bought my place over 10 years ago. It was stated that there would be trails that would connect us to downtown. It has always been on the record that there would be a friendly way to get into town. There has always been a plan. I walk into town 3-4 times a week and have to trespass. A trail has always been stated.

Larry Hughes, resident of Zocalo: I use the walkway into town through the Reserve. The Reserve says they will allow us to cut through but then they say they could cut it off if they wanted to, so there needs to be a formal trail. Security-wise there is a lot and a trail very close to St. Francis and I don't think there has been an issue of security. We see people walking up there all the time.

There have been national studies on trails in neighborhoods. Trails can often increase safety with more eyes on the street. 15-20 years ago when Dale Ball Trails were installed in an area with high property values it was the same question. We haven't seen an increase in crime in these areas due to trails.

"Calle Dorthea," what is it? Couldn't it be used?.

It is a cul-de-sac and it is on a hill. There are homes there along the road. It is a dead end at a hill. We are looking at the most direct route.

There are other alternative routes to get to the Casa Solana neighborhood but we are not arguing this. It is a long way around. Our trail system is only as good as its connections / network.

There are condos that face that area toward the arroyo / blue corridor.

We would look at the broad picture and we would look at visual screening, grade levels, privacy, buffers etc. but we are not at that stage yet. It is a design solution we've looked at in the past, such as using screening and buffers.

Patricia, resident of Zocalo: I know engineers think everything is possible. Can you engineer a way between the blue trail under the bridge?

We discussed it. We haven't looked at technical data, but it is built to a technical capacity that would make it a challenge due to the way water is funneled through at the arroyo. It is something we can continue to look at. I imagine water would be deep in that area because it bottlenecks.

Dottie Star, resident of Las Estrellas: I have 4 properties at Las Estrellas. I used to have a condo in Zocalo. I have 3 condos at The Reserve. What is overlooked in the discussion is that all these properties around Reserve are new. When I bought into The Reserve there was no plan to have a trail in that area. I was never told that I would be able to walk to town. It used to be called Shadow Ridge. It was built in the 80's and these trail ideas never got the consideration of The Reserve. It would decrease the value of the units nearest the trail instantly. The orange arroyo, less so, but people bought in that area with ideas that they would overlook an arroyo. It could devalue the property. The City of Santa Fe drives me nuts. There are 260 homeowners that would likely prevent this if there isn't another solution.

We have not seen studies that property values drop with proximity to trails but would work with property owners to create a good solution if the trail was in the area.

Michael Dodge, resident of Zocalo: I walk there twice a day and a ramp from Camino Francisca would be great. A great cheap solution is if the Reserve is willing for people to go through it.

The blue, was it acquired before or when was it acquired in relationship to the Reserve? If it was known that it was going to be open space then they must have known that there could be something. It is great that the city wants to do it collaboratively. The Rail Trail and Acequia Trails are great. If the city owned land prior to the development of the Reserve then they should have right to put a trail there.

We want to work with the community. This idea came from desires of the public. The plat identifies a trail easement in the blue area, but the exact alignment isn't fixed. Legally, there is an indication of a future trail.

Connie, resident of The Reserve: I have the property in the blue area of The Reserve and would love to see a trail in the area. I have the condo right on the corner. It would be wonderful to have a trail with the right screening. It just needs to be done correctly.

Peggy Gautier: We live on Calle David. I used to ride a bike but less so now because you can't get there from here. I trespass. Lots of people would use a trail connection; lots of hiker and bikers. A ramp would be helpful at The Reserve, but only more people would go through it so having a route around might be better.

Tina Gibson, resident of Santa Fe Estates: I live right on an existing trail. I use it to walk dogs twice a day and go to La Tierra. I ride through the Reserve. I would think The Reserve would prefer to have people outside its boundary where it is safe for more people (not in a parking lot) and so they are not liable.

We would separate bike traffic from motorized traffic and a trail would put the onus on the city to maintain it and be liable for it.

The existing trail is outside my bedroom and it doesn't bother me. People walk it all the time. There may be more people that use it (after a connection is built) but it is not a problem. It would be commuters, not criminals.

Jeff Waters, resident of Zocalo: I bike all the time and saw trespass signs at The Reserve. I didn't feel comfortable trespassing. The only alternative is a long way around to get into downtown. This trail connection would save many miles and increase safety. There are not bike lanes that go around.

Nick Stofocik, Reserve management: Everyone that lives in Zocalo, if you came down Calle Mejia you would see that it isn't the safest road. I barely miss bikers at night. I want you to think of Calle Mejia safety issues. There should be a sidewalk to Alamo. I nearly hit people. The trail is a great idea but a connection to Mejia is just scary. I would ask to think about Calle Mejia as a bike connection.

Julie Custer, Manager at Los Piñones Apartments: I don't see why you want to connect to unsafe Calle Mejia. I second that opinion.

I totally agree with the connection to Calle Mejia issue. The City doesn't maintain lights on St. Francis; lights are there but are not on or not fixed. That hill is not marked with separate lanes and people drive in the middle. You have to avoid people. I wouldn't want to take kids on the road in this area.

Who owns areas directly south of Zocalo. You wouldn't have to negotiate Calle Mejia.

Does city own easement on NM 84/285? It would eliminate a connection to Mejia. It could be separate from the highway. *We have done a trail in a right of way at Siringo and at Zia. It could be done but it becomes a much bigger federal project. NMDOT has plans to widen 285 potentially, which would be a conflict.*

Look at connecting Calle Dorothea too and using US 84/285.

I am confused. I am not a biker. Do things just end at the blob of orange at Mejia? Even driving on Mejia is difficult. How do people actually get downtown? It is hard to get across or along St. Francis. What do they hook into? Are there bridge and tunnels planned? *This project identifies a missing link. Calle Mejia is a city street that is used to make the connection.*

What is the master plan from the orange corridor into town? What is in the future?
People use city streets all the time for connections.

We need sidewalks and such.

There are two other pieces that have not been discussed. Instead of going over the hill you would avoid part of the hill on Calle Mejia. Rio Vista is not a difficult street for bikers. There are also plans to build a trail around Gonzales Community School. This would connect to the River Trail and is in the Bicycle Master Plan and would be a great connection. Gaining access to the network from here would be good.

Sam Scott, resident of the Reserve: I think the only option is to go around the Reserve. Human nature dictates that there will be issues if people go through the Reserve. We can't control the speed limit in our own parking lot. To solve this in the long run, it is best to go around and give us screening.

Cliff Walker, resident at Piñon Ridge: The City has been making an effort over the last 15 years to improve trails and connectivity. Keep in mind that the City can't respond to a property until there is an accident or an incident on it. A city trail, on the other hand, would be patrolled and no-motorcycles could be enforced by the city.

Thank you for your comments. Please feel free to contact us by email if you have further comments.

SUGGESTIONS FROM COMMENT BOX

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

1. Please make a connection. Good trail systems increase quality of life and increase property values. Thank you.
2. Suggest locating underpass on side of flood diversion berm at Avenida Rincon crossing.
3. Thank you for including us! We cannot emphasize enough...Calle Mejia is NOT the road you want to connect families to. Please consider the Southeastern area of land to connect on farthest west of Reserve and Los Piñones. Regards, Julie Custer Los Piñones Manager.
4. Next meeting @ Reserve
5. There is at least two alternatives: 285 easement, western prop line of Reserve to Calle Mejia.
6. Cost of project, cost to existing Parks etc, cost of maintenance, cost of flooding repair, cost of Reserve land, cost of environment: too high. Benefits only the few no or Rincon. Don't make Zocalo's problem the Reserve's problem. -Grickl
7. I live in Las Estrellas and am in full support of this connector trail. I applaud the cities effort to make this happen. Brad Reid.

SUGGESTIONS FROM EMAILS

Written comments collected prior to or after the meeting (until November 19, 2015) by email are as follows:

1. October 29, 2015 at 12:58 PM, Hugh Balaam wrote:
I understand the City of Santa Fe will hold a public meeting on 12 November 2015 at the Zocalo Community Room at which your firm will present design plans for a non-motorized trail to connect Calle Mejia with the city trail that parallels Camino Francisca to the east above Avenida Rincon. This trail is of great interest to the Santa Fe Estates Neighborhood Association, whose members live on Camino Francisca, Calle David, and Calle Dorthia. I would be grateful if you could provide me advance copies of any design plans, options, concerns, construction schedules, etc. that I could share with our members prior to the meeting so that they can attend better informed to provide feedback. Thank you for your consideration. Hugh Balaam, Chair Santa Fe Estates Neighborhood Association
2. October 31, 2015 at 1:14 PM, Evelyn McClure wrote:
This is in response to the mailed postcard regarding this trail extension.
I am unable to attend the public meeting so here are my thoughts.
I live at the Reserve and own a condo. Your map seems to indicate the trail would come Through the Reserve to connect to the trail leading North off Rincon.
 1. The Reserve is private property. The residents do not always observe the ten mile speed limit. I see future clashes with pedestrians and bicyclists.
 2. A trail though The Reserve opens us up to further possibilities of theft. Security cameras have just been installed and already a man was photographed at midnight walking through the closed gates, checking for open cars.
 3. Calle Mejia does not have sidewalks throughout it's length. I'd like to see that happen because I frequently walk that way. (and as a side note, Los Pinones apartments has a makeshift drive from their property. They should be made to cut the curb and do it properly which would stop all the gravel etc. debris from entering the street.)
 4. Calle Mejia does not have lane markings and drivers frequently hog the road. What chance does a bicyclist have for safety, even if there is a marked lane. And do you propose that pedestrians also walk in a bike lane? An accident waiting to happen I think. And drivers do not keep to a 25 mile speed limit either.
 5. Where does this trail eventually go? And what is the point anyway? I see no Connections to the South.
3. November 1, 2015 at 3:00 AM, Paul White wrote:
Please send me info on the proposed urban trail alignment to connect Calle Mejia with Avenida Rincon. -Paul
4. November 4, 2015 at 10:26 AM, Pam Strasen wrote:
Dear Sir/Madam:
I am an owner of two units at The Reserve of Santa Fe, and part-time resident, and was informed by our management company of the proposed bike/walking path. It is not clear to me where the proposed path would be located. Is the City of Santa Fe suggesting that the path literally run through The Reserve?? I would love to see a better graphic of the proposed path, I am a walker and a cyclist, so I certainly do have a keen interest in this endeavor. Thanks for taking the time to respond to my inquiries.
Pam Strasen
Owner/Units 620 and 1001
5. November 5, 2015 at 4:50 PM, Helga Klepp wrote:
To the design - office,
With the e-mail below we have been informed of a very important meeting concerning some road connections. We are looking forward to this meeting. We: are my husband Max Klepp and Helga Klepp, owners of a condo on Ave. Rincon. We love the hiking trails surrounding the area just off Ave. Rincon across from our entrance to the condo and off Camino Francisco. There used to be third one connecting the newly developed area on Luna Vista to the Ridgetop Road behind the new homes. Some owners built fences in their backyards. Sections of the trail are now inside these fences. Entrance close to Camino Francisca and exit next to the latest new home on S. Ridgetop Rd. don't exist any longer. Would you also be in charge of these hiking trails in the area of Avenida Rincon, Camino Francisca or Luna Vista (connecting hiking trail to South Ridgetop Road)? If yes could this be discussed at the meeting? If not whom from the City can we contact? Zocalo's Association informed us that this is not an Association problem but has to be discussed with the City. We would appreciate if you would either provide us with some information via e-mail or bring the subject up at the meeting. We appreciate your help. Thank you and we are looking forward to this meeting, Helga and Max klepp
6. November 6, 2015 at 8:29 AM, Alice Ladas wrote:
Anything that furthers biking and discourages use of cars is a positive step for Santa Fe. Alice Ladas
7. November 13, 2015 at 2:10 PM, Paul White wrote:
Claudia, after attending the meeting last night I have some concerns that I would like to share with you:
It felt like you were "thanking" the people who were in approval of the designs you presented but ignoring, cutting short or misinterpreting those opposed. I have some comments on your white board notes but will not go into detail right now.
It felt like there was a hidden agenda given that you only presented two alternatives for the trail. Both scenarios going through the Reserve property or immediately adjacent to the property.
It is my understanding that you called residents and owners at Zocalo about the meeting but made no effort to contact owners at the Reserve (who would be most affected by a trail) in the same manner.

As I pointed out, there are at least two alternatives that you have not considered. Given that the City owns the property adjacent to the 285 highway corridor I am surprised that your staff did not consider a safer alternative than putting a walkway along a flood plain that is prone to flash floods thus endangering the lives of anyone using the trails. You might have heard of the boys ranch where children have died during a flash flood that went significantly higher than the level of the arroyo?

The City owns land up to highway 285, a trail could be put in at significantly less cost than building a flood proof walkway in the arroyo and would be more easily accessed through the back of or into the Zocalo property where there is a large parking space. This alternative would also allow further access along the highway to city properties north. I see no need to consult with the DOT because the city owns the land.

I am requesting that you make an effort to call property owners at the Reserve and have a meeting at the Reserve to get input. It only seems fair. Please bring maps with alternative designs.

It was also mentioned by someone who was with city staff that it would be cheaper to put the access along the arroyo. I was wondering if they have any engineering design criteria indicating this is the case. Until we know the costs of each alternative I think it is too early to make broad and unfounded statements. An arroyo walkway seems to me the most expensive considering flash flooding and the sand underlayment.

I'd also wonder how many people would actually use a trail. There were a lot of people at the meeting who said they would use a trail but given the safety concerns along Calle Mejia I think in actuality the number would be far less. Before committing untold tax payers dollars further investigation is warranted, including sidewalks for pedestrians and non motorized traffic.

Please look into the alternatives that I recommended including an alignment along the westernmost part of the Reserve property, not in the arroyo. Calle Dorothea might also be a possible alternative.

It is unfortunate that the city did not consider a trail that would connect directly to the Solano neighborhood in the past when a master plan for developments north of the Reserve were being considered. Property owners at Zocalo seem to be under the impression that they were promised access to downtown when they bought their properties. Can you look into proof of that?

-Paul White, Property owner at the Reserve.

8. November 16, 2015 at 9:49 AM, Helga Klepp wrote:

Hi Claudia,

Thank you for a good meeting last Thursday. I was going to ask if among all the representatives from the city there might be one responsible for the "informal trails" as per Claudia (I call them hiking trails). You were too busy though with the mostly opposing comments to a connecting trails. I personally would like the one east of the condo complex along the arroyo.

Early on you introduced amongst other participant Tim Rogers as a representative responsible for trails. For me a TRAIL was for hiking. As Tim was sitting behind me I asked him for his e-mail address and he was kind enough to provide it.

Hi Tim,

We: are my husband Max Klepp and Helga Klepp, owners of a condo on Ave. Rincon. We love the hiking trails surrounding the area just off Ave. Rincon across from our entrance to the condo and off Camino Francisco (entrance across from a little park). There used to be third one connecting the newly developed area on Luna Vista (Home Wise homes) to the Ridgetop Road behind the new homes. Some owners built fences in their backyards. Sections of the trail are now inside these fences. Entrance close to Camino Francisca and exit next to the latest new home on S. Ridgetop Rd. don't exist any longer.

Would you be able to provide me with a contact person from the City? It would be nice if there could be an entrance and exit post again just to give official permission to hike behind these homes again. I do not mind so much about improving the trail itself, we can still find a large section of the trail and the rest we manage without a trail.

I am looking forward to hopefully receive some positive response.

Thank you also for the trail map. Enjoy the rain.

9. November 16, 2015 at 11:59 AM, Tim Rogers wrote:

Hello Helga and Canada Rincon Trail team -

Helga, thank you for introducing yourself! I appreciate that Leroy Pacheco of the City introduced me as the main author of the Bike Master Plan as well as current City Trail Volunteer Coordinator, by contract. I think the project team did a great job in addressing many of the questions that came up and speaking to many of the points of opposition, which were in fact quite typical.

I am probably remiss to have not also introduced myself to the participants at the meeting, in order to provide some more planning background but also to describe SFCT's role to help maintain city soft-surface trails, including those in the immediate area. Thanks to your inquiry, I am going to use this e-mail both as a response to you and as a point of public input for the project staff, cc'd.

The proposed trail is important, and was an obvious Phase A priority in the Bike Master Plan, because it is the only convenient pedestrian and bicycle connection toward Santa Fe for the entire area from Zocalo to Tano Rd. It is also part of a route out from the city to many public trails, paved and dirt, as well as a commuter route to the Thornburg compound, a route which ties in well from the River Trail and other locations via Rio Vista St. and Calle Mejia (which, for the record, are already used effectively by plenty of pedestrians and cyclists with no known mishaps). In fact, by creating convenient and safe access to Tano Rd., the proposed trail is part of an excellent longer-range bicycle route to Tesuque and beyond. (The Reserve parking lot and steps of course already play all of these roles.)

The arroyo known as Canada Rincon is the best alignment for this trail by far based on (1) topography and (2) connection to trails already in place along the arroyo all the way to Tano Rd. There is only a short gap in these trails along Ave Rincon, which is a low-traffic street with narrow paved shoulders (through the NM599 underpass) that is a suitable bicycle route and

acceptable pedestrian route.

Of course, ownership of the stretch of land on the west side of the arroyo by the City is another huge plus. But also, putting the trail on the east side of the arroyo would create a less direct route and require two arroyo crossings and/or possibly start closer to St. Francis Dr. (at Viento Dr.), which is undesirable for several reasons. Putting the trail along St. Francis Dr. or other alignments more distant from the arroyo makes matters worse in terms of topography and convenience. As the project team stated, arroyos, including arroyo floodplains, are typical trail alignments in Santa Fe and elsewhere, and are well-suited as trail alignments for many reasons.

Significantly, this is a priority in the BMP because it is an important transportation connection, so the trail needs to satisfy accessibility standards under ADA, which are consistent with standards for bicycle and pedestrian transportation in general. In other words, this is not a purely recreational trail intended just to connect to other recreational, dirt trails. These considerations also favor the arroyo alignment.

A look at this area on the 2015 Santa Fe Bikeways and Trails Map (available at <http://santafempo.org/documents/bikeways-map/>) illustrates many of these planning considerations, and in particular where there are existing formal trails in the area. Most of these trails, including the Zocalo Trails as well as the trail west of Ave. Rincon that Helga Klepp is describing, are signed as City of Santa Fe Trails and are open to the general public (not just local residents) as an explicit point of approval of the subdivisions in question. The City certainly has a right and a strong interest in connecting its public roads and public trails with this new proposed public trail as a service to local residents and visitors alike.

The trail described by Ms. Klepp has, or has had, a "City of Santa Fe" Trail sign at the top, by Ridgetop Rd. It is a formal, public trail that is supported by subdivision agreements. Access at the bottom to Ave. Rincon has changed over the years with the development of individual lots, and it is worth revisiting the original easement and subdivision agreement, and any subsequent agreements, to ensure that the trail is still in compliance, or to assess what can be done if it is not. Much of this trail was not well-designed from a sustainability and maintenance standpoint, and it is suffering considerable erosion where it is steep, crosses small arroyos, and/or follows a direct "fall-line."

The spur route off of this trail that stays on the ridge to the south has had minor, and perhaps now major, encroachments over the years. It is not clear how far south the city easement continues along this alignment and where legal encroachments begin, but it is something I am happy to help research and to discuss with city staff regarding possible recourse, if needed. This trail may have arrived at Ave. Rincon or Camino Francisca, near the Reserve, once upon a time, but it has long been essentially a dead-end and so it is easy for these gradual encroachments to have happened over time.

Finally, I would like to emphasize that SFCT and City trail volunteers are happy to help with maintenance issues on these natural-surface, city trails. I have traveled them all at one point or another, assessed maintenance needs in general, and mentally noted where local residents or developers appear to be conducting some maintenance or other activity that impacts the trail. However, our focus is on larger open space trail networks, particularly Dale Ball and La Tierra Trails. In this area, we have only done work on the city trails north of the Relief Route, as described on our web site at <http://www.sfct.org/trails/sfct-trail-events-in-2015/upper-vista-del-freeway-trail-maintenance-feb-18-2015>.

If there are local residents that would like to help maintain these trails, we should all meet, discuss, and put some tools to the ground!

Thank you all for your support and interest in our great trails. Regards, Tim

P.S. There is no local or nationally accepted protocol on what are trails vs. paths vs. any other name. It varies by region, profession, and individual. In the Bike Master Plan we use the words trail and path to describe both paved and natural-surface facilities. With very few exceptions they are all multi-use facilities, for hikers and bicyclists, and often also fine for equestrians.

10. November 17, 2015 at 4:39 PM, Karl Jonietz wrote:

Hi Patrick,

After the meeting, I took a closer look at the "bridge" into Zocalo. The water flow (max 6x/year in my 7 years of living in the complex) stays toward the east side of the channel. The western side, north of the actual bridge, is a backwater, and while obviously the site of historic flooding, in current storms it stays dry or nearly dry. Might be interesting to consider a simple ramp from north to south taking the trail up to grade level and then down again. This would imply using the eastern route (purple on the diagrams?) the right-of-way of which is already owned by the city. The ramps might not be cheap, but surely better than any property acquisition to the west of The Reserve.

Worth looking at both on detailed topo maps and in person.

Good luck - public input is always fun, Karl

11. November 17, 2015 at 5:03 PM, Paul White wrote:

I would appreciate a response to my email listing my concerns about the meeting and my suggestions for alternate solutions. I also suggested that the next meeting be at the Reserve. I would like to have City Counselors Patti Bushee and Signe Lindell attend proposed meeting.

Thank you, -Paul

12. November 17, 2015 at 5:08 PM, Elizabeth Peck wrote:

Many thanks to everyone for arranging and having the Cañada Rincon Trail public meeting!

I've lived at The Reserve for 18 years and while I was initially sad to see all the development take place around us, I've met some wonderful people who have built and moved in. I firmly believe that developing a close Community of neighbors is invaluable to "quality of life" ... one of those rare intangibles that means so much! It can't be or demanded or legislated or written into a contract. Neither does it happen overnight and it takes a lot of desire to achieve. But with discussion and work the result can be enormous! A "quick fix" will produce nothing but resentment.

The Holiday season is here - my out-of-town company is arriving - (& my refrigerator just quit). TWO days to respond to

this proposal which I just found out about, roughly 8-10 days ago... does not reflect a desire to work with neighbors to achieve a quality of life solution. But I look forward to working with many of our great neighbors in the future.

Sincerely,
Elizabeth Peck

13. November 17, 2015 at 7:18 PM, Helga Klepp wrote:

Thank you, design-office for the maps. We discovered more trails on the maps we never hiked around Zocalo.

We really miss though the connecting hiking trail from Avenida Francisca up behind Home Wise buildings and up to Ridgetop Road. It would be great if at least at the two ends (entrance and exit) posts could be installed again by the City. We would also help to fix the trail again. It looked so nice before the construction started. A large portion is still fine to hike but on the lower section some owners built fences and the trail has disappeared.

Good luck with your endeavor. You will never please everyone and we hope you will be able building a connecting trail on the east side of the Reserve. This would be great. Complaints about a steep hill when it snows: so what. You have to fight icy roads also without the connecting trail now.

Helga Klepp and Max Klepp

Zocalo

14. November 18, 2015 at 4:49 PM, Peter Heller wrote:

Hello,

As a Reserve resident I want to bring up my objections for the trail as suggested by you in the Nov. 12th meeting:

- 1) Calle Mejia is too steep for bicycle riding. Going up the hill with a baby (back from the library) would be very hard, not to mention dangerous. I walk this rout - it is treacherous with the S F Spa traffic.
- 2) I don't want the cyclists cars parked in our parking lot.
- 3) The trail is too close to the housing. Will need to be lit. We don't want the lights.
- 4) Cyclists will use our benches to rest. Unwanted traffic!!
- 5) Is it true that there is an ordnance in SF for building a trail to connect Zocalo to downtown?

Suggestion: use the city area by 284 and st. Francis to connect them.

Chagit and Peter Heller
941 Calle Mejia, SF NM 87501

END OF NOTES