

Public Involvement Documentation

BTAC draft Minutes dated June 21, 2017

BTAC Minutes dated May 17, 2017

Jenkins Gavin letter dated May 5, 2017

Ahern letter dated May 22, 2017

BTAC Minutes dated March 15, 2017

BTAC Minutes dated February 13, 2017

ENN Meeting Minutes dated February 7, 2017

BTAC Minutes date December 16, 2015

ENN Meeting Minutes dated November 12, 2015

Mr. R. Pacheco explained they were all called to serve by the Councilor. He is happy to support someone if they are interested. There are members who have stayed on and are committed to see projects complete.

C. Canada de Rincon Trail – Discussion of final design alignment alternatives

Mr. Pacheco discussed his role in facilitating an alternative alignment for this project. City staff was advised to proceed after the ENN to work on the 30% design of the Eastern alignment. They paid for a conceptual design on the western side. (See Exhibit C) *the Reserve*

The project was funded with \$200,000 of 2012 CIP funds. So far it has expended \$72,000 with 30% design and public involvement.

Mr. Pacheco discussed the right of way and easements for the western alignment. The Reserve board can do the work for an easement for the City. He received a letter from Janet Ahern for the Board at the Reserve, the bylaws empower them to execute the easements.

There have been three different engineering firms who have *have* look at the plans and given an estimate for each alignment. Two of them gave proposals for final design. The eastern alignment was 20-25% less expensive. The range of cost is within the budget to get the final design. Although, they are not final.

Ms. Robinson asked to clarify design costs. Mr. Pacheco explained it is taking off and no cost for public involvement and right of way. Ms. Robinson asked if there was an estimate done without the structure. Mr. Pacheco stated one firm stated the engineers could try to design it a different way.

Mr. Rivera asked how much of staff's time already spent on this project. Mr. Pacheco stated it is difficult to answer.

Mr. Rivera asked about the incline on the ramp is it similar to the slope near Santa Fe High. Mr. Rogers stated it is not more than 5% and is ADA compliant. It is not as long, maybe 100 feet.

Ms. Grogan asked what surface the trail would be. Mr. Pacheco stated concrete for less maintenance. She would like to see an alternative to the ramp, perhaps a series of switchbacks. Ms. Grogan expressed her concern with the costs spent so far and the fact that construction costs haven't been calculated yet.

Mr. R. Pacheco discussed his concern with the two arroyos to cross and the cost to engineer those. This project should improve the existing trail and still please the residents.

Mr. Herdman stated one of the firms did not state an opinion on savings. Mr. Herdman would like to see a cost breakdown. Mr. Pacheco stated the costs usually correlate with construction costs.

A discussion was held about the ramp and the idea of removing it from the plans and designs.

Mr. Rivera states if the ramp is ADA compliant and if its not a long distance it shouldn't be a problem. The important thing is to have a healthy trial system for cyclists and pedestrians. The east side alignment is an

easier choice. This project has taken up a lot of City Staff's time.

Mr. R. Pacheco discussed the importance of aesthetics and the importance for the residents.

Mr. Herdman commended The Reserve for granting the easement and engaging in the process. He would like to allow them to make comments.

Mr. Rivera asked if this was advertised as a public hearing for comments. Mr. Herdman will be flexible on it and allow comments.

Ms. Jennifer Jenkins thanked Mr. Pacheco and his staff for offering the alternative. Ms. Jenkins would like their engineer Ms. Guerrero Ortiz to answer some questions after she makes her comments.

Ms. Jenkins stated she and some residents walked and staked out the West alignment and they are incredibly excited. The connection to Calle Mejia is at grade and the connection to Calle Francisca is a gentle climb. There is money earmarked for railing.

Ms. Jenkins stated they have provided a cost estimate even if there is an alternative. They would happy to pay for another engineer to re-examine the project. This project would please the stakeholders and there would be more sidewalk gained on Camino Francisca. There would be no FEMA study. There are arroyo crossings but not flood plains. A trail that runs parallel to the arroyo requires maintenance and there could be erosion issues. *plains*

Ms. Jenkins stated the ramp is a concern, an alternative to it could be a dramatic impact.

Ms. Guerrero Ortiz discussed the arroyo issues. As long as they keep the grade natural it isn't a maintenance issue. When they change the grades that's when it has problems. The crossings aren't a concern.

Ms. Grogan asked if the East side alignment has another way to make the crossings.

Ms. Guerrero Ortiz states a bridge may be possible as long as it sits above the water level.

Ms. Grogan asked what the trail material will be. Ms. Guerrero Ortiz stated the different materials used and the costs however the trail must remain ADA compliant.

Ms. Guerrero Ortiz discussed her cost estimates the railing she added was what she felt comfortable with.

A brief discussion was held about flooding and the arroyo flows.

Lynnette Guevara a stakeholder commented on the review of the engineers. An important piece is the ramp and the wall Zocalo built. There will be more sidewalks and the idea of switchbacks is not practical. She herself would be hauling children in a trailer. She likes the description of the east side and wanted to express her personal opinion.

Howard Turner (1031 Calle Dorothea) stated he walked both alignments this morning and counted the arroyos. Rain and wash could be an issue. It is much flatter on the east side.

Mr. Tim Rogers would like to add some additional points. His role is to plan towards the safety of the trail. The west side trail requires more climbing and more use of the streets. The access is better on the east side for the residents. The natural surface trail along it would be a great job for volunteers. Perhaps the ramp could be moved north and to the side.

Mr. Pacheco explained there is about 12 feet that the city owns north of Calle Francisca.

The Reserve along

Ms. Frances Parker explained the trail in question is in the master plan, when The Reserve was Shadow Ridge Apartments. It should still be on it. The sidewalk doesn't go up to Calle David, it goes nowhere. The cost of the ramp wouldn't be necessary if it started at the steps at The Reserve and went down into the arroyo. It would have to have easement but the small strip right up to it would make it easy to get down the 12 feet. It would eliminate problems. There is a sign now forbidding use right now. Its walkable but its not inviting to non Reserve residents.

Mr. Rivera would like to see this item move on.

MOTION: Mr. Rivera moved that the BTAC recommends the east side alignment. Ms. Grogan seconds the motion and would like to see the sign removed and have Ms. Parkers suggestions looked into.

DISCUSSION:

Mr. Herdman discussed the estimates from the engineers and the one who did not offer cost differentials. They have high regards for Mr. Rogers comments but it is the desire to make compromises for the community concerns and find the most direct route.

Ms. Grogan stated if the structure isn't needed and there is another idea they should explore it.

Mr. Herdman would like to clarify if The Reserve is offering the easement go up to the street as opposed to the north side.

Ms. Jenkins stated there has not been a formal request. They may grant i if the west side is selected.

Mr. Rivera withdraws his motion.

MOTION: Mr. Rivera moves that BTAC recommends to move forward on the east side alignment and directs staff to meet with The Reserve to discuss the north curve approach, if easement is necessary to start looking into it.

NO SECOND, DISCUSSION:

Mr. Pacheco stated there is City property between the property lines, it is 12 feet. Is it necessary. Mr. Herdman briefly discussed the issue of money and funds.

Not sure if
to have
another
easement?

Mr. Rivera restated his motion.

MOTION: Mr. Rivera recommends BTAC present to City Council they pursue the option on the east side and have City staff look into an alternate easement if deemed necessary, Ms. Grogan seconds the motion. Mr. Herdman requested a roll call vote.

ROLL CALL VOTE:

Mr. Herdman NO
Mr. Pacheco YES
Ms. Wellington YES
Ms. Grogan YES
Ms. Robinson YES
Mr. Rivera YES.

The motion carries 5-1.

8. BTAC SUBCOMMITTEE UPDATES

A. On Road Subcommittee

Mr. Abattacola was not here to report.

B. Off Road Subcommittee

Mr. Herdman did not have a report.

C. Going for the Gold

Ms. Grogan Gretchen reported their last meeting went well. They met with SFPD to help with the enforcement section. Each member has taken a section to review.

As a group the education section will be done together. They would like to get the application complete by July, it is due August 17.

Mr. Rogers discussed his work on the application. He will need to meet with the MPO on a few things.

Ms. Grogan asked about information that may have been on the prior application.

Mr. Newhall stated his entity is still offering a riding class which is great for the application. BTAC members can call Ms. Wellington or Mr. Newhall for the dates and times.

Mr. Pacheco presented the proposed Resolution to the BTAC Committee (See Exhibit B) that would allow a resident of SF County to sit on the board. Both the City and the County have been working together on the lodger's tax and further promote the outdoor economy.

Councilor Maestas explained several other committees are allowing a county member to be included.

Mr. Herdman suggests the language on Section 5 **MEMBERSHIP** be clarified. As it reads now *"The Committee shall consist of a member of the City Council who shall serve as its chair, along with eight members of the public, of whom shall be residents of the city and one who may be a resident of Santa Fe County,continued."*

Mr. Herdman moved to change to: *"shall be residents of the city, provided however one may be a resident of Santa Fe County, and not a resident of the City"* with a second from Ms. Robinson which passed by voice vote.

b. Canada de Rincon Trail Alternative Alignment Proposal from "The Reserve Condominiums"

Ms. Jenkins and the engineer Ms. Oralynn Guerrerortiz presented the alternative for the trail connection.

On behalf of The Reserve Condominiums and the residents they would like to thank city staff for allowing them to present their ideas for an alternative to this issue.

The Reserve has at their cost worked on a plan that is 60-70% along. Ms. Jenkins showed the BTAC members maps of the area and the property.

A ramp has been proposed to be made with a 12-15 foot drop. This has many safety concerns and maintenance issues. They analyzed the property on the other side, they can make a 5% grade up to Camino Francisca to connect with the other trails. Their alternative plan also proposes a bonus sidewalk to transition together.

Ms. Jenkins explained there wouldn't be a need for FEMA or floodplane studies. The Reserve is willing to allow easement, so access is not an issue. The City's option with cost roughly 1 million dollars where theirs is roughly \$378,000.

Questions from the BTAC

Mr. Herdman asked about the grade on the alternative plan. Ms. Jenkins stated it is flat in that area so there is minimal grade needed. A discussion was held about acquiring a consensus from the owners at the Reserve.

Ms. Robinson stated at the first meeting there was drainage issues and perhaps travelling parallel to the arroyo. Ms. Jenkins discussed the drainage on the path and the maintenance it would cost. Ms. Jenkins stated it would be a city trail so they would be responsible for maintaining it.

Ms. Jenkins described the pipes and culverts and how it would drain. Ms. Grogran asked about budgeting in the Army Corps Engineering. Ms. Guerrerortiz explained the permits are not that expensive.

A brief description was held about the elevation grade.

Mr. Pacheco presented his plan in the packet (See Exhibit C). He explained the three issues and the pillars to successfully complete this project. They were public involvement, drainage and the right of way issue.

The right of way issue is the key to getting the rest of the plans done. It is helpful for the city the engineers to know it is granted.

Mr. Herdman asked if it is helpful to allow city staff time to digest the alternative plan. Councilor Masestas stated there is a need for a greater buffer and the ramp needs to be reconsidered.

Public Comment

Dottie Star sits on the board at The Reserve, her one concern is the 2 areas on the existing trail where the drainage issues are, and the ramp. The sidewalk idea is great because it opens the trail to the northern areas of Las Estrellas.

Larry Hughes lives in Zocalo attended the meetings and is in favor of the new proposal. Can they get the 75% to agree to it?

Tim Rogers spoke on behalf of trail users. Mr. Rogers explained how much further the trails go up and the connections it would make as a straight shot up.

Josefina Alvarez lives in Zocalo and explained the arroyo has a trail now, there is a nice stairway and people use it they would probably continue to use it.

Frances Parker lives in part of the neighborhood. She bought her home over 15 years ago. She explained how the trail can be made ongoing. It is treacherous to connect through the arroyos there will be maintenance. She would like to see the trails kept in Santa Fe's backyard.

Paul White a condo owner at The Reserve attended the last meeting and was shocked to hear the project could be up to a million dollars. The arroyo is a flash flood zone and the ramp would be on pillars which could fall. He proposed to the city to follow 285 and possibly leverage federal funds. The ramp is a lawsuit waiting to happen.

Christine (*last name not given*) is a unit owner bought in 2005. She was never informed of the plan. The skateboarders coming down the ramp is concerning. Not sure why anyone wouldn't want an agreeable trail.

Councilor Maestas explained there is no guarantee this will be approved, it is to be considered. The BTAC relies on the objective advice from city staff.

Mr. Herdman moved to allow city staff until the next meeting or longer to review and digest the alternative with the following items in mind:

- evaluation of an alternative ramp
- can the sidewalk extend
- longer term maintenance
- get a rough cost comparison
- consent to grant easement by each unit owner

with a second from Ms. Grogan. Discussion then a voice vote.

Discussion on the items made in the motion:

Mr. Pacheco stated now with the right of way issue discussed that will determine the timeline. If the final design is complete by summer the work would be done quickly.

Mr. Rivera asked if it was to move forward how much extra work would that give staff? Mr. Pacheco stated it is answer he needs to meet with their engineers and give updates. Mr. Pacheco can report at next month's meeting.

Councilor Maestas states they will rely on Mr. Pacheco's primary evaluation criteria on both alternative options by next meeting. Perhaps he can create a scoring option.

Mr. River asked how much time will be needed for the consensus, he would like to see it get done quickly.

Ms. Grogan discussed on the eastern alignment the ramp needs to be reviewed. Mr. Pacheco also stated they will need to look at which option has less impact to natural environment.

8. BTAC SUBCOMMITTEE UPDATES

a. On Road Subcommittee

Mr. Abbatacola was not there to report.

b. Off-Road Subcommittee

Mr. Herdman would like to revisit the matter with the dangerous motorcycle on the La Tierra trail. Councilor Maestas stated they tracked a person down and the Police made a visit to that person's home. Mr. Pacheco will share with him the email thread so he is up to date.

c. Going for the Gold

Ms. Grogan stated they had a good meeting. However, it was decided that Mr. Siqueiros is too busy and cannot be the lead person on the application. Mr. Rogers offered to give the application the first pass and



JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

May 5, 2017

Bicycles & Trails Advisory Committee
City of Santa Fe
Public Works Department
500 Market Station, Suite 200
Santa Fe, NM 87501

RE: Cañada Rincon Trail

Dear Committee Members:

This letter is respectfully submitted on behalf of The Reserve at Santa Fe (“Reserve”) with regard to the proposed Cañada Rincon trail connecting Calle Mejia to Avenida Rincon. As a primary stakeholder, The Reserve community has been closely involved in the planning process since late 2015, when the first of two neighborhood meetings was held. We applaud and support the ongoing efforts of Leroy Pacheco and his staff to design an improved trail, as well as their willingness to listen to our concerns and ideas. We recognize the many benefits of a trail system, and we look forward to continued collaboration with the City on this project.

Project History

The Reserve has been established as a residential community since the mid-1980s and houses many long-term tenants and owners. An informal walking path along the north-south arroyo on the east side of the Reserve has been used by Reserve residents for many years. As a courtesy to our Zocalo and Las Estrellas neighbors to the north, The Reserve has allowed access to the trail through their property. It is this trail alignment that the City has been studying and is proposing to improve.

Eastern Trail Alignment

The Reserve is in favor of a trail adjacent to their property. However, as shown on the City’s 30% design documents, the proposed trail poses serious safety and privacy concerns, which are outlined below.

- *Connection to Avenida Rincon.* The terrain drops steeply from Avenida Rincon to the arroyo. The City’s proposed design shows a pedestrian ramp connecting Avenida Rincon to the trail below. The ramp is a significant concrete structure which will have a major visual impact on those residences located along the northeastern portion of The Reserve. Furthermore, it is out of character with the natural environment of the arroyo. In addition to the negative visual impact on the surrounding area, it will pose a serious safety hazard for children and others who are drawn to potentially climb, skateboard, or perform other risky activities on the ramp.
- *Proximity to existing dwellings.* At various points along the trail, it is in exceedingly close proximity to the eastern condominium units. This already poses a security and privacy threat to residents. If the trail is improved and draws more pedestrian traffic, these risks will increase. The trail also comes very close to the Reserve’s barbecue and picnic area for the Reserve residents. Pedestrians would likely use these grills and picnic areas, mistaking them for a public amenity.

- *Drainage issues.* The arroyo floods regularly and would present drainage and safety issues when water is flowing.

Alternative Western Trail Alignment

As an alternative to the eastern trail alignment, we hereby propose a trail through the open space on the west side of the Reserve property, which would resolve the issues outlined above. At their own expense, The Reserve has contracted with JenkinsGavin and a civil engineer to have the western trail designed to a 30% schematic level to equal the City's design efforts on the eastern alignment. We are enthusiastic about this alternative and look forward to sharing the plans with you at the May 17th BTAC meeting. A summary of the benefits is outlined below.

- *Connection to Avenida Rincon/Camino Francisca.* The terrain is very gentle along the proposed trail, and the climb to Avenida Rincon/Camino Francisca is gradual. The need for a costly, obtrusive ramp would be eliminated.
- *Connection to Calle Mejia.* The connection to Calle Mejia is at grade, so no retaining walls or trail switchbacks would be required.
- *Improved pedestrian amenity along Avenida Rincon.* The plan includes construction of a new sidewalk from the trail access east along Camino Francisca connecting to the exiting sidewalk that leads to Zocalo. This would improve the safety and comfort not only for trail users, but for all the many pedestrians who walk or run along Camino Francisca.
- *Increased security and privacy for Reserve residents.* The proposed western alignment is buffered by the parking lot and open space, which would afford much greater security and privacy for residents.
- *Minimizing drainage issues.* The western alignment contains no major drainage ways, and would thus eliminate the engineering and safety issues of a path within the arroyo.

In conclusion, the owners and residents of The Reserve thank the City and this Committee for your consideration and support of our proposed trail plan. We look forward to discussing it with you at the BTAC meeting.

Sincerely,



Jennifer Jenkins
JenkinsGavin, Inc.

cc: Leroy Pacheco, City of Santa Fe Public Works Department
Nick Stofocik, The Reserve at Santa Fe

AhernLaw PC

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May 22, 2017

Leroy N. Pacheco, PE
River, Watershed & Trails Section Supervisor
City of Santa Fe Public Works Department
500 Market Station, Suite 200
Santa Fe, NM 87501

Re: Bicycle Trails Advisory Committee – The Reserve at Santa Fe Condominium

Dear Mr. Pacheco:

As you know, I have assisted the Board of Directors of The Reserve at Santa Fe Condominium Association with its proposal to grant to the City of Santa Fe a trail easement over the common elements of The Reserve at Santa Fe Condominium. I have been informed that at the meeting of the Bicycle Trails Advisory Committee on May 17, 2017, the Association was asked to address the legal authority of the Association, acting through its Board of Directors, to grant the trail easement. The Association was also asked to address any requirement for participation of unit owners or lenders or mortgagees.

The Condominium is governed by the Amended and Restated Declaration for The Reserve at Santa Fe Condominium filed for record on January 23, 2004 as Instrument No. 1310965, records of Santa Fe County, New Mexico (Restated Declaration). The real estate and improvements within the Condominium, which are not designated as a condominium unit, are common elements. Each unit owner owns a condominium unit and an undivided percentage interest in the common elements with the other owners. These ownership interests are governed by both the Restated Declaration and the New Mexico Condominium Act with the Association being the entity charged with the responsibility to manage and control use of the common elements.

The Association acts through its Board of Directors. Section 47-7C-3(A) of the Condominium Act states:

47-7C-3. Executive board members and officers. (1982)

A. Except as provided in the declaration, the bylaws or other provisions of the Condominium Act, the executive board may act in all instances on behalf of the association.

AhernLaw PC

Leroy N. Pacheco, PE

May 22, 2017

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The Restated Declaration and the Bylaws of the Association do not restrict the authority of the Board to grant easements over the common elements. There is no requirement for approval of owners in order for the Board of Directors to grant an easement as Section 47-7C-2(A)(9) of the Condominium Act specifically authorizes the granting of easements over common elements without the participation of unit owners or lenders:

47-7C-2. Powers of unit owners' association. (1982)

A. Except as provided in Subsection B of this section, and subject to the provisions of the declaration, the association may:

(9) grant easements, leases, licenses and concessions through or over the common elements;


...

B. The declaration shall not impose limitations on the power of the association to deal with the declarant which are more restrictive than the limitations imposed on the power of the association to deal with other persons.

Only when portions of common elements are conveyed or sold does the Condominium Act require unit owners to approve such a sale as provided in Section 47-7C-12 of the Condominium Act. Section 47-7C-12 further provides that such a sale is subject to the interests of unit mortgagees. Because the granting of a trail easement is expressly authorized under Section 47-7C-2(A)(9), such an easement is not considered a sale of common elements and there is no requirement for participation by the owners or unit mortgagees.

Thank you for your assistance with the proposal, and, should you have any questions or comments, please do not hesitate to contact me.

Very truly yours,



Janice M. Ahern

cc: The Reserve at Santa Fe Condominium Association
Jennifer Jenkins

Ms. Jenifer Jenkins (130 Grant Ave., Ste. 101 Santa Fe) a land use consultant, discussed the update to the Canada de Rincon – Calle Mejia connection. She represents The Reserve Condos and they are in favor and have worked with City Staff. They are exploring an alternative and will present their idea to BTAC in May.

The Reserve is appreciative of the work being done, and the opportunity to explore an alternative. Ms. Robinson asked if there were any plans to close the connection while all planning is happening. Ms. Jenkins stated no they will not close it.

Ms. Margaret Alexander (1116 Tano del Este Santa Fe) discussed the confusion with work on County and City trails. Trails Alliance of Santa Fe works on hand built dirt trails. They generally don't cost any money to work on. There are two trails that are on the maps and planned but haven't been built. There is a connector trail from La Tierra to the dog park that can be built by them. They are ready to work on it. Also, on Ridgetop and Tano that trail needs to be rebuilt. They have the people to work on them. She would like to know the next step and if BTAC can help.

Mr. R. Pacheco stated yes BTAC can help.

Ms. Wellington stated she went out and hiked the trail to the dog park and she now sees the reason for making that trail.

Mr. Herdman discussed the trash in that area. Councilor Maestas informed Ms. Alexander that item is on later in the agenda.

Mr. L. Pacheco stated he trail into Las Estrellas is open space. He spoke to the developer seems ok to leave it open.

A discussion was held on who to contact and it was decided Ms. Alexander would contact the Parks Department since that is where the contract for volunteer trail involvement is housed.

6. COMMUNICATIONS FROM OTHER AGENCIES

a.) City Trails Coordinator Report

Mr. Rogers provide his February report. (See Exhibit A) Mr. Rogers discussed the issue with the ATV use on the La Tierra trail. SFPD has a photo and identified the person.

Mr. R. Pacheco stated a friend of his was almost seriously injured by this person on the trail. He personally walked the trail and spoke to the folks who work on the motocross trails. He has information and will share with the Police if it is helpful.

Councilor Maestas also received a phot and sent it to the Chief of Police. Mr. Rogers stated Mr. Chris Ortiz of Parks has ideas where some boulders can be placed.

Mr. Rogers discussed research and funding for more PSA's. There is not any funds at this time.

Mr. Herdman asked about the ATV use on La Tierra trail and how the ATV's are accessing the trail. Mr. Rogers explained there is an area near Frijoles arroyo where the fence was cut.

7. INFORMATION/DISCUSSION/ACTION:

a.) Canada Rincon Trail Project Status

Ms. Horn presented some slides that were presented at the public meeting for the project. (See Exhibit D). There was a lot of positive feedback.

Ms. Horn stated the population has grown in the neighborhood. In the topography graph there is a majority of flood zone area.

Ms. Horn discussed the alternative for the connection to Avenida Rincon, an elevated ramp is one option. There is a 12-foot increase.

A discussion was held about the public input. Ms. Horn stated the Reserve is aware of the plans and they have not voiced any concerns.

Mr. L. Pacheco stated they have completed the right of way, there is 30% conceptual design and the full survey has all been done.

A gentleman in the audience asked about the area up to Tano, it is not paved. Seniors on bikes support the project so it will be done as soon as possible.

Ms. Robinson asked if there was a sense the Reserve would close of the path. Mr. L. Pacheco hoped someone from the Reserve would be presented to discuss tonight, however they had a meeting and he did not get that sense.

Mr. L. Pacheco would like to have the Reserve attend a BTAC meeting within the next few months to discuss their concerns if any.

A woman from the audience asked if the trail would be on City property can they refuse access to it.

A brief discussion was held about the ramp and how it can be brought to code.

MOTION: Mr. R. Pacheco moved to allow City staff ask the agent representing the Reserve to make a report to BTAC so that the project can move forward with a second from Ms. Wellington which passed by voice vote.

A gentleman in the audience asked about the section under the 599 bridge that is unpaved. Mr. Herdman stated there is nothing on the master plan but it can be added and any input is welcome. There is limit funding.

b.) Preliminary Estimate for Connector Trail from Frank Ortiz Dog Park to La Tierra Trails

Mr. L. Pacheco discussed the cost estimate requested from last month's meeting. (See Exhibit E) The

Purpose

A public meeting for the Cañada Rincón Trail connection was held on Tuesday February 7, 2017 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 schematic design for a ¼ mile paved non-motorized urban trail connecting Calle Mejia to Camino Francisca / Avenida Rincon. A public question and answer session followed a brief project presentation by the design consultant.

Meeting Summary

The ENN meeting for the Cañada Rincón Trail was held at the Santa Fe Community Convention Center on Tuesday, February 7, 2017 6:00 - 7:30 pm. There were 59 individuals signed in, with an estimated 70 people attending. Project team members present included: City of Santa Fe (Leroy Pacheco, Project Manager, Melissa MacDonald), Radian Engineering (Carmen Silva, Carlos Padilla, Remy McDonald) and Design Office (Claudia Horn, Patrick Sinnott).

The meeting was organized as an open house (15 minutes) followed by a presentation (ca. 35 minutes), and a question and answer session (ca. 50 minutes). The proposed trail connection is a .25 mile long ADA accessible urban trail on City-owned land that would link Calle Mejia to Avenida Rincon and provide a connection between neighborhoods north of Camino Francisca / Avenida Rincon those south of Calle Mejia. A proposed 360' ramp at a 5% slope permits bicyclists and pedestrians to connect at grade to Avenida Rincon / Camino Francisca. Project boards with basic project information were on display during the meeting (see attached exhibits): Regional Trail Connections Map, City Wide Trail System Map, Site Aerial, Site Analysis Map, Schematic Trail Layout, and Schematic Sections.

Leroy Pacheco introduced members of the design team (Design Office, Radian Engineering,) and provided a brief overview of the project scope and status. The presentation delivered by Claudia Horn included the history of the project and project purpose, an overview of site conditions and constraints, the proposed schematic trail alignment and design, a project timeline, and context of the proposed segment within the longer Canada Rincon Trail (ca. 2.75 mi.) and Santa Fe's urban trail network (planned and existing). Leroy Pacheco reviewed the project funding status and identified other trail projects in the works competing for currently available funding.

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 connection, with a large number of comments / questions focused on the details of trail / roadway connection designs for safety, details of the elevated ramp design (railing, width, barriers, connection), and possible alternative ramp configurations (eg. parallel to Avenida Rincon, tunnel under Avenida Rincon).

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

- support for making a connection that aligns with future and existing trail network connections
- desire to implement roadway striping on Calle Mejia
- questions about timing of project design / implementation and project funding
- discussion to reconsider alternate trail alignments not on City property
- questions about trash, lighting, and visual buffers to existing residences
- comments about design details / considerations for increased safety and ease of use at trail / roadway junctions.

Meeting Advertisement

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

15 days in advance (23.Jan.2017):

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, neighboring condominium / apartment associations and neighborhood associations (city wide), and previous public meeting attendees.

Postcards: to property owners and physical addresses within 300' of parcel boundary, and neighborhood associations within 300' of parcel 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 (31.Jan.2017):

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, neighboring condominium / apartment associations and neighborhood associations (city wide), and previous public meeting attendees.

One day in advance (6.Feb.2017):

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, neighboring condominium / apartment associations and neighborhood associations (city wide), and previous 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 2/7/2017)
- Email correspondence (collected until 2/14/2017)

QUESTION + ANSWER SESSION RECORD (FROM PUBLIC MEETING: February 7, 2017)

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.

Why wouldn't you focus on the section of trail from Viento Road first since it connects people to the site?

- There are existing on-street connections that exist in that area but there is a gap at the Reserve that is inaccessible. A route does not exist unless you cross Reserve private property. There is a need to make this connection.

How much does it cost?

- At 30% it's hard to determine a firm number, but could be about \$1.5 million.

Because of the ramp?

- The ramp is a component that drives part of the expense.

At the last meeting I said there were 3 alternatives. Why not choose other alternatives that cost less? I made a suggestion to go along the NMDOT right of way and then tie in behind Zocalo.

- We don't have access to the DOT right of way. We looked at it and walked it anyway. The grades are quite steep. You also have an issue with the highway being too close. There wouldn't be enough room along the road without negotiating a right of way with the DOT and dealing with dramatic grades.

Why not look on the west side of the Reserve. It would cost less.

- That isn't the recommended alignment. In addition to the ENN response, BTAC recommended this alignment after vetting objectives and ownership.

We didn't get notified of the first ENN in time. Zocalo got notified 2 months ahead of time.

- That is not the case. Postcards, signs and emails were sent out to the Reserve and Zocalo and other adjacent property owners and neighborhood associations at the same time according to ENN requirements.

There are better alternatives that you can connect to via existing city trails (dirt) behind Santa Fe Spa.

- The connection we are trying to make is between Mejia and Rincon. The team was contracted to get to a design in this connection area. There was also a lot of interaction with the Reserve prior to the first ENN. We looked at possible alignments prior to the first ENN. This connection was prioritized. The city cannot get to a 30% design on someone else's property. There are decades of planning and such that led to determination a connection be made in that area. Bottom line is that we don't have ownership on the other alignment options that would allow us to make that connection.

I am very please that we are talking about the trail. 15 years ago I bought at the Santa Fe Estates. When I purchased my home there was a trail alignment that continued up past what was then called Shadow Ridge (the Reserve). We were told that the City owns that lot along the arroyo and they would make a connection there. The City has been saying for years that there would be a continuation of trail so that I don't have to go through the Reserve. NM 599 is scary for biking and driving.

I have a design question. This trail was in the Bike Master Plan and considered years ago. Did you consider tunneling through the wall below Avenida Rincon?

- Anything is possible, but it was cost prohibitive to tunnel through.

It is my understanding that Zocalo wasn't supposed to build it that way (the wall that retains the road).

- It hinders an easy connection to the other side of the road but it is still important to make that connection because of the growth in the area.

How many units are planned in this area?

- (Dave Gurule, Santa Fe Estates) At full build-out Santa Fe Estates has 500 units still to be built. This does not include the NW Quadrant. The NWQ is master planned for around 750 homes.

Seems odd that the City would spend money on design without construction funding in place. What can we do to get the funding?

- It's not an atypical process. It has to do with how money comes into the City. It's often designed first and then construction funding is allocated. Letters, calls, political can help motivate funding.

Will there be lighting on the trail?

- Generally we don't light the trails. People like the night sky.

If I am reading the schematic design correctly, the trail joins Calle Mejia near the round-about. My concern is that it is congested there at certain times of day. It doesn't seem safe to connect in that area.

- We can look at it more specifically in future designs. As this is schematic level design, the connection point location can be changed. The trail to the north is also a City trail. It is a public trail to connect to.

I cycle and walk all of those sections. Painting bike lanes would be a great improvement for safety. As a cyclist, the connections are nice. I really like this plan.

As a resident of Santa Fe Estates, the sooner the better to get this built.

Along the arroyo seems like a logical connection to connect to other trails in area. Some of the trails are dirt to the north, some roads don't have sidewalks, but people can walk and bike without sidewalks. I am very supportive of striping Mejia, even if there is not a sidewalk there. People could walk there. I voice support for the alignment. The point isn't to find some other way. It's great to make connections.

I am a member of the Reserve. I voice support for the trail. I am a member of BTAC. I also live in close proximity to the River Trail. I support this trail. The River Trail is a great amenity to our home. It adds value and quality of life. I voice strong support for this project.

Anyway to go parallel along the wall face and meet Rincon further to the west?

- We looked at going east or west. The challenge is that it is a very narrow width (12 ft) between the Reserve property line and the wall. While you could fit the trail, it would be highly constricted for construction purposes. Also, you end up with a strange acute angle in the ramp. The straight connection is better for bicyclists.

Realistically how soon can it can done? Are we going to get bumped? Months? years?

- This month we conclude the schematic contract with BTAC approval. We also want to hear opinions. We would need to request proposals for continuation of the design to final design. That process takes time. The soonest would be end of calendar year 2017, to get the design done, due to City processes. Construction is funding dependent.

Can you show ramp slides?

- We wanted to show diversity of application and material. We want to preserve what is underneath. The steel is something we often do in Santa Fe.

People could look at examples along the Acequia Trail.

The Rail Trail has long spanning bridges that could be similar.

- If you explore the trail system you could see those.

Doing something similar to what we have now may be a deterrent to graffiti vs. a solid concrete surface.

What about construction access, can you get equipment in there?

- Constructability is a factor. Yes it can be done. Likely at grade access would be from the south and cranes could access from the high side along Avenida Rincon.

I am an owner at the Reserve. Do neighbors to the north see this as a biking or walking trail? What is the feel? I am having a hard time believing people would walk downtown.

- You can see, for example, along the River Trail or Arroyo Chamisos trail that the feel is like a park. People are walking and biking, even long distances to connections.

If you use these trails, it can often be quiet and not overly busy. As far as the connection at Mejia: people would stop at trail junctions. I think people imagine over-use on trails but they are usually pretty quiet. The environment doesn't change much when a trail is put in.
- Tim Rogers does community cruises and the public is welcome to attend. You'd be surprised to see the amount of connections on the north side.

I am a Zocalo owner on the east side. Consider that you could see the ramp from my window. Consider a landscaping buffer on the east side. There are a lot of dog walkers and elderly walking along Rincon from Zocalo that could conflict with bikers coming up the trail.

The condition you describe is not relevant. There are plenty of places around Santa Fe where this exists but is not an issue. As a frequent user I can tell you, pedestrians and bikes coexist.

The best possible situation at an intersection is an uphill ramp to avoid that conflict.

Thank you for your hard work. The River Trail took 16-17 years. Once it is done everyone loves it. As a daily user on foot and bike they are great. Consider that bridges can be narrow. Please accommodate bike trailers and provide wide bridges.

What about fences along the Reserve property? BBQ grills are very close to the edge. How do you control people and what about floods? You should have considered other side.

- We'd like to work closely with the Reserve with those issues: screening, waste, access, etc. We would like the Reserve to fall in love with it.

Thank you. I support this. You are codifying a trail that already exists that can make it more useable by more people, ADA, elderly, etc. There is a similar condition where the River Trail connects to with a ramp up to Camino Alire. It's important to maintain good visibility at the connection where it spills out. Maybe more turning space or more of a landing would help.

Signage along the roadway for motorists will be important to make cars aware of pedestrians and bicyclists. Zocalo often thinks their stop sign is optional. Signage and a landing would help at Rincon.

I like this trail. I like the idea of a secure connection from town to the La Tierra Trails. We are all a community and all use trails. There is an idea of connecting to other parts of town. Thanks for your work. I support the project.

- Thanks, the La Tierra Trails are very close.

Could 'Park's' trucks drive up trail to pick up trash? Consider trashcans.

- Unlikely. Probably would do cans at junctions of streets. We don't want cars to access the trail. The Parks Department has narrower cart vehicles that might work.

I encourage the team to look at Rincon connection again, going west along the road to connect at the sidewalk. I encourage the City to look at a crossing that accommodates the trail, not just a crosswalk. That would take care of predictability issue. If people cross the road at the junction it's not legal, but if the City stripes it, then it becomes a legal crossing.

- Keeping in line with being friendly with the Reserve it is nice to keep it away from building at that end.

Will you present at the next BTAC meeting? Can supporters go to BTAC?

- Yes, it's a great committee and all are welcome. Feb 13th is the next meeting. Next Monday night at the Railyard Roundhouse room at 5:30pm. Otherwise they are generally the 3rd Thursday of every month.

At the last ENN meeting people commented that it was unsafe along Mejia. I agree and I use it. If you stripe Mejia for a centerline that would be a huge success as soon as possible.

- BTAC has a sub-committee and that would be a great place to discuss that. Striping of Mejia could be done.

Neighborhoods on the Santa Fe Estates side, the participants are some of the most conscientious in town. They pick up trash, collect food. As far as keeping the neighborhood tidy they would help. Bikers, hikers, walkers are a very thoughtful group. here are some that toss, others that

pick it up. They are concerned about the environment. I have to drive to Santa Fe Spa and its very dangerous seeing traffic coming out of the Reserve going downhill.

This could change everyone's life for the better.

It would be great to tunnel through Rincon.

Thanks for coming, please leave written comments in the box. We will accept comments through the 14th.

SUGGESTIONS FROM COMMENT BOX

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

1. No written comments were received at the meeting

SUGGESTIONS FROM EMAILS

Written comments collected prior to or after the meeting (until February 14, 2017) by email are as follows:

1. January 25, 2017 at 10:36 AM, Jean Pike wrote"
Dear Mr. Pacheco, I'm unable to attend the public meeting but would like to register my support for this trail project. I hope that its construction will include sustainable methods for low-impact erosion control. Thank you! Jean Pike
2. January 25, 2017 at 10:51 AM, Jean Pike wrote:
Hi Leroy, I actually live in the County. I'm at PO Box 218 (207 Old Windmill Rd), Cerrillos, NM 87010. I used to live on Calle Mejia and often thought a trail back there would be good. I am also newly appointed to COLTPAC and that is how I heard about the public meetings. Thank you, Jean
3. January 31, 2017 at 9:29 PM, Paul White wrote:
Please send me the proposed plans for the trail along with alternatives to the arroyo trail. - Paul

END OF NOTES



CAÑADA RINCON TRAIL - SITE AERIAL **DRAFT**

Produced for the City of Santa Fe by design office • Radian Engineering

0' 20' 40' 80'
SCALE 1"= 40'

⊕
FEB. 2017



CAÑADA RINCON TRAIL - CONCEPTUAL TRAIL LAYOUT **DRAFT**

Produced for the City of Santa Fe by design office · Radian Engineering

LEGEND

Property Boundary

Easement

Topography, Major 5ft

Topography, Minor 1ft

Guardrail

Drainageway

Drainageway / Walkway

Reseeding / Revegetation

0' 20' 40' 80'

SCALE 1"= 40'

⊕

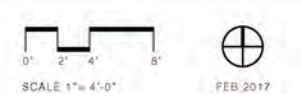
FEB. 2017

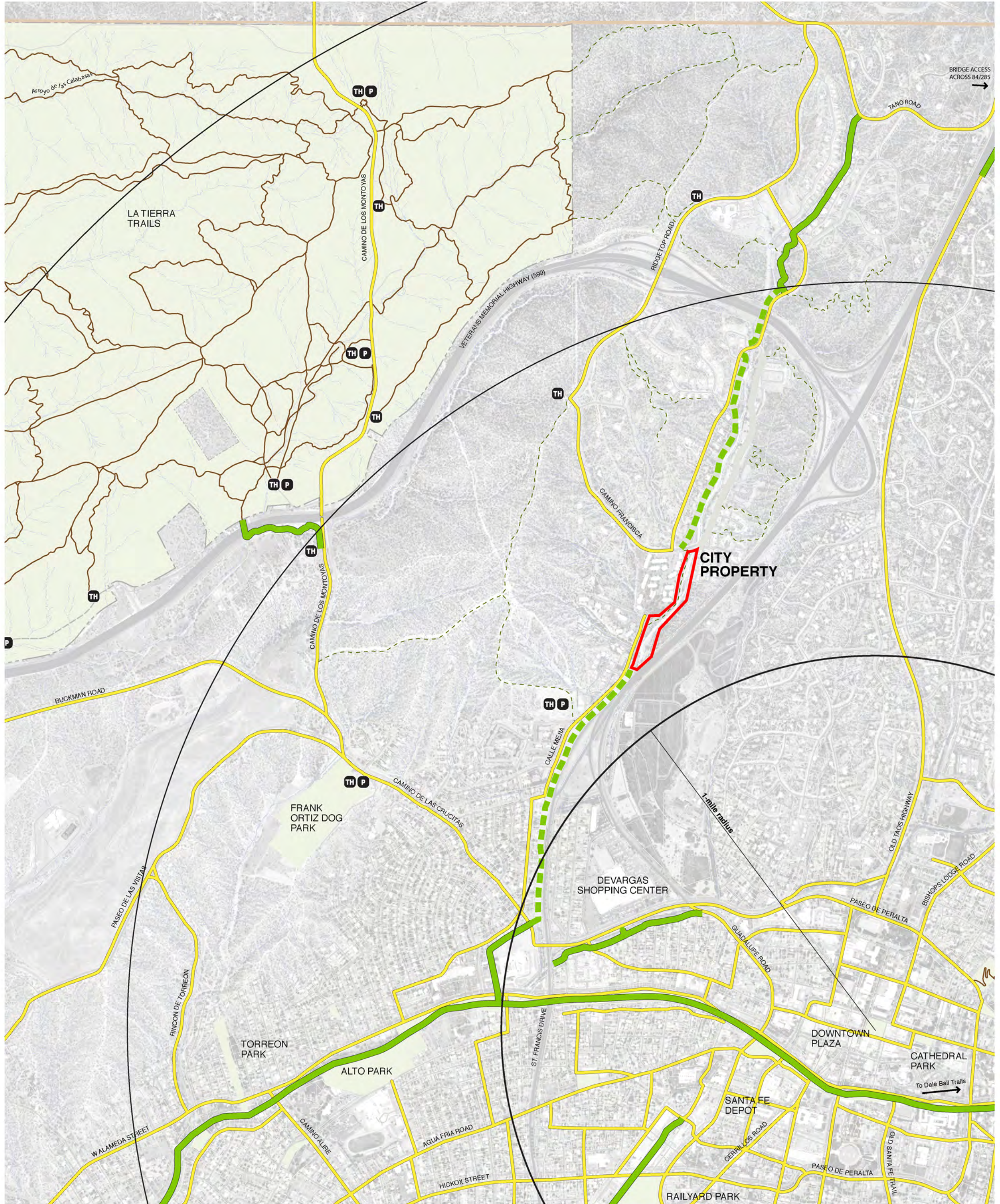


CAÑADA RINCON TRAIL - SECTIONS DRAFT

Produced for the City of Santa Fe by design office • Radian Engineering

- LEGEND
- FEMA Floodway
 - Easement, Utility
 - Trail Corridor, Primary
 - Trail Corridor, Secondary





CAÑADA RINCON TRAIL - CONTEXT MAP DRAFT

Produced for the City of Santa Fe by design office · Radian Engineering

LEGEND

Project Boundary

City / County Boundary

Major Highway

Major Road

Minor Road

Drainageway

On Street Bike Route (2012 Bicycle Master Plan)

Trail, Urban Multi-Use

Trail, Urban Multi-Use (future)

Trail, City System (unpaved)

Trail, Social (unconfirmed layout / easement)

TH

P

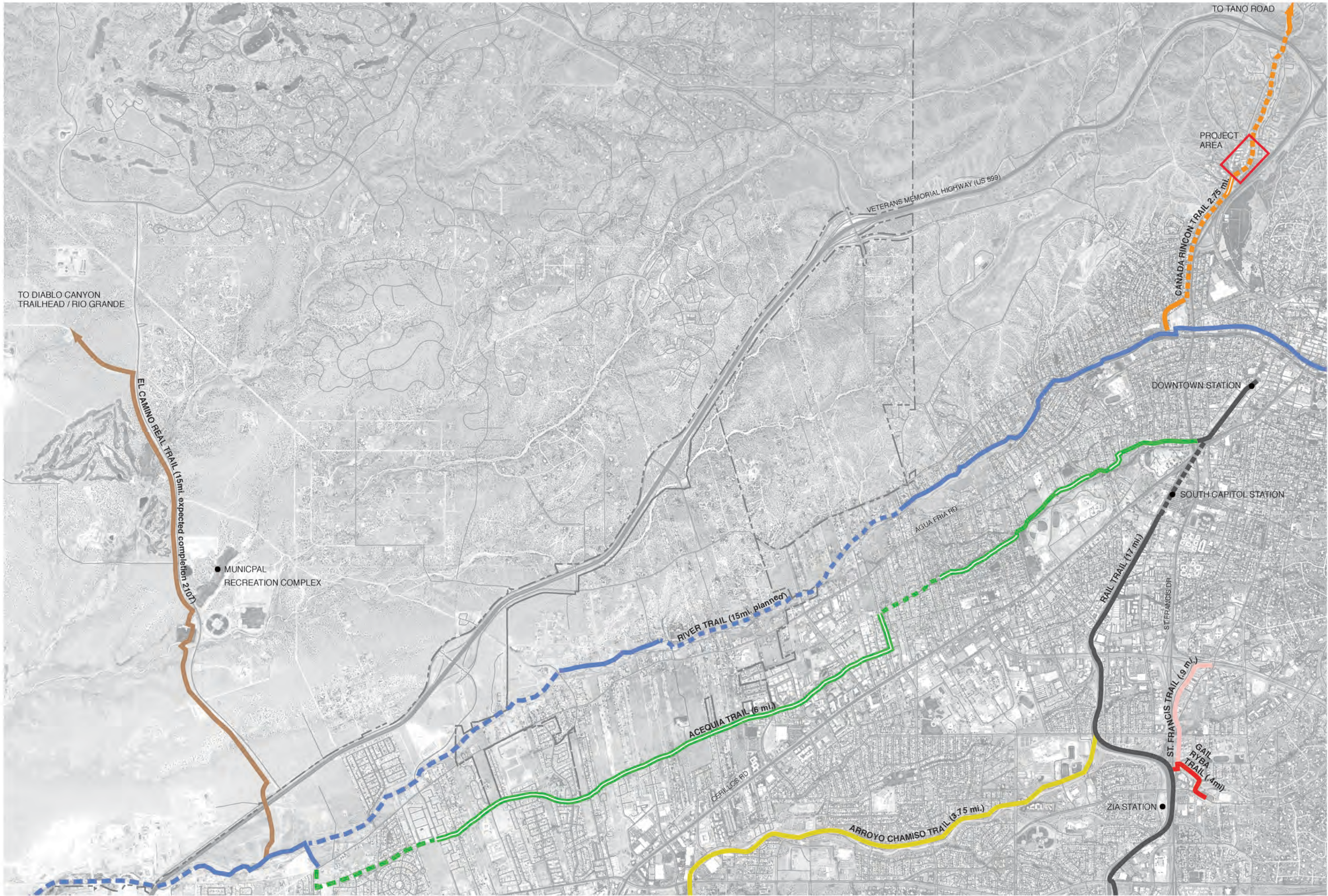
Trailhead

Trailhead Parking (+10)

Open Space

0 200 400 800

FEB 2017



CITY URBAN TRAIL SYSTEM **DRAFT**

Produced for the City of Santa Fe by design office • Radian Engineering

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

LEGEND

- | | | |
|-------------------------|--------------------------------|------------------------------|
| RIVER TRAIL, EXISTING | RAIL TRAIL, FUTURE | CAÑADA RINCON TRAIL, ON ROAD |
| RIVER TRAIL, FUTURE | ARROYO CHAMISO TRAIL, EXISTING | CAÑADA RINCON TRAIL, FUTURE |
| ACEQUIA TRAIL, EXISTING | ARROYO CHAMISO TRAIL, FUTURE | EL CAMINO REAL TRAIL |
| ACEQUIA TRAIL, FUTURE | ST. FRANCIS TRAIL, EXISTING | GAIL RYBA TRAIL, EXISTING |



*please print

Name	Address	Email or Contact Number	Affiliation (Local Resident, Organization, Other)	How did you hear about this project? (Poster, Flyer, Email, Friend, Other)	Would you like to be added to our contact list?
GUIDO VICKI	941 Calle 2 Mejia #205	gcvicki@gmail.com	The Reserve	E-MAIL	Yes
MELISSA McDaniel	1104 Don Grapm		C of SF		
Sandra Shoshani	825 Calle Mejia #333		bestinocasts resident	Poster	No
ALAN FISK-WILLIAMS	1440 Avenida Rincon #102	575-419-0096	none	yellow poster	yes
DOTIE STARR	369 Montezuma #439	dottiestarr@clay	The Reserve	poster	yes
Sylvia Graft	941 Calle Mejia #503	sylviaegraft@gmail.com	Fish	flyer	✓
Laurie Church	941 Calle Mejia 81b	—	The Reserve	flyer	No
Mary LeRoux	941 Calle 612		The Reserve	office	no
Julie Z Noe	" " "		" "	" "	NO
Tim Rogers	SFCT	tim@sfct.org			
Patricia Vack	941 Calle Mejia #828	—	The Reserve	office	no
Larry Hughes	611 Avenida Celaga				
Frank Heroldman	1305 Via Puhlos	fth@sanlifelawgroup.com	me	RTAC	y
Ronald Miller	813 Calle David	rmillera@decysive.com	SF Estates	email	y
FRANCES PARKER	787 Camino Franciscan	parker@newmexico.com	SF Estates	email	y
Rick A Martinez	725 Mesilla	morgmartinez@yahoo.com	NV Network	email	y

*please print

Name	Address	Email or Contact Number	Affiliation (Local Resident, Organization, Other)	How did you hear about this project? (Poster, Flyer, Email, Friend, Other)	Would you like to be added to our contact list?
H. & M. KLEPP	1380 Avenida Rincon	mklepp@comcast.net		Emily	
Ginny Olcott	139 SERENO DR	Ginny@olcott.org	SFFTS	email	YES
DAVE GURULE	24 VEREDA SERENA	daveg1950s@gmail	SFFTS	email	
Debra Halliday	608 Avenida Villa Hermosa	debraintexas26@aol.com			
Robert Miller	782 Camino Francisco		resident		
Tina Gibson	778 Camino Francisco	tgibsoncpa@gmail	resident	email	
SAMUEL RUDOLPH	1810 Calle de Santa Ana Az	jbrudolph1424@gmail.com	PURCHASER THE RESERVE	email	
Judy Costlow	250 E ALAMEDA	jcoston@gmail.com	SDB	email	
Ken Hughes	2306 W. Alameda	blfamily@comcast.net	Siena Club	email	yes
Lolima Alvarez	611 Avenida Celaya	jalarvarez@msu.edu	Zocalo resident	at Zocalo	Y
Brent Bonnell	31 Agua Vieja		SFFTS	email	
HUGH BALAM	820 CALLE DAVID	h.balam@cs.com	SFENA		
Lynette Guevara	716 Luna Vista	lynette.guevara@state.nm.us		email	
Matteo					
Sophia					
Leo					
Melley Robinson	122 Barranca Dr. #30	robinsonmade@att.net	BTAC		
STEVE RIEMANN	48 Ca San Martin	stewer@sfftitleco.com		email	

*please print

Name	Address	Email or Contact Number	Affiliation (Local Resident, Organization, Other)	How did you hear about this project? (Poster, Flyer, Email, Friend, Other)	Would you like to be added to our contact list?
Walter L. Jones	PO Box 32210	HLN.Addresses@gmail.com	Local Resident	Email/Flyer	
NICK SROGICK	941 Calle Mejia	Nick@reserveatSantaFe.org	Mar@reserve	EMAIL	✓
Lauren Berdow	941 Calle Mejia	laurenberdow@hotmail.com	Live @ Reserve	Flyer	✓
PEGGY-JIM GAUTIER	855 Calle David	peggyg@thuntekinet.com	Resident	email	
DEAN BOOSALIS	867 CAMINO FRANCISCA	deane@boosalis.com	Resident	EMAIL	✓
BERT MORALES	941 Calle Mejia	BERT4232@Yahoo.com	Resident	EMAIL	✓
Joyce A. Roberts	738 Camino Francisco	deprabbit@exede.net	Resident	Email	✓
Liam Downey	1104 Don Gaspar Ave		"		
PAUL WHITE	94 Camino Chupadero	sf 87506	Reserve	postcard	✓
Chas Ortiz		paulwhitesf@gmail.com			
Chas Ortiz		ChasOrtiz@StEFed.org			
Michael Dodge	1254 Avenida Marcha #101	michael.dodge@me.com	Zocalo	Sign	✓
Jan Gill	1250 Avenida Marcha	janlgill1@gmail.com	Zocalo	sign	✓
Terry Taddeucci	220 Miramonte	terry@kdt.net		poster	
RUSSEL STOLKE	106 Via Orilla Verde	russstolke@comcast.net	SF friend	NMTS	yes
Jennifer Jenkins		jennifer@jenkinsgavin.com		City	yes

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CAÑADA RINCON TRAIL PUBLIC MEETING

February 7, 2017

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February 7, 2017

[illegible]

Works in January.

Member Rivera asked what happens if they don't comply.

Chair Bushee said it is a matter of enforcement. They must comply on a checklist for a permit.

Mr. Todd said there seem to be different check lists.

Chair Bushee wanted Mr. Todd to visit with the Public Works Director on it.

Member Herdman moved to adopt the draft ordinance with the staff revisions discussed.

Member Grogan asked for a friendly amendment to include renovation, not just new construction.

Mr. Todd said it already says 25% increase of capacity.

Chair Bushee said that is part of the Certificate of Occupancy.

Member Rivera seconded the motion and it passed by unanimous voice vote.

b. CAÑADA RINCÓN TRAIL PROJECT STATUS REPORT (Radian Engineering, Staff)

Mr. Pacheco reported with a brief overview. It was listed in Phase A priority in the Bike Master Plan. Council budgeted \$200,000 to make this connection for design and construction. It is to improve connections in this non-motorized trail north of Camino Francisca. This includes public input at ENN and development of recommendations for preferred trail alignments.

The ENN was held on November 12 with over 70 people attending. Many potential trail alignments were considered and the two most viable, considering all factors, were one on city lands east of the Reserve property and one on west of it in open space. Out of the meeting, some key issues came out. There is a survey for trail easements on the east of Reserve property from the 1990s.

Pedestrians and bikers make the connection on private property (through the Reserve property) and comments from the Reserve Board. We need to work closely with this important stakeholder - the Reserve Property. They have expressed concern with alignments. It also deals with Alamo - dealing with the connection down to Alamo safely.

Mr. Pacheco shared the context located about a mile and a quarter from downtown. The Santa Fé River Trail is the main connection. It is less than a mile to La Tierra Trails. The missing link for pedestrians and bikers is a high priority for the City. We've worked through many difficult processes. What is first proposed is always difficult to see the benefits. We are concluding our design contract for \$15,000 and cannot move forward to next stage until resolving issues of drainage, arroyos, etc. We have numerous

trails in the arroyos such as trails through the Botanical Garden, museums, etc. It isn't new to us and we hope our team is committed to provide a good trail. The choice on the east city-owned property is the one staff will recommend. BTAC and the Governing Body need to approve it before going forward.

Public Comment

Ms. Margaret Alexander said she prefers the east alternative which on the map is in purple. On the west one, Camino Francisco is a very steep trail and is difficult. Before Zocalo was built, she lived there and everyone walked through the arroyo. When a causeway was built, the developer was supposed to provide steps and that didn't happen. The causeway disrupted that whole corridor. There are families there and they would like a route for kids to ride bikes to Gonzales School. They will probably not like going through the Reserve so the west option is not good. The Reserve has been there a long time but this corridor has been used for eons to get to places like the Spa. This would give a good way to get to the Spa.

Mr. Mark Little, 941 Calle Mejia #16, said he represents the Board at Reserve. None of the residents are against trails but this causes a huge hardship at the Reserve. The biggest issue is security and safety. We already have problems with those who cut through. We have people on motorcycles that cut through at all times of the night; also problems with burglaries and burglaries at Zocalo. People use the arroyos to come into Reserve now.

Chair Bushee asked if lighting is involved.

Mr. Pacheco said it could be involved but the City has a limited budget.

Chair Bushee said she heard the same concerns with the River Trail. With low level lighting, it has prevented those things from happening.

Mr. Little said they have had to put security cameras up and placed rocks in the way to prevent motorcycles going through. That needs to be addressed before the Reserve gets behind it. 260 families live in there now.

Ms. Dottie Starr, 1618 Villa Estrada, said she owns three properties in Reserve and one in Zocalo. As a former developer, and a Director at Reserve for 5 years, they had a meeting with Councilors and the police a few years ago that every fall, they have gangs of young guys coming at Arroyo Rincón from the hotel to as far as Tano Road and they spread out into the small developments and particularly in parking lots at Reserve, Piñones, and Zocalo. Zocalo had two or three home invasions. They found doors opened and burglarized them. So out of community concern, we held the meeting two years ago where you gave us good advice. She said she loves trails and networking areas but the eastern trail around Reserve is so very close to the existing buildings. She couldn't believe they won't take a western turn and vandalize. As far as those going through the Reserve, she had no problem with them coming through.

She didn't know of one neighbor who really knows about this project. About 4 years they came through and tried car doors. But she could not believe that a trail that makes the access easier would not

increase that kind of activity.

Chair Bushee asked if she was against either option.

Ms. Starr said she favored the one that is further west - not this western choice.

Mr. Pacheco pointed it out on the map.

Mr. Pacheco said that might be a PNM trail.

Ms. Starr said Calle Mejia is dangerous already without bike traffic. We welcome our neighbors coming through the Reserve but have a problem with those paved trail options.

Mr. Little asked if Mr. Pacheco is proposing to condemn some land there for right-of-way.

Mr. Pacheco said it is still very conceptual. There are some easements at Shadow Ridge so they are proposing to use that current ROW.

Ms. Starr said there are other condo developments nearby. So it would be beneficial to do a cost benefit analysis. She didn't know if anyone would use a bike path there.

Mr. Ronald Miller, 813 Calle David, spoke for the Santa Fé Estates Neighborhood Association which is north of the Reserve and west of Zocalo and south of Estrellas bounded by Camino Francisca and Calle David and also includes Calle Dorthea. He said they support connectivity and prefers the blue purple route along eastern boundary of our neighborhood and goes north beyond the boundaries of the aerial photo. People in the north spoke at the ENN on November. They want a path away from highway traffic that was in the Master Plan. The orange route on the west side appears to have drainage issues there. They didn't build there because of the drainage issues. As Vice Chair of the association, he was not speaking with formal portfolio because they have not taken a vote but many members took the position on November 12.

Mr. Harry Hughes, 611 Solana, in Zocalo, spoke as a resident. He supported the trail very much. We do walk to town and do go through the Reserve knowing that at any point they could close it. So having a permanent city-owned trail is best for this. The eastern one is preferred because the western one is much steeper and drainage is an issue. Regarding security, he lives in Zocalo and right behind his house is a trail that runs to St. Francis and anyone could use the trail for robbing but we have not had that problem.

People from the Reserve expressed concern about the arroyo - the trail doesn't make it easier for robbery to happen. People could walk in the arroyo so he didn't see how a trail there would do that.

Mr. Rogers said that as the main author of the MPO Bike MP, he is speaking in support of this connection. It is one he uses to access recreation trails and trails to the north up to Tesuque. In putting it into Phase A of the Bike MP, it is because the roads don't connect for people from there to Tano Road. It is a transportation route and people who use bikes for transportation would not say Calle Mejia is a

dangerous road. It is no different than others nearby. These roads are not through roads and are ideal for bikes. It also connects to the north and trails along the arroyo because arroyos are great alignments. The flood plain is where we put a lot of trails because no houses are there. In picking the alignment, which is the best? This trail is for transportation use and would connect with other trails. He preferred the trail along the arroyo. (Blue). It is efficient and connects with others. It is not just about bikes and will be used by pedestrians. They will get used to people walking dogs. Regarding crime, he pointed out that having a public trail means less negative activities.

Ms. Jennifer Wellington, 2307 Calle Bocha, with Bike Santa Fe. She reminds the Committee that if you read the literature, all studies show that developed trails increase property values and decrease theft and property damage. The people who live there will use the trail as an amenity when they sell or rent. She was totally in support of a trail there.

The Public portion was closed.

Chair Bushee said she would ask the Public Works Chair to have a public hearing. She asked if the City has ROW on each side.

Mr. Pacheco said it does on the eastern route and easements to accommodate a trail there. That is in the packets. The history is also in the packet. It is informally used now and has more level terrain. He was hoping to improve the perception of the trail with the Reserve folks. Some are on record in favor. It might require another easement. We could feasibly do engineering without that easement but it would be better to have an easement. There is \$200,000 available. Preliminary engineering will need some enrichment working with stakeholders at the Reserve. Claudia Horn has experience working with them.

Mr. Pacheco said the phases A and C are from the Bike MP. The City has spent less than \$15,000 in conceptual engineering to come in with the preferred alternative. It would be a hard surface trail of either concrete or asphalt. He didn't have that information yet.

Chair Bushee was hesitant to go forward because she needs more information on costs.

Mr. Pacheco said they have not done an in-house design. The budget might limit some of the features in the design.

Chair Bushee said some of that information should be forthcoming.

Member Cooley acknowledged the safety concerns of the Reserve Board. He believed trails make property safer. The Arroyo Chamiso Trail goes right by back yards.

Chair Bushee agreed. In every single case when trails went through, it has benefitted the homeowners. All have reported less crime. She asked for more backup on the \$200,000 budget. This has to have buy-in from neighbors/

Member Robinson said she was an early supporter of this trail. We walked it with Margaret long ago. I

ride from Bishop's Lodge Road and Tano Road down through there and it is very beautiful there and people should be able to see how beautiful it is. I know people in the Reserve and thought it was shut down during the summer. They could shut it off. This little section is important. She talked with Ms. Starr at the meeting and uses this trail all the time. Ms. Starr said Calle Mejia is not striped. That is a simple solution right now. It is narrow and used a lot. Simple striping would help us feel better in sharing the road. Creating a public trail is not bringing in riff raff but allowing neighbors to have access to this beauty. It makes an area safer. So she would love to see it happen.

Member Rivera said the proposal does seem like a good connection and he preferred the blue trail alignment.

Member Grogan asked if it could it be a natural surface trail.

Mr. Pacheco said this trail has to be maintained for ADA as a hard surface trail. All trails go through ADA approval before we can construct it. There is one exception in the Railyard where they used a polymer and that is very expensive.

Mr. Pacheco said Staff will work with the Reserve Board to get to a comfort place. He didn't want them to feel rushed. Ms. McDonald is very good with that.

Chair Bushee thought the \$200,000 was from the 2012 CIP allocation to Alameda Crossing. She asked if there are monies left from La Tierra Trails.

Member Cooley wondered if the City could work with SFCT on the design engineering.

Mr. Pacheco said it needs professional expertise. To ask SFCT to take it on would be asking a lot. We have to deal with Corps of Engineers because of the terrain. The \$50,000 needs to be paid for it. Good concepts are followed by money. It is possible to keep it to \$200,000. But it is too early to worry about the money.

Chair Bushee asked for a motion.

Member Rivera moved that BTAC support the blue trail (option 1). Member Abbatacola seconded the motion and it passed by unanimous voice vote except for Member Herdman, who abstained.

c. AN ORDINANCE AMENDING THE UNIFORM TRAFFIC ORDINANCE TO PERMIT BICYCLES TO TREAT STOP SIGNS AS YIELD SIGNS IF THE RIGHT-OF-WAY IS CLEAR OF OTHER VEHICLES OR PEDESTRIANS (Jesse Guillen, Councilor Bushee)

Chair Bushee proposed to postpone this item but several members wanted to consider it.

Chair Bushee said the cops met with Jesse Guillen and the Acting Chief signed on to it. It just applies

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

14 days in advance (29.Oct.2015):

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 lose 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 Dorteia," 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 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://santafemipo.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