



Agenda

CITY CLERK'S OFFICE

DATE 6/12/15 TIME 9:41 am

SERVED BY Melissa McDonald

RECEIVED BY Alicia Hartley

BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING

Wednesday, June 17, 2015, 5:30 p.m. – 7:30 p.m.

City Council Chambers--Ground Floor, City Hall

AMENDED: 7.c & e; 9,

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES from April 15, 2015 & May 20, 2015
5. CITIZEN COMMUNICATIONS FROM THE FLOOR
6. COMMUNICATIONS FROM OTHER AGENCIES
7. INFORMATION, DISCUSSION & ACTION
 - a. Public Meeting for the Acequia Trail/Railyard open-underpass (Leroy Pacheco).
 - b. Project Status Update- CIP On Road Bicycle Projects (John Romero)
 - c. 2008 & 2012 bond review & audit update (John Romero)
 - d. 2015 Street Rehabilitation Project-Pavement Markings (John Romero)
 - e. Bike Lane Parking Ordinance
8. BTAC Subcommittee Updates:
 - On-Road
 - Mountain Bike
 - Bike Education and Outreach
 - La Tierra Master Plan
9. STAFF COMMUNICATIONS:
 - Public Meetings updates
 - Muchas Gracias Award
 - Arroyo Chamisos re-vegetation near Gail Ryba Trail
 - Information status update on surveillance cameras in parks and along trails
 - Bicycle and Trails Advisory Committee Powers and Duties and Resolution (Melissa McDonald)
10. COMMITTEE COMMUNICATIONS
11. ADJOURNMENT

Next Scheduled Meeting for BTAC is July 15, 2015; Packet Material due by July 7, 2015

Persons with disabilities in need of accommodations, contact the City Clerk's office at (505) 955-6521 five (5) working days prior to the meeting date.



Agenda

CITY CLERK'S OFFICE

DATE 6/10/15 TIME 4:05pm

SERVED BY Melissa McDonald

RECEIVED BY Licia Hartung

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CITY CLERK'S OFFICE

DATE 6/10/15 TIME 10:41 am

SERVED BY Melissa McDonald

RECEIVED BY Aliaia Hartup

BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING

Wednesday, June 17, 2015, 5:30 p.m. – 7:30 p.m.

City Council Chambers--Ground Floor, City Hall

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CITY OF SANTA FE
BICYCLE & TRAIL ADVISORY COMMITTEE
June 17, 2015

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e. BTAC Powers and Duties Resolution	Discussion	11-12
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11. ADJOURNMENT	Adjourned at 7:30 p.m.	12-13

**MINUTES OF THE
BICYCLE AND TRAIL ADVISORY COMMITTEE**
Wednesday, June 17, 2015

1. CALL TO ORDER

A meeting of the City of Santa Fe Bicycle and Trail Advisory Committee was called to order by Councilor Patti J. Bushee, Chair, at approximately 5:30 p.m., on Wednesday, June 17, 2015, in the Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT:

Councilor Patti J. Bushee, Chair
Frank Herdman, Vice-Chair
Joseph Abbatacola
Paul Cooley
Gretchen Grogan
John Longworth
James Ronald Pacheco
Tomás Rivera

MEMBERS EXCUSED:

Shelley Robinson

OTHERS ATTENDING:

Melissa McDonald, Staff Liaison
Leroy Pacheco, Engineering Staff
Chris McCord, Police Bike Unit
John Romero, Traffic Engineering Director
Isaac Pino, Public Works Director
Melessia Helberg for Carl Boaz, Stenographer

There was a quorum of the membership in attendance for the conducting of official business.

NOTE: All items in the Committee packets for all agenda items are incorporated herewith to these minutes by reference. The original Committee packet is on file in the Public Works Department.

3. APPROVAL OF AGENDA

Mr. Ron Pacheco moved to approve the Agenda as presented. Mr. Herdman seconded the motion and it passed by unanimous voice vote.

4. APPROVAL OF MINUTES:

APRIL 15, 2015

There were no changes requested for these minutes.

Mr. Herdman moved to approve the minutes of April 15, 2015 as presented. Mr. Abbatacola seconded the motion and it passed by unanimous voice vote.

MAY 20, 2015

Ms. McDonald requested the following changes to these minutes:

On page one, the members should be shown as excused and not absent.

On page 4, third paragraph, the second sentence should read, "She knew that project status reports came before BTAC - sometimes once a year and sometimes twice a year. The last time one came before BTAC was when she started in February."

On page 4, 12th paragraph, it should read, "Ms. McDonald said she provides project status reports monthly to her department director but she wasn't aware if they went further."

On page 7, under Staff Communication, the first sentence should read, "Ms. McDonald said she followed up on the HR insurance policy and the \$100,000 fitness grant."

On page 8, 9th paragraph, the last sentence should read, "But with the money we could redesign the whole stretch."

Mr. Abbatacola moved to approve the minutes of May 20, 2015 as amended. Mr. Cooley seconded the motion and it passed by unanimous voice vote.

5. CITIZEN COMMUNICATIONS FROM THE FLOOR

There were no citizen communications.

6. COMMUNICATIONS FROM OTHER AGENCIES

Mr. Tim Rodgers, Santa Fé Conservation Trust, reported the continuing summer work with field trips through the Genoveva Chávez Community Center and a community cruise, as well as promotion activities. They are engaged in trail maintenance and recently had a work day and doing construction projects with the volunteers. The three projects this year are at the Dog Park connection to La Tierra Trails, Dale Ball connection across the River to Cerro Gordo, and the Sarah Williams Trail. He anticipated the Dog Park to be on the agenda next month and will look to see if La Tierra Trails has left over funds for archaeological work in that project. At the next BTAC, he would ask for up to \$10,000 for that project.

Councilor Bushee asked Mr. Rodgers if he could submit his report in writing in the future. Mr. Rodgers agreed to do so. He said the information was on their web site as well.

Officer Chris McCord reported that the police are working the trails often, although mainly assigned to the Plaza for the buskers, looking to do some undercover operations because there are drugs and alcohol on the trails in town. They are working on Acequia Trail behind the Indian School because there is liquor consumed there. They are also working the open areas at the end of Jaguar. They are getting more certified officers for the bike unit to cover SWAN Park. They will continue to ride the trails.

Chair Bushee said she was trying to get cameras at the Dale Ball and La Tierra parking lots because of break-ins of cars.

7. INFORMATION, DISCUSSION & ACTION

a. PUBLIC MEETING FOR THE ACEQUIA TRAIL/RAILYARD OPEN-UNDERPASS. (LEROY PACHECO)

Mr. Leroy Pacheco provided a spread-sheet from Louis Berger showing the remaining planning schedule [attached to these minutes as Exhibit A]. He said there is good news for this project because it was agreed to hold another meeting on the Acequia Trail open underpass. The City has the EA approval from the feds. They are awaiting railroad and right-of-way clearances from Federal and State DOT. The \$4 million federal allocation will go through the committees. He can schedule the public meeting (celebration) at the Violet Crown Theater. Sandy Brice needs two weeks to schedule it. They will follow the steps laid out in the packet and anticipate October to begin building, if there is no slow down. The public meeting date, needs two weeks' public notice for ENN and he will set it up.

Chair Bushee suggested mid-July for one more public meeting on the plans.

Leroy Pacheco said the construction manager cost is reimbursable and the feds require a qualified manager as part of the process so City staff can't manage this project. The bidding and award will be in August or September.

b. PROJECT STATUS UPDATE – CIP ON-ROAD BICYCLE PROJECTS. (JOHN ROMERO)

Mr. John Romero said he had nothing in writing. There are four categories of improvements BTAC decided on a year ago. The first category is adding shoulders in places where bicycles need them and want to get those done this summer. Category two had to do with riding projects and the third had to do with areas to study. He had suggested that he meet and schedule time to go over the categories and adjust them for how they fit with current trail bonds projects. Money from both 2012 and 2014 bonds will be utilized for the projects.

Ms. Grogan explained that the money is to purchase bicycle symbols for streets with striped shoulders to be marked and function as a bike lane. They're working to come up with a plan. There will be 14 bicycle shoulders added this summer. The first priority is installing new bicycle lanes stripes where none exist, and add symbols to those, as well. She asked if he could move forward on that.

Mr. Romero agreed. He has staff working on plans and then will know the cost.

c. 2008 & 2012 BOND REVIEW & AUDIT UPDATE. (JOHN ROMERO)

Mr. Romero provided a handout entitled "2013 - 2015 Trails Bond Designated Funding by Trail System" [attached to these minutes as Exhibit B.] He presented this information on the bond projects and how they relate to the Resolutions on bond funds.

Chair Bushee explained the reason for this is that at the July Finance Committee meeting they will be deciding the scope of the audit. Along the way, the trails were being left out. She made sure that BTAC is added in the process before it goes to the State Auditor. It might or might not impact BTAC, but not as much as POSAC. The concern was whether the projects to be included were done as they should have been. She wanted the Committee to be able to ask questions, if any, because they will be determining the scope of services before the next BTAC meeting. She asked if Staff had the minutes from the January 15, 2014 BTAC meeting.

She noted that those minutes were not in the packet.

Mr. Isaac Pino, Public Works Director responded. [His comments were very distorted as he was too close to the microphone.] He said there was a question about a \$3 million transfer from Trails to Parks Bond. That packet went to Council in November, 2011. [A copy of the memo, dated November 21, 2011 is attached to these minutes as Exhibit C.]

He said the grand total was shown on the spreadsheet on the back. The proposed reallocation was some \$7 million. On the breakdown, funds were spent for payroll as well as design and construction. The numbers carried forward were approved by the Council in November 2011.

Chair Bushee said it was "loosey goosey" at the Council and asked if BTAC was able to weigh in on it.

Mr. Pino said when it first came up in August and October, BTAC made recommendations and those were in the minutes of September 2011 with a comment by Ms. Grogan about further study.

Chair Bushee would like an electronic copy of those minutes. She wanted a breakdown of payroll, amounts and who was paid for what. She asked about the resolution for public hearing.

Mr. Pino said Resolution 2015-50 has a breakdown of the projects. Resolution 2015-51 calls for a financial audit. He pointed out that they are looking at 7 years of timesheets and breaking that down as to who was paid for which projects. A copy of this resolution is attached to these minutes as Exhibit D.

Chair Bushee asked which staff was involved. She saw Ms. Garcia with "a mountain of paperwork and she may have been the reason why the first smaller audit didn't really succeed because information was really not transmitted in a timely way. She asked for a timeline for this information to be before this Committee and wanted everyone on BTAC to have everything in their hands so they can make their own conclusions, and talk about the scope.

Mr. Pino said page 7 of Resolution 2015-50, provides that it will be done and the report delivered to the Finance Committee. This needs to be presented to Finance Committee before the next BTAC meeting.

Chair Bushee wanted to have more public hearings and have transparency in this process.

Mr. Pino explained this is required to be on-line within 30 days of adoption of the Resolution, so it will be on line for the BTAC by the end of June.

Chair Bushee said the scope of work will be decided at the July 13 Finance Committee meeting.

Mr. Pino agreed. He has already started an inventory of the parks with pictures and description of the project.

Chair Bushee wanted to appoint a small subcommittee to go out with Mr. Pino and staff to view the trails and to report back to this committee.

Mr. Pino said he was committed to both POSAC and BTAC and said it can be done in one day if they bring their bicycle.

Chair Bushee wants people from this Committee to go. She committed to go if someone would go with her.

Mr. Longworth said he could go on Friday.

Chair Bushee wanted the complete paperwork and what was done.

The Committee discussed when they could go with Mr. Pino. Mr. Pino agreed to coordinate the inspections with the Chair and make Leroy Pacheco available on that date. After the discussion it was decided to go by bicycle on Thursday, June 25th, and meet at 9:00 a.m. at the Railyard MPO Office.

Ms. McDonald said she couldn't go, but would send out email reminders.

Chair Bushee cautioned against having a quorum of the Committee.

Mr. Longworth asked for an agenda of where they will be going.

Mr. Pino said that would be done and he will also provide drawings.

Chair Bushee wanted the information as soon before as possible before next Thursday.

Mr. Longworth asked for a one-page summary of the projects where they would be going.

Mr. Pino said he already had one sheet already with everything including the budget. He agreed to email that to the whole Committee.

Chair Bushee said when they get to the time sheets, she wanted to know what positions were paid from the bond. It is important to know when the City was paying for things that shouldn't. Wants that to be a part of the scope of work.

Chair Bushee asked if there was anything to worry about on the 2012 bond. She had now lost track but she presumed the 2008 bond was now complete, and now at the 2012 bond.

Chair Bushee recalled they had a chance for funds under Governor Richardson.

She asked how much was spent on the Acequia Trail.

Mr. Pino said it was \$400,000. .

Chair Bushee said this Committee felt left out of the loop in the allocations.

Mr. Pino said in going through all the minutes he found numerous places where BTAC was mentioned - four or five times. But POSAC was mentioned more on this issue than BTAC was.

Chair Bushee determined that trails is important, but there was no input from this Committee as to how to spend funds. BTAC doesn't want to be left out of the discussions.

Mr. Pino suggested they go onto the City Website at Finance and click on parks bonds where there is the latest information and it is updated regularly. They will add the 2012 but for now should focus on 2008.

Chair Bushee asked Ms. McDonald not to forget provide the minutes of previous meetings as requested.

Mr. Romero reviewed the handout he provided, entitled "2013-2015 Trails Bond Designated Funding." It is all the projects receiving the 2012 Bond funds but some have received funds from other sources. The River Trail was such an example. It would be funded through DOT with a City match. He agreed to get more information to present next month, and provide a cost estimate, and where we have windfall or shortfall for doing a BAR to reconcile that and balance the books, so BTAC can decide what projects they

want to do.

Chair Bushee asked where the match came from.

Mr. Romero didn't know. This is a good project status update, but he would elaborate on it at the next meeting. He wasn't sure yet what balance would be left.

Chair Bushee asked about markings with different colors.

Mr. Romero said the yellow was from the \$2 million allocated for the Santa Fe River underpass and it got chopped off and of it, \$556,000 was put toward the Acequia Trail underpass. All projects with the 2 superscript were part of the \$2 million reallocation.

Chair Bushee wants to know what was transferred. She was trying to get a specific number.

Mr. Pino said he would get the information for her.

Chair Bushee wanted those numbers before Friday – what money went out and what it was spent for.

Mr. Longworth asked if the Trails were all on this one sheet.

Mr. Pino agreed. It gives the Business unit, original budget and project description. It is all out of the implementation plan.

d. 2015 STREET REHABILITATION PROJECT – PAVEMENT MARKINGS. (JOHN ROMERO)

Mr. Romero said from the earlier meeting he agreed to bring this project (and all restriping projects) forward for review and comment. This summer, the City is to repave 5 streets with no changes to striping. He presented the information from his Memorandum of June 5, 2015 [attached to these minutes as Exhibit E].

Mr. Longworth asked for clarification on Siringo, slide #1, where it seems to be adding a turn lane. He asked if those existed previously.

Mr. Romero said it looks like adding turn bays.

Mr. Longworth said the road narrows, so there are no sharrows.

Mr. Romero agreed that would be the case. On Siringo is the maximum overlay and it may stop far west of Camino Carlos Rey. The budget allowed replacing curb ramps as well, but he had no estimate. They will determine how far to go.

Mr. Longworth on page 3 of 8, they are adding a bike lane.

Mr. Romero said they were adding it where it widens.

Mr. Longworth said on the top slide with the bike lane coming into Yucca, to the east and the bike lane on Siringo, there is no detail on the triangle. It is blank through there. It is an area to look at in terms of better striping there going north on Yucca.

Mr. Romero said it is a small shoulder strip and a dash across the turning lane and does not wrap it into a turn lane.

Mr. Longworth had the same comment for the next slide down - carry through a dash on the south side of the road. He appreciated the sharrow is there and said it was well done.

Mr. Romero said if the dash goes through the signalized intersection they should do it in all of them but there was not enough research to recommend that. Too many markings means it will lose its effectiveness. There are conflicts at intersections with cars, pedestrians and bicyclists, and he didn't know that all the markings would be effective.

Mr. Longworth was curious about the red X's. He also wanted it to show how match would be provided with a future project.

Mr. Cooley, on slide 1, asked if they could put two bike lanes on the outside.

Mr. Romero said he would respond to the Committee via email.

Mr. Cooley asked if there are traffic cameras to detect people in the bicycle lanes.

Mr. Romero didn't know.

Chair Bushee applauded staff for bringing this to the Committee.

e. BIKE LANE PARKING ORDINANCE

Ms. McDonald reviewed the ordinance that would amend the prohibition of parking a motor vehicle in a marked bicycle lane is in the packet and she asked for a vote from BTAC. [A copy of the ordinance is attached to these minutes as Exhibit F.] She noted that Public Works and Finance Committees have approved the ordinance. The Public Safety Committee moved it forward without recommendations and had a concern about parking on Camino Carlos Rey.

Mr. Abbatacola supported the ordinance and asked what would happen if someone parks in the bicycle lane.

Ms. McDonald said it is a \$27 parking fine.

Mr. Abbatacola asked if it is a parking ticket and not a violation.

Officer McCord said it could be done by both parking and police, but as far as bike lanes are concerned, the police patrols would cite the motorist.

Mr. Abbatacola said it is problematic at South Capitol. There are no markings, but a sign that it is a parking lane.

Mr. Cooley said there were seven postings saying "No Parking."

Mr. Rivera questioned if it was a violation if not marked.

Ms. McDonald said it is marked and it would be a violation. Add specifically, it would be a violation in a marked bicycle lane.

Chair Bushee said they can do that. She wanted to see if the definition could be amplified.

Vice-Chair Herdman noticed a loophole in Part A where it says won't stop unless avoiding other traffic. That is on page 1, and that should be stricken.

Chair Bushee said she would ask Legal to look at it.

Chair Bushee asked if there is a consensus to approve this.

Mr. Abbatacola moved to approve the proposed ordinance with the suggested amendment. Mr. Herdman seconded the motion and it passed by unanimous voice vote.

8. BTAC SUBCOMMITTEE UPDATES:

Chair Bushee said she would like Officer McCord to come here regularly for the meeting.

Chair Bushee departed the meeting and Vice-Chair Herdman assumed the duties of the Chair.

Mr. Ron Pacheco also departed the meeting

a. ON-ROAD

This sub-committee scheduled a meeting next week.

b. MOUNTAIN BIKE

There was no report.

c. BIKE EDUCATION AND OUTREACH

There was no report.

d. LA TIERRA MASTER PLAN

There was no report.

9. STAFF COMMUNICATIONS

a. PUBLIC MEETINGS UPDATE

Mr. McDonald said the public meeting boards on the Rail Trail Connections were in the packet for information. [They are attached to these minutes as Exhibit G.] [The attendance lists and questions and answers from the public meetings are attached to these minutes as Exhibit H.]

Mr. Longworth said the Rail Trail is in process and they are finalizing the design, and he asked that anyone having comments to please send them to Leroy Pacheco for consideration.

b. MUCHAS GRACIAS AWARD

Ms. McDonald said the language for acknowledging the Fat Tire Society was finalized and she had asked to be notified when the Muchas Gracias award would happen. She thanked Mr. Rogers for his help.

c. ARROYO CHAMISO RE-VEGETATION NEAR GAIL RYBA TRAIL

Ms. McDonald said this project will be added to the quarterly meeting list. YouthWorks is doing some work, and now the on-call construction company will come in and do the finish work in a more professional manner. After the on-call contract is finished, the reseeding project would take place. She said she would have good information at next month's meeting.

Ms. Grogan said they could re-seed at-grade all they wanted but when that arroyo floods, it will take out all of that effort.

Mc. McDonald described the design of their work. They were talking about gabions at the beginning and end connected for a solid row of gabions. The actual channel is a different project and has to go out to bid. This is a temporary way to protect the trail. The failure was where there were no gabions.

Ms. McDonald explained that the City applied for a grant from Homeland Security, to help free up more money to do more work in the area. It was already identified as a problem so they do have an arroyo repair fund to construct gabions.

Ms. Grogan said the CIP grant funds are for on-road and this is not an on-road project to do arroyo repairs. They need to look at several areas that are in poor condition. She said BTAC would know next month if they got matching funds.

Mr. Cooley said that the flooding in the arroyo leveled the trail.

Ms. McDonald said her suggestion is to restore the vegetation, and it would help once the gabions are put in. A series of swales was done by YouthWorks.

d. INFORMATION STATUS UPDATE ON SURVEILLANCE CAMERAS IN PARKS AND ALONG TRAILS

Ms. McDonald referred to the Chávez Security proposal information regarding surveillance cameras in parks and along trails. [A copy of the proposal is attached to these minutes as Exhibit I.] She said Mr. Thompson hoped to get a confirmation on status. She will continue to follow-up.

Ms. McDonald briefly reported on the Gonzales Bridge, sent forward to staff and will keep it alive.

Vice-Chair Herdman compared it to the next bridge to the west with a different lumber which has stayed in excellent condition. The first 3-4 boards were replaced. He noted that the bridge at Gonzales was constructed many, many years ago. He thought maybe lumber is cost-effective but it doesn't hold up. There is a hole in it about 1'x1' that needs to be looked at. It is a really rough ride across it now.

e. BICYCLE AND TRAILS ADVISORY COMMITTEE POWERS AND DUTIES AND RESOLUTIONS

Ms. McDonald said she went through old minutes regarding expanding the scope of work. She provided a copy of Resolution No. 2010-64 that reauthorized BTAC and clarified its duties. [A copy of the resolution is attached to these minutes as Exhibit J.]

She suggested if BTAC wants to change the scope of work, they should allow time to get that done either by a subcommittee or the whole committee.

Ms. Grogan said it is not for expanding the scope of work, but looking at re-purposing the work of the subcommittees. That was what came up at a prior meeting. For instance, there is no sub-committee that looks at the multi-use trails within the City.

Vice-Chair Herdman suggested putting an evaluation of subcommittees on the agenda for discussion for future meetings. He was waiting to see if there would be money left, so the Mountain Bike Subcommittee would have life.

Ms. McDonald recalled that at the last meeting Chair Bushee said she wanted to have every other meeting where the Committee talked about how the subcommittees were working and have it broken into

two parts. She asked if the Committee still wanted that format.

Vice-Chair Herdman said it makes sense to discuss that and he would ask Chair Bushee if she wants to do that.

Mr. Longworth suggested that the Committee should look at the "whereas" statements in Powers. For example, it talks about a master plan and now we have one.

Vice-Chair Herdman said it could be an action item on a future agenda.

10. COMMITTEE COMMUNICATIONS

Ms. Grogan said the Committee Membership List for BTAC is out of date and the City should provide a list of the Committee list that is current. The list had her coming in a subcommittee in 2000 but she came into the BTAC in 2010. The list of subcommittee members should be revised also. It is on the web site somewhere.

Ms. McDonald agreed to follow up.

Mr. Cooley said he emailed his concerns to the Chair. It included how to get the ball rolling on new items, which, as a new member, he didn't know. He wanted a discussion about the wayfinding and dealing with on-trail branding. He wanted to get the Santa Fe Conservation Trust involved in doing wayfinding on trails, directing people to various trails at intersections. He would like a discussion on that.

Ms. Grogan thanked John Romero for coming in and suggesting input regarding the CIP projects.

Mr. Rivera reported going where the trail crosses on Siringo that a bike in the middle got crumpled up, no people or car were still there. A lot of time, drivers don't respect crosswalks. He hoped the person is okay.

Vice-Chair Herdman thanked Officer McCord was being present and thanked the others to came to the meeting.

11. ADJOURNMENT

There was no further business to come before the Committee and the meeting was adjourned at approximately 7:30 p.m.

Signatures on following page.

Approved by:

Patti J. Bushee, Chair

Submitted by:


Carl Boaz for Carl G. Boaz, Inc.

Per your request, below is a projected timeline for the subject project. The dates are subject to change and should only be used for planning purposes only.

REMAINING ACTIVITIES	STATUS	COMMENTS	TIMELINE	
			BEGINNING	END
Environmental Documentation	COMPLETE	FONSI was signed by FHWA on March 17, 2015.		March 17, 2015
Intelligent Information Systems (ITS)	COMPLETE	ITS Certification was issued by NMDOT on May 15, 2015.		May 15, 2015
Utility	COMPLETE	Utility Certification was issued by NMDOT on May 29, 2015.		May 29, 2015
Railroad	PENDING	Railroad Certification is currently being processed by NMDOT. Anticipate it will be completed on or before June 5, 2015.		June 5, 2015
Right of Way (ROW)	PENDING	Certification will be submitted to NMDOT immediately after right of way conveyance documents are executed between NMSD and The City of SF.	PENDING	
Plans, Specifications, & Estimate (PS&E)	TBD	PS&E inspection is anticipated to be held on June 15, 2015.		June 15, 2015
Production	TBD	Final construction documents will be submitted within 2 weeks following PS&E inspection.		June 29, 2015
Execute Cooperative Agreement with NMDOT & negotiate construction engineering services (Bidding thru Construction) with EOR	TBD	The Cooperative Agreement is currently being drafted by NMDOT.	June 15, 2015	July 30, 2015
Advertise, Bid, & Award	TBD	Anticipate the City's procurement procedure will require approximately 2 months to complete.	August 1, 2015	September 30, 2015
Procure Construction Management Services	TBD		August 1, 2015	September 30, 2015
Notice to Proceed - Construction	TBD	Presume NTP will be issued within 2 weeks of award.		October 14, 2015

If you have questions or need additional information please feel free to contact us.

Sincerely, Ivan P. Trujillo

Design Manager | U.S. Transportation Engineering

direct +1.505.395.2191

email itrujillo@louisberger.com

web louisberger.com

Louis Berger

2019 Galisteo Street, Suite M-1 | Santa Fe | New Mexico | 87505 | USA

**2013 - 2015 Trails Bond Designated Funding
By Trail System**

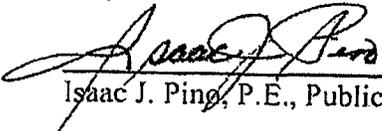
Trail	Project Type	Original Amount	Updated Amount w/Reallocations ^{1,2}	Status
River Trail Xing @ St Francis/Alameda ²	Trail Xing	\$ 2,000,000	\$ 200,000	Starting design
Acquia Trail Underpass @ St Francis/Cerrillos ²	Trail Xing		\$ 556,200	95% design. Construction Fall 2015
Contingency ²		\$ 2,000,000	\$ 796,200	
River Trail	Project Type	Original Amount	Updated Amount w/Reallocations^{1,2}	River Trail
1.1 River Trail	Trail Const.	\$ 680,340	\$ 680,340	Design Completed. Construction Fall 2015
1.2 River Trail	Connection/Crosswalk to Campo	\$ 21,560	\$ 21,560	
1.3 River Trail	Connection/Crosswalk to Gandelario	\$ 21,560	\$ 21,560	
1.5 River Trail	Connection to Cam. De Chelly	\$ 15,840	\$ 15,840	
1.6 River Trail	Connection to La Madera St.	\$ 59,400	\$ 59,400	
1.7 River Trail	Connection to Cam. De la Conq.	\$ 6,600	\$ 6,600	
1.14 River Trail	Camino del Campo to St. Francis Dr. (widen existing)	\$ 234,700	\$ 234,700	
		\$ 1,040,000	\$ 1,040,000	
Acquia Trail	Project Type	Original Amount	Updated Amount w/Reallocations^{1,2}	Acquia Trail
1.9 Acquia Trail	Trail Const.	\$ 66,000	\$ 66,000	60% design
1.10 Acquia Trail	Bridge to Onate	\$ 88,000	\$ 88,000	
1.11 Acquia Trail	Bridge to Kathryn	\$ 88,000	\$ 88,000	
1.13 Acquia Trail	Connection to Larragorie Park (w/ x-walk) and Agua Fria St.	\$ 73,400	\$ 73,400	
1.15 Acquia Trail ²	Orowi Dr. to Maclovya Park		\$ 80,000	
1.18 Acquia Trail ²	Rufina to San Felipe with connector and crosswalk @ Agua Fria		\$ 113,800	Starting Conceptual Design
		\$ 315,400	\$ 509,200	
Rail Trail	Project Type	Original Amount	Updated Amount w/Reallocations^{1,2}	Rail Trail
1.4 Rail Trail	Trail Const.	\$ 176,000	\$ 176,000	75% design. Construction Fall 2015
1.8 Rail Trail	Trail Const.	\$ 176,000	\$ 176,000	
1.21 Rail Trail	Trail Const.	\$ 33,000	\$ 33,000	
2.5 Rail Trail	Trail Maint	\$ 55,000	\$ 55,000	Completed
3.5 Rail Trail	Trail Xing	\$ 3,000	\$ 3,000	
3.7 Rail Trail	Trail Xing	\$ 220,000	\$ 220,000	Road safety audit completed. Alignment study underway with NMDOT as lead agency.
3.8 Rail Trail	Trail Xing	\$ 220,000	\$ 220,000	Traffic study completed. HAWK signal not recommended
2.5 Rail Trail (BAR from 426003) ¹	Trail Maint	\$ 883,000	\$ 1,209,000	Completed

City of Santa Fe, New Mexico

memo

DATE: November 21, 2011

TO: Mayor and Council

FROM: 
Isaac J. Pina, P.E., Public Works Dept. Director

RE: Action regarding allocation of Parks Bond funds

SUMMARY:

In the reconciliation of the project management and labor costs incurred with the 2008 Parks Bond, it is recommended by the Finance Committee that the following option (captioned as Option 2 on November 10 memo to Finance Committee) be adopted:

Option 2 – Allocate \$4,357,780.00 from the Parks bond for project management and labor costs and allocate an additional \$750,000.00 from the proposed CIP/GRT bond funds for a total of \$5,107,780.00.

ACTION:

For your consideration and approval.

xc: Robert Romero, City Manager

**ACTION SHEET
CITY COUNCIL MEETING OF 11/30/11
ITEM FROM FINANCE COMMITTEE MEETING OF 11/14/11**

ISSUE:

23. UPDATE ON PARKS BOND AND REQUEST FOR APPROVAL OF REALLOCATION OF BOND FUNDS (FABIAN CHAVEZ AND ISAAC PINO)

FINANCE COMMITTEE ACTION: APPROVED AS DISCUSSION ITEM

Item 23 became Item 20.

SPECIAL CONDITIONS OR AMENDMENTS:

Approved Option 2 - With the anticipated approval of the CIP/GRT bond proposal currently under review, \$750,000.00 of these funds can be allocated to the labor and project management costs projected through June 2013. This would reduce the amount (described in option 1) by \$750,000.00 resulting in a total of \$4,357,780 that would be allocated from the Parks Bond.

STAFF FOLLOW UP:

VOTE:	FOR	AGAINST	ABSTAIN
COUNCILOR WURZBURGER	excused		
COUNCILOR ROMERO	X		
COUNCILOR BUSHEE	X		
COUNCILOR DOMINGUEZ	X		
CHAIRPERSON ORTIZ			

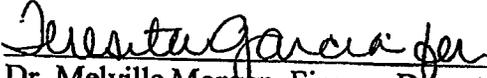
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City of Santa Fe, New Mexico

memo

DATE: November 10, 2011

TO: Finance Committee

VIA: 
Dr. Melville Morgan, Finance Department Director


Isaac J. Piro, Public Works Department Director

FROM: Fabian Chavez III, Parks Division Director
Ben Gurule, PW Project Administrator
Frank Archuleta, PW Project Administrator
Jackie Gonzales, Contract Analyst

ISSUE:
Parks bond update and allocation of bond funds

SUMMARY:
With work continuing on the projects authorized by the 2008 Parks bond, it is necessary to reconcile labor and project management costs allocated to the bond. Referencing the spreadsheet shown as attachment 2, the allocation of labor and project management costs can be accomplished in two ways:

- **Option 1** – As shown on attachment 2, the total labor and project management costs projects through June 2013 is \$5,107,780.00. This option would provide that all these costs be covered entirely by Parks bond funds.
- **Option 2** – With the anticipated approval of the CIP/GRT bond proposal currently under review, \$750,000.00 of these funds can be allocated to the labor and project management costs projected through June 2013. This would reduce the amount (described in option 1) by \$750,000.00 resulting in a total of \$4,357,780.00 that would be allocated from the Parks bond.

It is important to note that regardless of the Option chosen, all projects designated for completion in the Parks bond will be completed by June, 2013. This is possible largely because of the in-

house labor and project management that has resulted in stretching Park bond funds available for construction beyond that which would have been possible if all the labor and project management had been contracted.

ACTION:

It is recommended that both Options be considered. When an option is chosen and approved, the funds will be applied appropriately.

Attachment 2

Projects	Total Bond Amount		Payroll Spent 9/30/11		Payroll Reduced By \$750,000 CIP Allocation		Payroll (Admin. & Maintenance)		WIP Land Cost (572940)		WIP Design (572960)		WIP Const. (572970)		Remodel Replace (572980)		PROPOSED REALLOCATION	
Adam Armijo	40,000	27,082	27,017	31,697											24,000	55,667		
Amelia White Park	100,000	13,768	22,186	26,005							8,000		78,662		3,000	115,667		
Archuleta Property	30,500	0	47,977	56,234											18,300	74,534		
Ashbaugh	452,000	49,162	61,875	72,524							45,000		366,300		12,210	496,034		
Aralaya Park	36,250	751	49,939	58,534											21,750	80,284		
Calle Lorca	187,500	50,095	101,555	119,034											112,500	231,534		
Candelero Park	131,425	91,300	82,419	96,604											78,855	175,459		
Cathedral Park	38,500	56,434	26,505	31,067											25,100	54,167		
Cielo Vista	300,000	10,831	84,492	99,034					150,000		12,000		83,000		344,034			
Cornell	60,875	25,826	34,141	40,017											76,542			
Cross of the Martyrs	43,750	55,022	52,498	61,534											87,784			
E. De Vargas	256,000	10,177	20,694	24,256							28,225		215,967		271,667			
W. De Vargas	256,000	25,208	51,721	60,623							19,012		213,290		300,034			
Don Diego/Entrada Park	6,250	10,691	15,499	18,167											21,917			
Espinacitas Park	5,500	9,728	15,243	17,867											20,546			
Frank S. Ortiz (Dog Park)	72,621	77,296	33,542	39,315											88,288			
Frank S. Ortiz Park	78,608	76,125	40,192	47,110											94,275			
Franklin E. Miles	2,151,273	69,935	60,347	70,734							95,000		1,977,201		2,167,244			
Frenchys	661,250	100,438	92,066	107,912							50,430		511,441		696,566			
Galisteo Tennis Courts	131,250	147,975	82,359	96,534											175,284			
GCCC Park	201,250	110,554	48,349	56,671							20,000		153,125		245,284			
Gregory Lopez	97,750	46,761	46,725	54,767											113,417			
Herb Martinez	246,810	38,936	71,694	84,034							25,000		139,141		290,844			
John F. Gardego	23,075	19,382	21,241	24,897											38,742			
La Villa Serena (Martin Luther King)	32,000	23,702	31,855	37,338											47,667			
Larragoite	250,000	48,182	26,744	31,347							31,031		185,600		265,667			
Las Acasguas	150,000	67,476	22,325	26,167									135,000		165,667			
Las Estancias	50,000	22,659	44,947	52,683											65,667			
Los Milagros	65,800	19,975	35,822	41,987											81,467			
Maclovía Park	32,000	34,399	35,648	41,783											57,006			
Magar's Field	582,625	12,349	16,835	19,733									289,877		598,292			
Marc Brandt Park	34,800	24,343	25,242	29,587											50,467			
Melendez Park	11,000	9,427	19,295	22,616					1,973						26,667			
Monica Lucero Park	76,800	10,314	63,777	74,754											120,834			
Monica Roybal Park	2,000	12,714	38,251	44,834											46,034			
Nava Ade	1,150,000	461,431	233,465	273,647							20,387		585,000		1,194,034			
	587,500	18,463	67,932	79,624							43,590		508,320	0	631,534			

Projects	Initial Bond Amount		Payroll Spent 9/30/11		Payroll Reduced By \$150,000 CIP Allocation		Payroll (Admin. & Maintenance) (500750)		WIP Land Cost (572940)		WIP Design (572960)		WIP Cost (572970)		Remodel Replace (572300)		PROPOSED REALLOCATION	
Ozlando Fernandez	17,875	16,084	21,855	25,617											14,725		40,342	
Patrick Smith	210,000	23,192	13,474	15,793							19,012		285,132	5,730		325,667		
Peralta Park	6,250	2,163	39,701	46,534										3,750		50,284		
Plaza Park	600,000	34,475	49,060	57,504									572,796	13,734		644,034		
Power Plant	700,000	53,204	38,565	45,203							17,838		652,530	96		715,667		
Prince Park	67,650	21,486	60,655	71,094										40,590		111,684		
Pueblos Del Sol Trails - Phase 1	1,100,000	185,794	161,276	189,034					5,000		15,000		840,000	92,500		1,144,034		
Ragle	2,305,762	319,595	208,200	244,034							122,461		1,950,740	34,561		2,349,796		
Rancho del Sol	24,375	607	45,886	53,784										14,625		68,409		
Salvador Perez	325,687	50,426	54,631	64,034							31,500		264,187	10,000		369,721		
SF River Parkway	2,297,500	248,817	157,010	184,034					36,400		155,000		1,807,500	58,600		2,241,534		
Sunyslope Meadows	20,500	35,717	20,362	23,867										12,300		36,167		
Thomas Macaione Park	24,000	28,140	45,758	53,634										14,400		68,034		
Torreon	92,125	40,298	60,902	71,384										64,775		136,159		
Villa Caballero Park	33,250	25,395	48,915	57,334										19,950		77,284		
Villa Linda Park	107,490	56,056	74,251	87,030										64,494		151,524		
Young	70,375	36,213	34,994	41,017					900					37,325		79,242		
Alto Bicentennial Pool	15,875	2,644	37,568	44,034										15,875		59,909		
Pt. Manry Complex	500,000	108,032	120,046	140,708							5,338		330,570	67,418		544,034		
GCCC Facility	921,250	111,208	115,346	135,199							48,784		505,504	275,797		965,284		
Salvador Perez Pool	85,000	51,405	34,695	40,667									60,000			100,667		
Park Projects Total	18,157,926	3,339,863	3,295,569	3,862,780					194,273		1,102,485		12,709,688	2,066,567		19,946,293		
Trails																		
Rail Trail - All Segments City Limits	3,768,000		0														0	
Acequia Trail	2,988,250	73,730	41,003	48,060					100,000				451,940			600,000		
Acequia Trail Crossing @ St. Francis/Cerrillos Rd.	1,740,000		173,889	203,817					100,000				153,562			757,379		
Arroyo Chamiso E. St. Francis to Museum Hill	2,341,320	46,845	34,169	40,050									409,950			500,000		
Arroyo Cahmiso E. Underground Xing @ St. Francis	1,166,680	17,789	170,845	200,250									2,299,750			2,500,000		
Arroyo Chamiso W. Rodeo to Nava Ade & Wagon Rd	1,224,365		0													0		
River Trail - Camino Alire to Frenchys	3,232,000	75,052	205,014	240,300									2,759,700			3,000,000		
Available Funding	-6,714,869		0													0		
Trail Project Total:	9,145,746	213,416	624,920	732,477							350,000		6,074,902	0		7,357,379		
Park & Trail Projects Total:	18,157,926	3,553,279	3,920,489	4,595,257							1,452,485		18,784,590	2,066,567		27,303,672		
Northwest Quadrant Open Space	2,965,328	232,990	437,290	512,523							350,000		2,002,805	100,000		2,965,328		
GRAND TOTAL:	30,269,000	3,786,269	4,357,780	5,107,780							1,802,485		20,787,395	2,166,567		30,269,000		

1 Road; and

2 **WHEREAS**, the Resolution provided for the City’s Internal Auditor to collaborate with staff
3 from the Public Works And Finance Departments and with members of the Bicycle and Trail
4 Advisory Committee (BTAC), the Parks and Open Space Advisory Commission (POSAC) and the
5 City Audit Committee to develop procedures for the conduct of the Audit and to select an external
6 auditor (“Auditor”) to perform the Audit; and

7 **WHEREAS**, the Resolution called for the Auditor to present the Audit to the Governing
8 Body no later than December 31, 2014, which was extended by Resolution No. 2015-2 to March 31,
9 2015; and

10 **WHEREAS**, on April 13, 2014 the Auditor presented its draft report and findings (the “Draft
11 Report”) to the City of Santa Fe Finance Committee; and

12 **WHEREAS**, that report stated that, while it could find many instances of problems with the
13 disbursement of funds from the proceeds of the 2008 Parks and Trails Bond, including parts of the
14 Bond Implementation Plan that were not implemented and changes to the Implementation Plan that
15 were not properly documented, it also found that it was impossible to deliver a comprehensive report
16 on the use of the Bond funds because of a significant lack of documentation; and

17 **WHEREAS**, various City Committees began asking for documentation as early as December
18 2010, including regular requests from POSAC; and

19 **WHEREAS**, REDW concluded that due to the unorganized and incomplete condition of the
20 documentation provided, including a final accounting and the names of people paid out of the Bond,
21 they were unable to complete their scope of work and that they could not assert that all laws were
22 followed; and

23 **WHEREAS**, City staff has had ample time to prepare and provide documentation to
24 conclude that Bond monies were appropriately disbursed; and

25 **WHEREAS**, on the basis of the April, 2014 report, the Finance Committee concluded that it

1 is the duty of the Finance Committee to determine whether the 2008 Parks and Trails Bond funds
2 were legally and appropriately disbursed, but in order to do so, the Finance Committee needs
3 additional information to determine how the City expended funds under the 2008 Bond; and that it
4 was the further duty of the Finance Committee to determine the best method to obtain this
5 information and to take any further steps that would be necessary to deal with the ramifications of
6 how these bond proceeds were used; and

7 **WHEREAS**, the State Auditor is not opposed to conducting additional work to get a more
8 comprehensive perspective on what occurred and is still considering all potential options, including a
9 possible special designation.

10 **NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE**
11 **CITY OF SANTA FE** that the Finance Committee will schedule a special meeting of the Finance
12 Committee by date (30 days after the resolution has been adopted) which will be a public hearing to
13 discuss which next steps are needed to sufficiently and comprehensively determine how Bond
14 proceeds were expended, what remedial steps need to be taken in regards to these expenditures, and
15 what steps need to be taken in the future to prevent similar occurrences.

16 **BE IT FURTHER RESOLVED** that, in preparation for that meeting, the City Manager is
17 directed to have staff prepare and produce the following documents, known collectively as the "Final
18 Accounting Report":

19 1. A list of all disbursements from the separate Bond account in which the proceeds of the
20 2008 Bond should have been placed, as required by law.

21 2. A comprehensive spreadsheet by project that were funded by the 2008 Bond including

22 a) Projects and initial amounts that were listed in the initial implementation plan and

23 b) Any other projects and activities that were funded out of the 2008 Bond

24 proceeds and should include but not be limited to the following projects;

25 1. Marty Sanchez Links de Santa Fe Golf Course

- 1 2. Sun Mountain
- 2 3. Medians
- 3 4. Santa Fe Community Convention Center
- 4 5. La Resolana Park
- 5 6. 400th Anniversary

6 For all projects, the City Manager and staff shall provide information about:

- 7 a) The budgeted cost of each project,
- 8 b) Whether or not the project was completed,
- 9 c) If a project is not completed, how much has been done on the project and what
10 needs to be done to complete it,
- 11 d) The amount spent on every project, including information about cost overruns and
12 change orders, if any,
- 13 e) The personnel who worked on each project, including the Project Administrator,
14 Designer, Parks Construction Supervisor, name of contractor and/or names of individuals on
15 the Locals Crew.
- 16 3. A list of all City personnel whose salaries were paid out of the 2008 Bond fund, the work
17 these salaries paid for, and the city division and department of these workers. If this information is
18 not available, the City Manager shall so inform the Finance Committee.
- 19 4. An accounting of all 2008 Parks and Trails Bond funds that were placed in the Suspense
20 Account.
- 21 5. The annual reports to the SEC (Securities Exchange Commission) that were made
22 regarding the 2008 Parks and Trails Bond funds.
- 23 6. Any City Council packets regarding the 2008 Bond projects that were provided to the
24 Governing Body as a whole from 2008 until the present.
- 25 7. An inventory and efficiency report on the irrigation audits of at least twenty parks projects

1 that included irrigation installation(s) and/or modification(s) in the 2008 Bond implementation plan.
2 This inventory and efficiency report shall be managed by the Water Resources and Conservation
3 Division in coordination with suitable Parks Division staff who currently hold an EPA/Water Sense
4 Certification identified as Qualified Water Efficient Landscaper. This assessment shall analyze the
5 installation and efficiency of the irrigation systems implemented with the 2008 Bond funding. If this
6 irrigation assessment is not complete within thirty (30) days of adoption of this resolution, the Final
7 Accounting Report will still be presented to the Finance Committee within the time frame provided
8 for in this resolution.

9 **BE IT FURTHER RESOLVED** that all this information is to be placed on
10 the City's web site to be available to the public before the special Finance Committee meeting and the
11 public is to be encouraged to study this information and come forward with any further information
12 they have about the implementation of the 2008 Parks and Trails Bond.

13 **BE IT FURTHER RESOLVED** that this information shall be provided to the State
14 Auditor's office, along with the report and the working documents prepared and utilized by REDW,
15 the company hired to perform the initial independent financial report

16 **BE IT FURTHER RESOLVED** that City staff will actively promote the Final Accounting
17 Report on both the City's web site and the media encouraging citizens and employees with
18 knowledge of any impropriety or questions about the use of Bond funding to report this to:

- 19 a) The City of Santa Fe Fraud, Waste and Abuse hotline
20 b) The State Auditor's Hotline.

21 **BE IT FURTHER RESOLVED** that the Finance Committee shall use the information
22 provided by staff and comment provided by the public to determine the best course of action to
23 discover how the proceeds from the 2008 Bond were expended, steps including, but not limited to, a
24 complete audit, an outside forensic criminal investigation, referral to the Attorney General or the
25 State Auditor, referral to another law enforcement agency, or other means.

1 **BE IT FURTHER RESOLVED** that the Finance Committee shall use this information to
2 direct staff to quickly develop policies and procedures so that record keeping for all city expenditures
3 from any source will be transparent and publicly available.

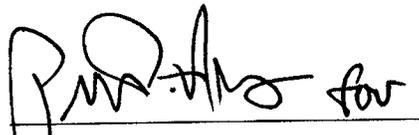
4 **BE IT FURTHER RESOLVED** that the Finance Committee shall use this information to
5 direct staff to determine whether any problems that occurred during the disbursement of the funds
6 from the 2008 Parks and Trails Bond can be remediated.

7 **BE IT FURTHER RESOLVED** that within 30 days of the delivery of the Final Accounting
8 Report on the 2008 Bond, a similar interim report on the 2012 Parks & Trails Bond be delivered to
9 the Finance Committee.

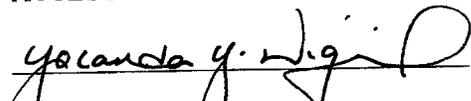
10 **BE IT FURTHER RESOLVED** that members of BTAC, POSAC and its successor
11 commission, will work with City staff to review the management report related to the 2008 Parks
12 Bond, and complete a basic inventory of the parks.

13 **BE IT FURTHER RESOLVED** that City Staff is directed to permanently end the practice
14 of using city force account work to accomplish bond projects.

15 PASSED, APPROVED AND ADOPTED this 27th day of May, 2015.

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17
18 
19 _____
20 JAVIER M. GONZALES, MAYOR

21 ATTEST:

22 
23 _____
24 YOLANDA Y. VIGIL, CITY CLERK
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APPROVED AS TO FORM:



KELLEY A. BRENNAN, CITY ATTORNEY

City of Santa Fe, New Mexico

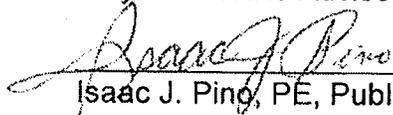
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* Exhibit E.

DATE: June 5, 2015

TO: Bicycle & Trails Advisory Committee

VIA:



Isaac J. Pino, PE, Public Works Department Director

John Romero, Traffic Engineering Division Director *E*

FROM: Rick Devine, Engineer Supervisor *J For R.D.*

SUBJECT: 2015 Street Rehabilitation Project – Pavement markings

The Streets Division is repaving the following streets in 2015:

1. Siringo Road – from St. Francis Drive to Avendida Las Campanas
2. Old Pecos Trail Cordova Road to the "Y" at Old Santa Fe Trail
3. Paseo Del Sol – from Airport Road to Capital High School driveway
4. South Meadows – from Airport Road Jaguar Drive
5. Baca Street – from Cerrillos Road to Hickox Street

Of these streets, Baca St., Paseo Del Sol, and Old Pecos Trail, no changes to the pavement markings are anticipated. Baca Street is 20' wide with speed humps and sharrows. Old Pecos Trail is currently configured with sharrows. We plan to reinstall all of the current pavement markings.

Paseo Del Sol is currently configured with bike lanes. However, it must be pointed out that there are several locations where the bike lane width is less than minimum standards. Refer to the crossed hatched areas on the preliminary plans for these locations. Curb and gutter would need to be removed and reconstructed to get the adequate width for the bike lanes.

Siringo Road and South Meadows are sufficiently wide to accommodate bike lanes. Attached for your review please find pdf files of the preliminary proposed pavement marking plans.

RECOMMENDATION:

The Traffic Engineering Division respectfully requests that the Committee review and comment on these plans.

Attachments: 18 pdf files of the preliminary pavement marking plans

in its entirety is available in the Clerk's office.

City of Santa Fe, New Mexico

LEGISLATIVE SUMMARY

Bill No. 2015-____ Bicycle Lane Parking

SPONSOR(S): Councilor Bushee

SUMMARY: The proposed bill amends Subsection 12-6-6.1 of the City of Santa Fe Uniform Traffic Ordinance to prohibit the parking of a motor vehicle in a marked bicycle lane; making minor grammatical changes.

PREPARED BY: Rebecca Seligman, Legislative Liaison Assistant

FISCAL IMPACT: No

DATE: May 29, 2015

ATTACHMENTS: Bill
FIR

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CITY OF SANTA FE, NEW MEXICO

BILL NO. 2015-__

INTRODUCED BY:

Councilor Patti Bushee

AN ORDINANCE

**AMENDING SUBSECTION 12-6-6.1 OF THE CITY OF SANTA FE UNIFORM TRAFFIC
ORDINANCE TO PROHIBIT THE PARKING OF A MOTOR VEHICLE IN A MARKED
BICYCLE LANE; MAKING MINOR GRAMMATICAL CHANGES.**

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

**Section 1. Section 12-6-6.1 of the City of Santa Fe Uniform Traffic is amended to
read:**

**12-6-6.1 STOPPING, STANDING OR PARKING PROHIBITED IN
SPECIFIED PLACES.**

A. No person shall stop, stand or park a vehicle, except when necessary to avoid
conflict with other traffic or in compliance with law or the directions of a police
officer or traffic-control device, in any of the following places:

- (1) on a sidewalk;
- (2) in front of a public or private driveway;
- (3) within an intersection;

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- (4) in a marked bicycle lane;
- (5[4]) within fifteen (15) feet of a fire hydrant;
- (6[5]) on a crosswalk;
- (7[6]) within twenty (20) feet of a crosswalk at an intersection;
- (8[7]) within thirty (30) feet upon the approach to any flashing beacon, stop sign, or traffic-control signal located at the side of a street;
- (9[8]) between a safety zone and the adjacent curb or within thirty (30) feet of points on the curb immediately opposite the end of a safety zone, unless the traffic authority indicates a different length by signs or markings;
- (10[9]) within fifty (50) feet of the nearest rail of a railroad crossing;
- (11[10]) within twenty (20) feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within seventy-five (75) feet of said entrance, when properly signposted;
- (12[11]) alongside or opposite any excavation or obstruction when stopping, standing or parking would obstruct traffic;
- (13[12]) on the street side of any vehicle stopped or parked at the edge or curb of a street;
- (14[13]) upon any bridge or other elevated structure upon a street or within a street tunnel;
- (15[14]) at any place where official signs prohibit stopping (66-7-351 NMSA 198);
- (16[15]) on any railroad track; or

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(17[16])between a curb and sidewalk or between a curb or lateral line of a roadway, and the adjacent property line. (*)

B. No person shall move a vehicle not lawfully under his control into any such prohibited area or away from a curb such distance as is unlawful. (66-7-351 NMSA 1978)

C. The foregoing provisions may be modified by the administrator or their[his] designated representative upon the basis of an engineering and traffic investigation study by the use of appropriate markings, signs or parking meters. (*)

Effective Date. This Ordinance shall become effective immediately upon adoption.

APPROVED AS TO FORM:



KELLEY A. BRENNAN, CITY ATTORNEY

**City of Santa Fe
Fiscal Impact Report (FIR)**

This Fiscal Impact Report (FIR) shall be completed for each proposed bill or resolution as to its direct impact upon the City's operating budget and is intended for use by any of the standing committees of and the Governing Body of the City of Santa Fe. Bills or resolutions with no fiscal impact still require a completed FIR. Bills or resolutions with a fiscal impact must be reviewed by the Finance Committee. Bills or resolutions without a fiscal impact generally do not require review by the Finance Committee unless the subject of the bill or resolution is financial in nature.

Section A. General Information

(Check) Bill: _____ Resolution: X

(A single FIR may be used for related bills and/or resolutions)

Short Title(s): AN ORDINANCE AMENDING SUBSECTION 12-6-6.1 OF THE CITY OF SANTA FE UNIFORM TRAFFIC ORDINANCE TO PROHIBIT THE PARKING OF A MOTOR VEHICLE IN A MARKED BICYCLE LANE; MAKING MINOR GRAMMATICAL CHANGES.

Sponsor(s): Councilor Bushee

Reviewing Department(s): City Attorney's Office / Community Development

Persons Completing FIR: Rebecca Seligman / Keith Wilson Date: 5/28/15 Phone: 955-6501 / 955-6706

Reviewed by City Attorney: Kelley A. Brennan Date: 6/1/15
(Signature)

Reviewed by Finance Director: Jeresita Garcia Date: 6/1/2015
(Signature)

Section B. Summary

Briefly explain the purpose and major provisions of the bill/resolution:

The proposed bill amends Subsection 12-5-6.1 of the Uniform Traffic Ordinance to prohibit the parking of a motor vehicle in a marked bicycle lane and making minor grammatical changes.

Section C. Fiscal Impact

Note: Financial information on this FIR does not directly translate into a City of Santa Fe budget increase. For a budget increase, the following are required:

- a. The item must be on the agenda at the Finance Committee and City Council as a "Request for Approval of a City of Santa Fe Budget Increase" with a definitive funding source (could be same item and same time as bill/resolution)
- b. Detailed budget information must be attached as to fund, business units, and line item, amounts, and explanations (similar to annual requests for budget)
- c. Detailed personnel forms must be attached as to range, salary, and benefit allocation and signed by Human Resource Department for each new position(s) requested (prorated for period to be employed by fiscal year)*

1. Projected Expenditures:

- a. Indicate Fiscal Year(s) affected – usually current fiscal year and following fiscal year (i.e., FY 03/04 and FY 04/05)
- b. Indicate: "A" if current budget and level of staffing will absorb the costs
"N" if new, additional, or increased budget or staffing will be required
- c. Indicate: "R" – if recurring annual costs
"NR" if one-time, non-recurring costs, such as start-up, contract or equipment costs
- d. Attach additional projection schedules if two years does not adequately project revenue and cost patterns
- e. Costs may be netted or shown as an offset if some cost savings are projected (explain in Section 3 Narrative)

Finance Director: _____

X Check here if no fiscal impact

Column #:	1	2	3	4	5	6	7	8
	Expenditure Classification	FY _____	"A" Costs Absorbed or "N" New Budget Required	"R" Costs Recurring or "NR" Non-recurring	FY _____	"A" Costs Absorbed or "N" New Budget Required	"R" Costs - Recurring or "NR" Non-recurring	Fund Affected

Personnel*	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____
Fringe**	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____
Capital Outlay	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____
Land/ Building	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____
Professional Services	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____
All Other Operating Costs	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____
Total:	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____

* Any indication that additional staffing would be required must be reviewed and approved in advance by the City Manager by attached memo before release of FIR to committees. **For fringe benefits contact the Finance Dept.

2. Revenue Sources:

- a. To indicate new revenues and/or
- b. Required for costs for which new expenditure budget is proposed above in item 1.

Column #:	1	2	3	4	5	6
	Type of Revenue	FY _____	"R" Costs Recurring or "NR" Non-recurring	FY _____	"R" Costs - Recurring or "NR" Non-recurring	Fund Affected

_____	\$ _____	_____	\$ _____	_____	_____	_____
_____	\$ _____	_____	\$ _____	_____	_____	_____
_____	\$ _____	_____	\$ _____	_____	_____	_____
Total:	\$ _____	_____	\$ _____	_____	_____	_____

3. Expenditure/Revenue Narrative:

Explain revenue source(s). Include revenue calculations, grant(s) available, anticipated date of receipt of revenues/grants, etc. Explain expenditures, grant match(s), justify personnel increase(s), detail capital and operating uses, etc. (Attach supplemental page, if necessary.)

N/A

Section D. General Narrative

1. Conflicts: Does this proposed bill/resolution duplicate/conflict with/companion to/relate to any City code, approved ordinance or resolution, other adopted policies or proposed legislation? Include details of city adopted laws/ordinance/resolutions and dates. Summarize the relationships, conflicts or overlaps.

None staff is aware of

2. Consequences of Not Enacting This Bill/Resolution:

Are there consequences of not enacting this bill/resolution? If so, describe.

If this bill is not enacted, the vehicles would continue to park in bicycle lanes which poses a safety issue for bicyclists.

3. Technical Issues:

Are there incorrect citations of law, drafting errors or other problems? Are there any amendments that should be considered? Are there any other alternatives which should be considered? If so, describe.

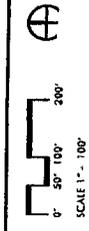
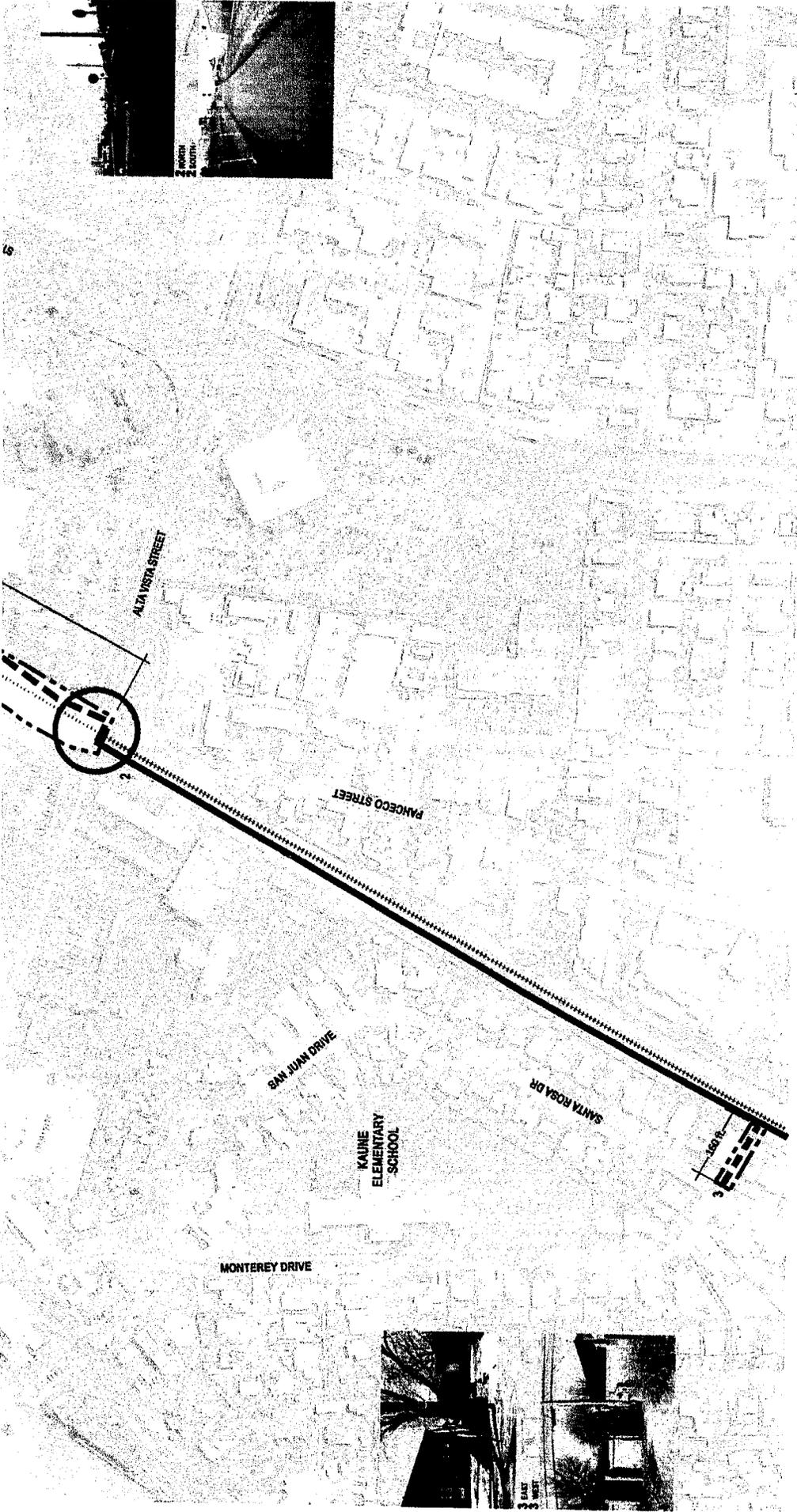
No

4. Community Impact:

Briefly describe the major positive or negative effects the Bill/Resolution might have on the community including, but not limited to, businesses, neighborhoods, families, children and youth, social service providers and other institutions such as schools, churches, etc.

The positive effect of this bill is that it amends the UTO to prohibit the parking of a motor vehicle in a marked bicycle lane making it a bit safer for bicyclists in our community.

CONTEXT MAP



* Exhibit G,
 in its entirety
 is available
 in the clerk's
 office

RAIL TRAIL CONNECTIONS - DRAFT
 Produced for the City of Santa Fe by HDR Engineering - design office

- LEGEND**
- Project Boundary
 - Rail Trail (proposed)
 - Safety Improvements (proposed)
 - Rail Trail (existing)
 - Acquia Trail (existing)
 - Railroad Tracks
 - Bus Station
 - Institutional Areas



May 28, 2015

SANTA FE ACEQUIA TRAIL - LA CIENEGUITA PUBLIC MEETING

*please print

Name	Address	Email or Contact Number	Affiliation (Local Resident, Sports Organization, Other)	How did you hear about this project? (Poster, Flyer, Email, Friend, Other)	Would you like to be added to our contact list?
Charles Vernal	3933 Agua Fria St	CVERRAL@aol.com		WOM	
Phil & Eleanor Pové	922 ACEQUIA MADRE	PTBOVE@aol.com	ACEQUIA MADRE		
DANIEL WERWATH	1724 AWA FRIA	dwerwath@gmail.com	RESIDENT		
Cindy Hohenleitner	1963 Otowi Rd.	sch1@cybermesa.com	local resident		
MARCELA ANGELES	1076 GREENWAY	mkaresim@sanbernco.gov	RESIDENT	NORX	
NINA BERU	260 Lincoln	NBeru@sanbernco.gov			
NORMA CROSS	1310 Camino Mio	crossc@sanbernco.com	resident	nextdoor	
AMY MARTINEZ	6064 ALTA VISTA	AMYM@SFCHA.COM	POST RESIDENT	mong. Santa Housing	
Lacey Adams	1720 Agua Fria St.	laceyadams@gmail.com	resident	Facebook	
PABLO SANCHEZ	1142 HARRISON RD		RESIDENT	Slack/FACD	
ANNA HAYSEN	2008 KIKARDA ST	dehuidesign@postac.com	POST AC	email	
Nidia Gallegos	1143 HARRISON RD	newnexo.com	RESIDENT	POSTER	
MATTHEW VALLEY	1561 La Cienegueta	matthewvalley@yahoo.com	resident	friend	
Rick Martinez	225 Mesilla	MARTEZ@Yahoo	RESIDENT	FACEBOOK	
STEPHEN NEWLIN	601 W SAN MATEO #92	SFNEWLIN@ymail.com	RESIDENT	ALLOTRE HOME GET	

SANTA FE RAIL TRAIL CONNECTIONS ALTA VISTA TO PEN RD; MONTEREY LINK

Meeting Summary

Public Involvement Meeting #2 - Tuesday, May 19, 2015

Purpose

Public Involvement Meeting #2 for the Santa Fe Rail Trail Connections on Tuesday May 19, 2015 presented the proposed trail alignment plans, intersection designs, and project details to the public and served as a venue to collect public input prior to final design and construction. The Rail Trail Connections project areas consisted of a ca. 1,900 lf trail segment between Alta Vista to the existing trail at Pen Rd., including intersections at Alta Vista and Cordova Road, and a ca. 160 lf segment connecting the Rail Trail to the Casa Linda neighborhood at Monterey Drive. Project boards with basic project information (Context Map w/ Project Area, Rail Trail – Existing Conditions Information, Site Plan – Proposed, Site Sections – Proposed, Intersection Plans: Cordova + Alta Vista) were on display during the meeting. A public question and answer session followed a brief informal project introduction by the City's Project Manager.

Meeting Summary

The second public involvement meeting for the Santa Fe Rail Trail Connections project was held at the Railyard Community Room on Tuesday, May 19, 2015 between 5:30 and 6:30 pm. There were 23 individuals signed in, with an estimated 33 people attending. Project team members present included: City of Santa Fe (Leroy Pacheco, Project Manager), HDR (Angela Valdez), design office (Claudia Horn, Patrick Sinnott).

The meeting was organized as an open house (ca. 10 minutes) followed by a presentation (ca. 20 minutes), and question and answer session (ca. 35 minutes).

Leroy Pacheco briefly introduced members of the design team (HDR, design office) and provided an overview of the project's history, design parameters, and the overall objective of connectivity with the existing trails system. The project purpose is to complete missing links along the Rail Trail between Alta Vista and Pen Road and between the Rail Trail and the Casa Linda neighborhood. The intention is to install a multi-use urban trail and pedestrian friendly crossings at busy roadways. The trail will be a 10 foot wide concrete trail within the Rail Road right-of-way on the east side of the South Capitol Rail Runner Station.

The trail crossings at Cordova Road and at Alta Vista St. will be ADA accessible and accommodate bicycles and pedestrians. The Pen Road intersection will be necked down and corresponding bump-outs will allow for landscaped areas and formalized parallel parking. Plants will be hand watered by City trucks and will also rely on captured stormwater runoff via curb cuts in the bump-out locations. The design also calls for a gentler curve at the north end of Pen Road and widening the existing trail at the existing Rail Trail junction near the Chevron station. At the South Capitol Station, separate ramps as requested by NMDOT will minimize conflict with train passengers and users of the Rail Trail.

The Monterey link will include chainlink fencing removal and tree removal within the easement. Either a concrete or asphalt paved trail connection will be installed. The City is working on licensing the easement from Santa Fe Public Schools.

Public Comments Summary

Public comments were collected through written comment forms, emails, and by documenting the question and answer session at the public meeting. Overall, meeting attendees responded positively to the trail connection improvements and the proposed designs.

Primary concerns of meeting attendees included issues related to tree removal at the Monterey link, slowing bicycle traffic near the South Capitol Station, and preserving a dedicated bicycle lane along Alta Vista. Suggestions from the public included narrowing the pedestrian medians and installing crosswalk markings or rumble strips near pedestrian walkway + Rail Trail intersections near the South Capitol Station.

Some of the primary issues outlined by those who gave open comments were:

- questions / comments on the link between Monterey and the rail trail concerning safety and design
- comments / suggestions on design details for improvements at roadway intersections and increasing safety at station intersections
- questions / comments about the Pen Road area improvements

Meeting Advertisement

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

15 days in advance:

Email: to Santa Fe City Council, Santa Fe MPO staff, Santa Fe City Parks Division, BTAC members, NMDOT representatives, previous meeting attendees, SF Pedestrian Master Plan working group members, interested organizations + trail advocates, interested individuals and neighborhood associations (city wide)

Postcards: to property owners within 300' of project boundaries, neighborhood associations within 300' of project boundary

Posters: (1) 4'x5' City of Santa Fe Notification Boards at the intersection of Rail Trail and Alta Vista
 (1) 4'x5' City of Santa Fe Notification Board at the South Capitol Rail Runner Station
 (1) 4'x5' City of Santa Fe Notification Board along Pen Road
 (1) 4'x5' City of Santa Fe Notification Board along the Rail Trail at the Monterey connection

One week in advance:

Email: to Santa Fe City Council, Santa Fe MPO staff, Santa Fe City Parks Division, BTAC members, NMDOT representatives, previous meeting attendees, SF Pedestrian Master Plan working group members, interested organizations + trail advocates, interested individuals and neighborhood associations (city wide)

One day in advance:

Email: to Santa Fe City Council, Santa Fe MPO staff, Santa Fe City Parks Division, BTAC members, NMDOT representatives, previous meeting attendees, SF Pedestrian Master Plan working group members, interested organizations + trail advocates, interested individuals 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 5/19/2015)
- Email correspondence (collected until 5/22/2015)

QUESTION + ANSWER SESSION RECORD (FROM PUBLIC MEETING: May 19, 2015)

During the presentation there were concerns about trail details at intersections, both pedestrian and vehicular. Members of the audience expressed concerns how intersections would be addressed due to increased pedestrian / bicyclist traffic along the Rail Trail.

The regular text is a record of comments and questions from the public. Italicized text is a record of responses from the design team. The record is summarized, not transcribed verbatim.

Questions and Answer Session

Would the area at the end of Pen Road be taken out?

-Some of the trail will be salvaged but that area of the trail will be widened to 8'- 10'. It depends on available real estate. It is not ideal to squeeze down below 10' wide but it will depend on what fits.

Will anything be done for cyclists crossing the railroad tracks?

-Rail crossings are not part of this project but NMDOT will work on retrofitting intersections utilizing the department's 'safety money,' after the City's project is complete. There will be gates and markings added to the Alta Vista trail crossing - NMDOT.

Does SFPS own all the easements in that area?

- I can't speak to all easements but they were likely installed to allow children access to schools.

Will trees be removed within the pathway? Can the big tree on the west side be considered for keeping?

-That tree will likely need to be removed but we will work with designers and consider property owners needs when eliminating trees. The path needs to be ADA compliant, which will drive the removal of trees.

What will happen to the irrigation and berm in that area?

- The trail will be ADA so the berm and such will need to be adjusted as required. Repairs to the irrigation system due to construction at the juncture will be done as part of the project.

There is a major impact to the neighborhood and a sign at that entrance would have been helpful. Consider that there may need to be a new stop sign in the area of Monterey if there is increased pedestrian/bicyclist traffic.

- A point of clarification, the trail will be a 6' not 8' wide paved trail.

I am concerned about the speed of bike traffic coming off the Rail Trail into the easement. A soft pavement or leaving the trees could help with that bicycle traffic calming. A small bump-out extension at the entrance could be helpful too. A couple feet with a rounded curb may not inconvenience many vehicles.

On the Rail Trail: On Alta Vista and Cordova the trail comes to the curb and then curves to the ADA ramp. The ADA ramps should align with trail, not curve around to it. Also the ADA ramp should be 10' to match the trail.

Please keep medians on Alta Vista narrow because there are bike lanes that will be impacted.

-Good comments. A reduced bike lane may be necessary. The road is plenty wide for two travel lanes, an 8 ft. median and bike lanes.

Eliminating the nose on the Alta Vista east side would allow bikes to take a left.

- The nose provides protection for pedestrians at the median refuge. Bikes should slow down at this intersection.

Please don't think about the bike lanes as a left turn lane onto the Rail Trail. We can narrow the medians to have a through bike lane.

- I would disagree with you. There are satisfactory bike lanes in this neck down area. It is desirable to have bike traffic slow down in this area. The nose on the median helps to protect pedestrians. The median could be narrowed down a little bit but I don't know if we need dedicated wide bike lanes in this narrow area. Keep in mind that the gates go down and that makes it a very atypical intersection.

Please put a crosswalk crossing on the trail at the alignment with the ramp.

-Good comment. NMDOT would also like that. Rumble strips at the trail near the station can also help slow bike traffic.

Would there be a bike lane along Monterey Drive in order to connect to the Acequia trail?

-Directional signage will provide some help/direction. Baca is a good intersection for crossing. Wayfinding to this location will be considered.

There is an 8' easement around the school to the northeast that could be used for a connecting trail.

-This is school property and not in the scope of the project.

There is not any sidewalk plans on the east side of Pen Road?

-This is not part of the scope of the project. It would likely be developed as blocks are revitalized. The Rail Trail is a multi-use ped/bike path.

Is there an approximate schedule set up?

-Design is scheduled to be done within 6-8 weeks. Then ADA and historic needs to approve. There are additional constraints with rail approval so we are looking at construction begin at the end of 2015. The project will be bid out.

Is this bond money?

-It is 2012 bond money

A sign near the small easement will be helpful for directing people around from a potential underpass. There needs to be a discussion about access to the Acequia Trail from Baca Street.

Crossing at Baca is very scary and much more narrow than Alta Vista.

-Keep in mind that you are entitled to the center of the lane. Baca is a shared use roadway.

I am glad you are going to beautify that section along Pen Road. My concern is the homeless people in the area. And I am not sure if that would encourage or discourage them.

-I am not sure if the project would increase or decrease homelessness in the area.

Will there be any waste receptacles?

-There could be opportunities for signage and receptacles in strategic locations. There could also be opportunities for the public to adopt a median. This is a good opportunity for neighbors.

Right now there are Coates Trees trucks parked along Pen Road, front in. Is this Coates property?

-That area is not Coates, it is Rail Bureau property. They will not be able to park all over the place. Curb and gutter will define edge for parallel parking.

I am concerned about arrival on the Rail Trail at Alta Vista headed north. People can be a conflict as drivers turn right from the State parking lot. Maybe you can neck down the exit. It is an area that could be a conflict for trail users.

Will it still be a legal to turn left onto Pen Road from Cordova.

-Yes

SUGGESTIONS FROM COMMENT BOX

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

1. Future consideration - widen sidewalk south of Alta Vista between State parking lot and RR. Lots of pedestrian and bikes access Rail Trail + Rail Runner through this short, narrow route. Thanks.

SUGGESTIONS FROM EMAILS

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

1. email 05/21/2015

Thank you for including me on these meeting notifications and receiving my input. Unfortunately these public meetings seem to be my only chance to provide any input on trail and road projects, even though the project concepts are the result of being scoped by myself in order to be included in the Metropolitan Bicycle Master Plan. As someone who has worked in this specific field full-time for a dozen years and is under contract with the city to provide this kind of assistance, I am very frustrated with trying to provide any significant level of input in the very limited context of a public meeting for a project that has already been designed.

I would be very happy to be involved earlier on any of these projects. It is not very useful to wait until a near final design is in place before even having a look, and it certainly precludes any kind of creative conversation that could help steer projects before they go too far astray, and especially before commitments are made with partners that compromise the original intent of the projects and thus the quality of the designs that are being produced.

An example is the current Rail Trail project. I would like to have had a creative conversation about how to have bike lanes on roads that need them (Alta Vista St.) and how to facilitate left turns by bicyclists onto the Rail Trail, while still providing protected crosswalks where trails meet roads. What happened on Tuesday was not a conversation but simply the defense of a design.

Nor am I very pleased with the prospect that the City will use trail money to rebuild S Capital Station ramps in order to shoe-horn the Rail Trail against the S Capital complex driveway. This was not a conversation that we could have on Tuesday: Did you know that when the train station was built, these ramps had been re-designed specifically in order to accommodate the Rail Trail "some day"? This was a request from me, as NMDOT's BPE Coordinator, and the result was wider, better ramps for train users. Now, the prospective conflicts between trail traffic (bicyclists and pedestrians) and train users (bicyclists and pedestrians) are over-stated and under-studied. There are far better ways to deal with these conflicts, such as providing a staircase in line with the crosswalk, to handle 90+% of pedestrian traffic with minimized conflicts with trail users, while still meeting ADA via the existing ramps. Using trail funds to rebuild these ramps back into something resembling the originally designed, inferior, narrower ramps, is bad for train users as well as trail users, and especially for those that are using both the trail and the train.

Tim Rogers *Trails Program Manager Santa Fe Conservation Trust*

END OF NOTES

SANTA FE RAIL TRAIL CONNECTIONS PUBLIC INPUT MEETING

May 19, 2015

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?
Deb Olson	198 Navajo Dr.	deborah@smail	Resident	SIGN	YES
Peter Olson	198 Navajo Dr	Peter22@gmail	"	"	"
Melissa McQuinn		melissa			
Chris Pitzer		CPitzer@ES&R.com	CITE		
Bill Johnson	121 Arroyo Verde (road)	wjohnson@kelly@qualcomm	S&ES	Tim Rogers	✓
KEVIN AWANTS	1041 PEN ROAD	AWANTS@AWANTSDESIGNS.COM	LOCAL		X
Tim Greer	917 Monte Rey				
Chandler Rhinehart	1410 Santa Rosa Dr.	chandler@rhinehartfamily.com		Barbara Powers	
Akya Hansen	2008 KIVA Rd	akya@akya.com		WPC	
Joel Wilson	18115 Escalante Ct	joelwilson@mac.com	DES		
John Pittenger	408 Estrella Court	sfm408@gmail.com	Resident	Sign on mail	✓
Karen Yori	408 Estrella Court	jittinsf@gmail.com	Resident	sign on mail	✓
Tim Rogers	411 Carter Pl.	trimg@sfct.org	S.F.C.T.	e-mail	✓
Brie Caven	10 Bay Hill, Santa Fe 87504	william.caven@smc.com	UMDOT	Design office	
Susan Olmori	1098 1/2 S. St. Francis	olmori@cybermen.com	Casa-business	e-mail + mail	✓
Cecily Nielsen	1061 1/2 Tan Road				
Barbara Fix	610 Alicia St. 87505	barfix@earthlink.net	Resident	email	
EMILY POWELL	1421 MONTEREY DRIVE	emilypowell@comcast.net	RESIDENT	EMAIL/INFLUENCERS	✓
Karen McQuinn	"	place@karenm.com	RESIDENT	sign on mail	✓
KERIN BRENNAN		highdesert@k.com	Resident	Twitter	✓
Jane Albrecht		JEJTBW@hotmail.com	Resident (SAC)		
EMMY Koponen	1212 Maclovias St	emmykoponen@gmail.com	Resident	email	✓

ACEQUIA TRAIL CONNECTION: LA CIENEGUITA RD - HARRISON RD LINK

Meeting Summary

Public Involvement Meeting - Thursday, May 28, 2015

Purpose

A Public Involvement Meeting for the Acequia Trail Connection: La Cieneguita Rd to Harrison Rd Link was held on Thursday May 28, 2015. The meeting outlined the proposed trail alignment to the public and served as a venue to collect public input prior to final design and construction. The trail link consists of a ca. 200 lf trail segment on an existing easement between La Cieneguita Road and Harrison Road. Project boards with basic project information (Context Map w/ City urban trails, and a Site Plan – Proposed) were on display during the meeting. A public question and answer session followed a brief informal project introduction by the City's Project Manager.

Meeting Summary

The public involvement meeting for the Acequia Trail link was held at the Barn at Frenchy's Field on Thursday, May 28, 2015 between 5:30 and 6:30 pm. There were 20 individuals signed in, with an estimated 24 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).

The meeting was organized as an open house (ca. 10 minutes) followed by a presentation (ca. 20 minutes), and question and answer session (ca. 30 minutes).

Leroy Pacheco briefly introduced members of the design team (Radian Engineering, design office) and provided an overview of the project's history, design parameters, and the overall objective of connectivity with the existing trails system. The project purpose is to complete a missing link as identified in the 2012 Bicycle Master Plan to improve overall urban trail system connectivity and connect an isolated piece of the Acequia Trail. The intention is to install a multi-use urban trail between the two streets with ADA curb ramps. The trail will be an 8 foot wide concrete trail within the utility right-of-way on the south side of the Acequia Madre along the existing berm. The La Cieneguita link of the Acequia Trail will include pedestrian handrails and limited landscaping. Construction for the new trail link is estimated to commence this fall. As part of a separate project the City is looking at a trail connection to Maez Road and existing trail sections further east of the La Cieneguita neighborhood.

Public Comments Summary

Public comments were collected through written comment forms, emails, and by documenting the question and answer session at the public meeting. Overall, meeting attendees responded positively to the trail connection improvements and the proposed alignment.

Primary concerns of meeting attendees included issues related to vagrants using the trail to access the park and the lack of connection to the Acequia Trail on the east side of the park. Suggestions from the public included access mitigation and improving trail linkages on the east and west sides of the La Cieneguita neighborhood.

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

- questions / comments on whether or not the ponds or acequia would be disturbed.
- comments on the abundance of homeless persons and drug dealers/crime nearby that could get better access to the neighborhood.
- questions / comments about the plans for the larger Acequia Trail network beyond the immediate project site.
- questions about trail details and safety along its edges and at the trail intersection with roads.

Meeting Advertisement

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

15 days in advance:

Email: to Santa Fe City Council, Santa Fe MPO staff, BTAC members, SF Pedestrian Master Plan working group members, interested individuals, Santa Fe Civic Housing (La Cieneguita) and neighborhood associations (city wide)

Postcards: to property owners within 300' of project boundaries, neighborhood associations within 300' of project boundary

14 days in advance:

Posters: (1) 4'x5' City of Santa Fe Notification Board at Harrison Rd. at the utility + access easement.
(1) 4'x5' City of Santa Fe Notification Board at La Cieneguita Rd. at the utility + access easement.

One week in advance:

Email: to Santa Fe City Council, Santa Fe MPO staff, BTAC members, SF Pedestrian Master Plan working group members, Acequia Madre Mayordomo, interested individuals, Santa Fe Civic Housing (La Cieneguita) and neighborhood associations (city wide)

One day in advance:

Email: to Santa Fe City Council, Santa Fe MPO staff, BTAC members, SF Pedestrian Master Plan working group members, Acequia Madre Mayordomo, interested individuals, Santa Fe Civic Housing (La Cieneguita) 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 5/28/2015)
- Email correspondence (collected until 5/29/2015)

QUESTION + ANSWER SESSION RECORD (FROM PUBLIC MEETING: May 28, 2015)

During the presentation there were concerns safety at the intersection, both pedestrian and vehicular. Members of the audience also expressed concerns about how the trail would invite non-residents (such as vagrants) into the neighborhood.

The regular text is a record of comments and questions from the public. Italicized text is a record of responses from the design team. The record is summarized, not transcribed verbatim.

Questions and Answer Session

What is average width of trails?

- Typically trails are 10' but due to constraints this will be an 8' trail. This is partially due to the existing berm being about 8' wide.

Will the pond change at all?

- No, we don't want to change the drainage of the pond, the ponds functions fine and we don't want to change the system. We do want to make the trail safe, accessible and beautiful so there may be some landscaping.

The fencing is falling down in this area and I call the City. The area needs to be secure. There are homeless in the area. There are known drug dealers in the area. I am concerned about easier access to the area.

- We are still working on the fencing look and exact locations. On the north side there is plenty of room. We also want to keep people out of ponding area. We want to put fencing where appropriate but not too close to the trail. Fencing can help to make it easier for people to hide so access mitigation is a balance.

There is a lot of crime in that area, I am concerned about access.

- Part of project is to clean up the corridor. There will be less places to hide with more pedestrian traffic in the area.

For your information, the water in the acequia at the highest is 2"-4" when it is running. A buffer between the acequia and trail would be preferred.

People drive really fast through there. It could be dangerous for bikers. I am concerned about bikes shooting out into traffic.

- There will be stop signs at the trail. There are limited amount of sidewalks in area too that pose a challenge.

Are you opening up Maez Road to the park? Are you taking the trail through the park?

- This project is just an extension between Harrison and La Cieneguita.

Eventually will you connect Maez to La Cieneguita?

- At this point it is a conceptual idea but the right-of-way connection needs to be worked out.

There is a La Cieneguita Homeowners Association covenant that calls for La Cieneguita to be inaccessible/closed off to Maez Rd. How would that work? The residents made them close off the park to Maez Rd. in that area.

- The longterm vision is to have a long trail that connects to downtown. That part of a future project would be looked at individually. It is part of the Bicycle Master Plan. There is a trails master plan for non-motorized traffic. It includes Rail Trail, Acequia, River Trail, etc. that is part of a bigger vision. It would be nice to find a solution to this in the future.

I live on Harrison just north of trail. I would use the trail. It would be nice to not have to go over the fence. It would be great to follow the trail into town. There is a fence near Otowi Dr., with utility easement that we used to be able to go through.

Some of the homeowners in that section didn't want trails in that area so a fence may have been put in.

- People seem to realize the benefit of trails and if we work with easements and right of way, people tend to see the value.

Seems like that connection between Casa Alegre is really important but it would be nice to address social problems. We want traffic in that area to reduce homelessness etc. But at this point it wouldn't be part of bigger area.

It would be nice to connect to Industrial Rd along the acequia madre. A larger connection is a huge benefit. The vacant City yards to the south could connect through to Henry Lynch Rd. Seems like for future planning, it could include this area. Connecting to the larger area is important. *- A large public process may have vetted some of these ideas in the master plan. At this point we are looking at specific projects. The MPO and planning department looked at the larger route context in the past.*

I was on the committee and it seemed like the area west of Harrison wasn't looked at.

This smaller project was very important to Tim in the Bicycle Master Plan because these small connections provide access to roads like Rufina which is a very friendly road as a bike route. The Bike Master Plan is on line if you want to look at it.

It seems with growth in the Siler Rd. area, ideas of greater connection is very important to reducing unwanted loiterers and crime in the area.

What is the point of making this small connection if you don't do the east connection?

- Connecting to the south and cross routes to other systems is important too. This project helps connect trail to trail and to other bikeways. The bigger picture is not stopping the momentum and building what you can. It is a small piece of the puzzle but it is an important piece. Connections in other directions are important. Small pieces at a time are important.

People use Harrison Rd. I don't think people will use the trail.

- We have discovered that when more connections are built within an area, such as the Acequia Trail near Osage, that people within the neighborhood use it more and they find that it is easier to connect to larger system. It's a step.

Are you doing any lighting near the pond?

- We will look at lighting. Street lights may be appropriate. There will be a pedestrian rail along each side of the trail for safety.

Will it be striped?

- Generally the trail systems are not striped. Otowi is striped. This area is very straight. If there is a reason to stripe this section as we go along we can look at it.

At the berm is there a fence?

- There will be a pedestrian pipe rail on the trail's edge. We hope to make it an attractive space.

Are you going to beautify the park?

- Not as a part of this project. But I believe there are upgrades planned for the future.

Will there be bollards? I find them dangerous.

- Not necessarily. Since it is 8' trail, as long as a vehicle can't get through it would work.

Small insets can be dangerous when bollards are removed.

- We will follow national standards for bollard use on trails and consider them only if needed.

I would like to encourage you to make that connection to Maez Rd.

- It would be easier if there were an easement. It will be looked at in the future.

There is a culvert from Maez Rd. into the acequia. It is open at the park in the acequia. There may be room on the south side.

We are having problems in the park with drugs and homeless. People come down La Cieneguita from Cerrillos. I saw two people today. We've had a lot of problems in the park and we've had a poor response from the City. We have trouble with infrastructure, such as speed bumps that may need to be removed for fire access. I understand that you want to have a good trail system. I use the system. I don't see this little piece making much of a difference, for me. I think Maez Rd. connection would provide more of an access of unwanted individuals. We've had to control the situation ourselves.

- 10 years ago the Rail Trail and the Rail Station had some of the worst homeless problems. You put the trail in and people move. Now there is less of a problem.

One of the last trails I worked on was Acequia trail behind the School for the Deaf. It was overgrown and there were loiterers. People were hesitant. Now it is more open, more people, and there is now less of a problem. It is hard for neighbors to adjust sometimes. But we have found that neighbors love it and your initial skepticism is understood. Although the value isn't readily understood, the larger connections will help.

Behind the Indian School there were encampments, a village in Ashbaugh Park. Once the trail has come in they have gone away. They don't want to be around the trail.

The homeless shelter is just down the street. They come down Harrison Rd. to the park.
- We have a homeless problem is Santa Fe. There was a homeless shelter near Indian School too.

It is different when you live near it.

I am a senior planner for the City, Judy Montoya is a new community relations officer. And I am happy to organize a meeting because it is a larger problem than just a small trail connection. We can organize a meeting with Police, the shelter, etc. I can give my contact information after the meeting.

Thank you for any extension with the Acequia Trail. I live near Siler and it is dangerous to bike so any improvement is welcomed. There are shady areas but trails help. Southern exposure trails are great because then the trails thaw from ice in the winter. Locate the trail on the north side of the acequia, if possible.

We have 2 State Police that live in the area. If they are not responding please call the neighborhood office because it is part of their responsibility. Call the Housing Authority. I am (Amy Martinez) happy to give you my contact information.

SUGGESTIONS FROM COMMENT BOX

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

1. none

SUGGESTIONS FROM EMAILS

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

1. Hi, I'm William Mee of the Traditional Historic Community of Agua Fria Village and President of the Agua Fria Village Association and Acequia Agua Fria. I see no real objections to the proposed trail. In Agua Fria, we are very supportive of both our Santa Fe River Trail and Greenway proposed by Santa Fe County. A new element has arisen and that is of Eco-Tourism and how people in our area might take advantage of those business opportunities: bike shop, snack & drink stand, historical tours, exposure of trailside businesses and arts & crafts, etc. (Colleen Baker of SF County Open Space and Trails commissioned a dissertation of this). We also think that the trails can become a part of our neighborhood watch strategy. One thing to be aware of is the possible interference with the acequia system and operations (? don't know what that would be; maybe kids damming up the acequia, littering, etc.?). But maybe it can forge a partnership between the recreational users and the Acequia Association which often has a dwindling acequia cleaning crew. More timely eyes on flood damage, invasive tree growth, and vandalism; can only seem to be a positive.

Perhaps you can also involve Phil Bove the Mayordomo of the Upper Canyon acequia and President of the Santa Fe River Regional Acequia Association. Rick Martinez, of the Santa Fe Neighborhood Network, can maybe contact him (CC above). Thanks.

2. Leroy,
Good meeting.

I have attached a marked drawing showing extending the arched 36" culvert (29"X42") to approx. sta. 10+48 to reduce conflict with the trail and to remove the dog-leg turn that exists today. This would put hard structure over a small portion of the existing sanitary sewer line (approximately 10 feet). As I noted to you that the plan sheet 2-2 calls for replacing the existing culverts with 2 - 36" dia. culverts. Only one culvert is required as was originally designed on both the Harrison Road paving drawings and the Maes Road storm water drawings.

The existing access gates to the acequia and the ponds on La Cienegitas need to be replaced with sturdier material. A fence e/w a manway gate might be helpful in limiting access to the acequia and on through to the ponds at the Harrison road end. The ponds are still a concern since they don't percolate well even with the grated drains to the storm drain since the grates can become clogged with debris. The City fenced the ponds early on when it was discovered that they didn't percolate well.

Please let me know if you would like to discuss this in more detail.

Thanks,
Phil
Phillip J. Bové, Commissioner
Acequia Madre de Santa Fe

END OF NOTES



March 5, 2015

TO: Renee Martinez
IT Director
City of Santa Fe
505.955.5580

rjmartinez@ci.santa-fe.nm.us

RE: Security Camera Surveillance System / PSA #13-0283 / PO#1314476-000-OP

The following "Park Sites" have been reviewed by city staff and have been recommended to proceed to finalization of this project. Once Chavez Security Inc. (CSI) gets your authorization the project should move quickly. *Please note: The following photos do not depict the exact positioning of each camera.*

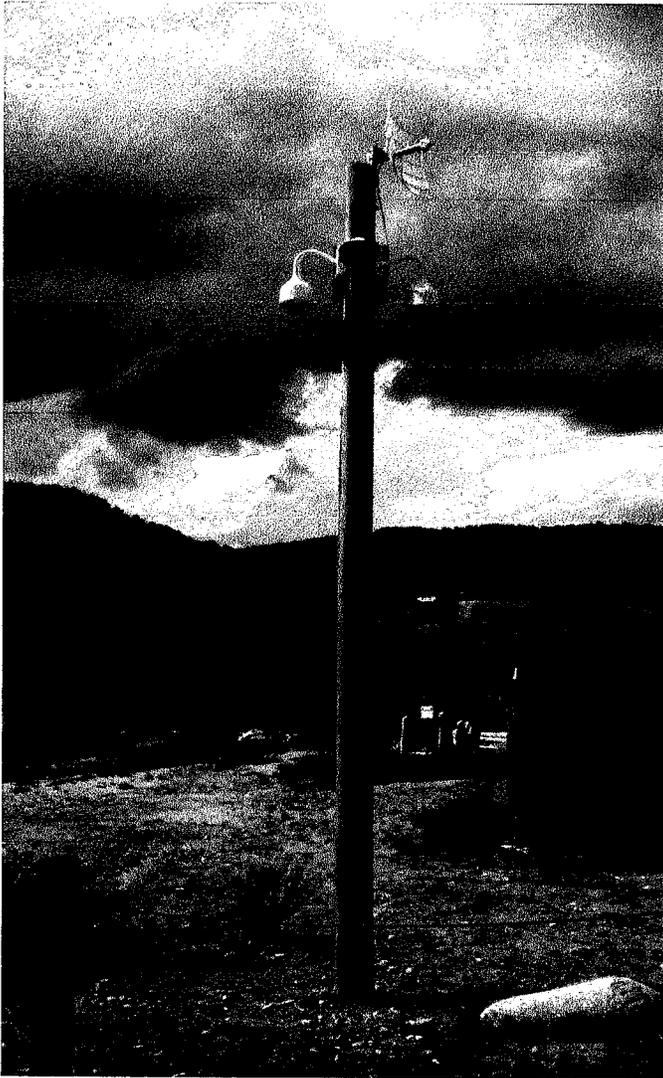
Site #1 Sierra Del Norte (Dale Ball).

It has been suggested by the Governing Body that this site be the number one priority. This area is very remote and has no lighting other than the pole in the background, no power, and no network connectivity. City staff is in the process of providing power and retention of historical data will be retained locally.



This site is very similar to that of its sister site Dale Bale (Canyon Road) which is completed and fully functional. When installed, it will look similar to this.

View of installation



View of camera image of entrance



View of camera image of parking area



CSI Shall Provide:

(2) Outdoor Cameras as per spec

(2) Pendants

(1) Pole with mountings

(1) CSI Box which shall contain all equipment for historical data retention

All Electrical work once power is available

Site #2

CATHEDRAL PARK



CSI Shall Provide:

(2) Outdoor Cameras as per spec

(2) Pendants

(1) CSI Box which shall contain all equipment for historical data retention

(2) Ubiquity Nano m-5

All Electrical work

Note: All exposed equipment will be in the color as per required by the Historical District.

Site #3

W. DEVARGAS PARK



CSI Shall Provide:

(3) Outdoor Cameras as per spec

(2) Pendants

(1) CSI Box which shall contain all equipment for historical data retention

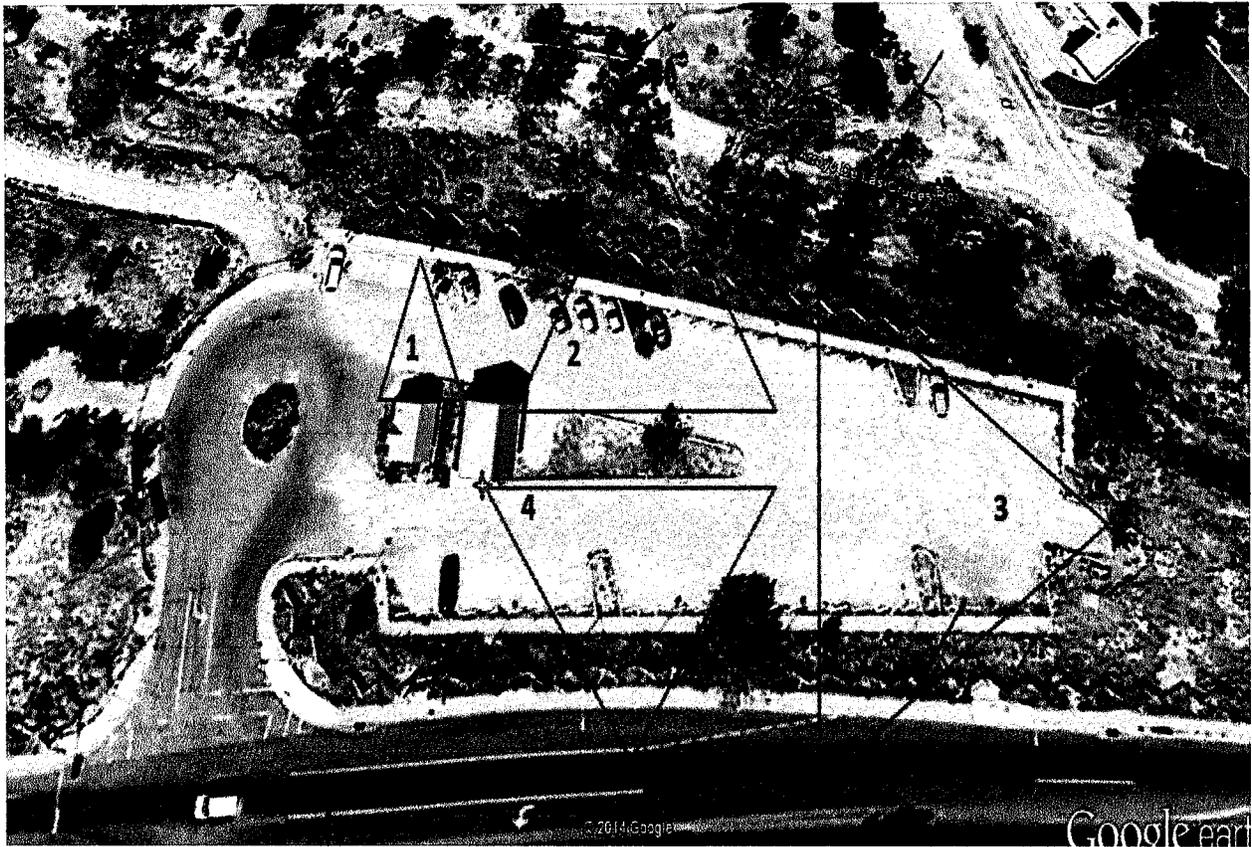
(2) Ubiquity Nano m-5

All Electrical work

Note: All exposed equipment will be in the color as per required by the Historical District.

Site #4

FRENCHY'S PARK



CSI Shall Provide:

(4) Outdoor Cameras as per spec

(2) Pendants

(1) Pole with mountings

(1) CSI Box which shall contain all equipment for historical data retention

(2) Ubiquity Nano m-5

All Electrical work

Site #5

MRC



CSI Shall Provide:

(3) Outdoor Cameras/1.3 CSI-HIK

(2) Pendants

(1) In-door Camera

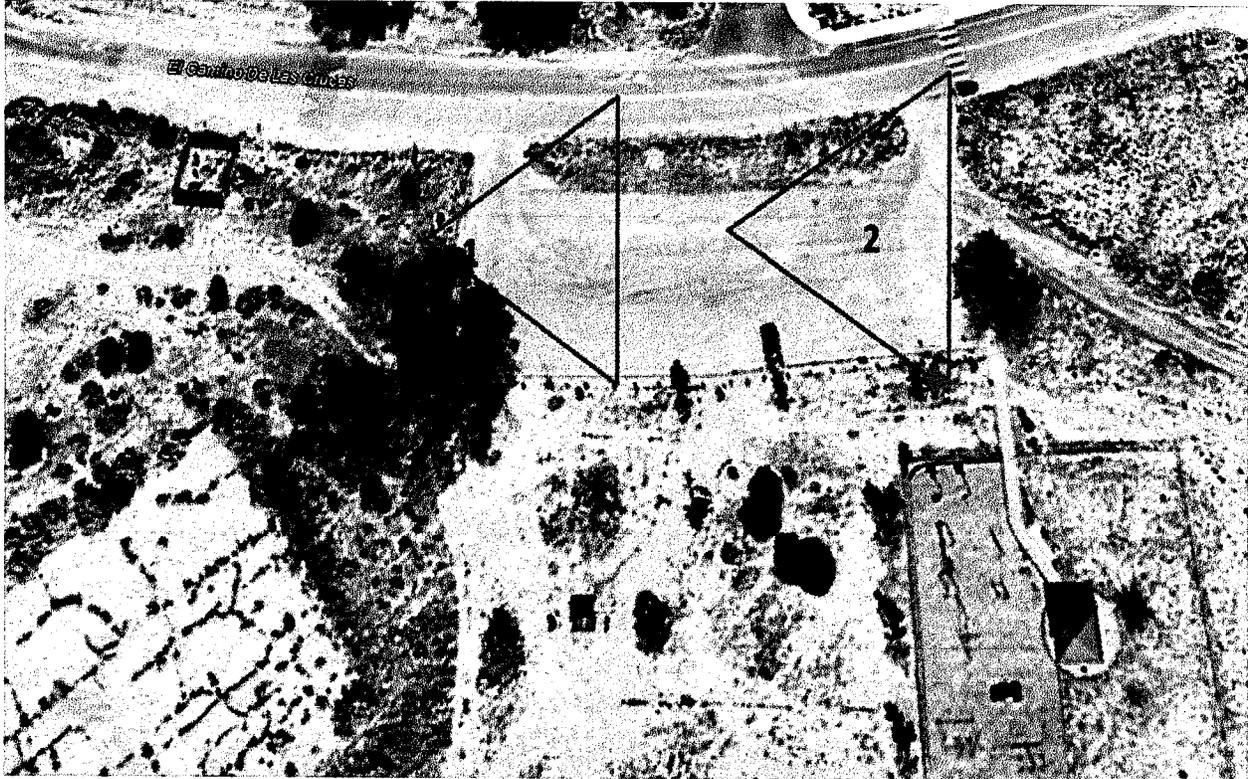
(1) CSI Box which shall contain all equipment for historical data retention

(2) Ubiquiti Nano M-5 + (2) Mounting Poles

All Electrical work

Site #6

ORTIZ PARK



CSI Shall Provide:

- (2) Outdoor Cameras as per spec**
 - (1) Pole with mountings**
 - (1) CSI Box which shall contain all equipment for historical data retention**
- All Electrical work once power is available**

SUMMARY OF BUDGET:

- 1. Equipment/Software "Solutions for Central Site" \$122,833.50 PAID**
- 2. Security camera surveillance system PARKING SITES \$ 52,820.93 PAID**
- 3. Security camera surveillance system PARK SITES \$ 43,909.16 PAID**

4. *The available funding for this project is \$35,965.66 and the approximate cost for the above 6 sites is approximately \$35,865.66.*

Peso Chavez Peso Chavez-Owner/President
1925 Aspen Dr. Suite 703
Santa Fe, NM 87505
505.988.2663 W | 505.670.0999 C peso@chavezsecurity.com

1 Acequia Madre Trail and the completed segments of the River Trail and Rail Trail for bicycle and
2 pedestrian transportation and recreation; and

3 **WHEREAS**, many existing streets are currently used as bicycle routes and further on-
4 street improvements can be made to provide safe accommodation of bicycles by applying road
5 design standards which meet the intent of the “Complete Streets” concepts; and

6 **WHEREAS**, many miles of bicycle trails remain to be completed, including: the stretch
7 of the River Trail from Camino Alire to Frenchy's Field and from St. Francis Drive into
8 downtown to Camino Cabra; the Acequia Madre Trail; the Rail Trail from Alta Vista Street to
9 Alarid Street; and the extension of the trails to the Santa Fe Community College; and others; and

10 **WHEREAS**, in 2005, the Governing Body adopted a resolution to explore the creation of
11 a “Santa Fe Walks” program to promote walking in Santa Fe; and

12 **WHEREAS**, in 2009, the Governing Body adopted a resolution supporting the federal
13 “Safe Routes to Schools” program by working with the Santa Fe public school district to identify
14 and provide necessary safety improvements to access public schools; and

15 **WHEREAS**, the Santa Fe Metropolitan Planning Organization, of which the Governing
16 Body is a member, produced in cooperation with the City and County a “Santa Fe Bikeways and
17 Trails” Map identifying both on and off road bicycle routes; and

18 **WHEREAS**, the Santa Fe Metropolitan Planning Organization, of which the Governing
19 Body is a member, in its 2010-2012 Unified Planning Work Program will undertake planning
20 tasks to develop a Bikeways Master Plan, a Pedestrian Master Plan and a formalized Safe Routes
21 to School Program for the MPO Planning Area; and

22 **WHEREAS**, the livability of and sustainability of Santa Fe will be greatly enhanced with
23 the completion of pedestrian and bicycle trails and related improvements; and

24 **WHEREAS**, Resolution 1984-56 (Articles 1 and 2) requires that all committees, task
25 forces and adhoc committees be created by resolution.

1 recommendations from the City Council to be made to the Mayor, and who will appoint the
2 committee with a balance of recreational, commuter, biking, pedestrian, youth and neighborhood
3 groups users with Council approval. The chair may appoint subcommittees, as needed, to study
4 in-depth the responsibilities assigned to the Committee and to present such information to the
5 Committee. The subcommittees shall be made up of no more than four members of the
6 Committee and three interested members of the public. The subcommittees shall engage solely in
7 investigating and assembling facts for the Committee, shall only be advisory in nature and shall
8 not formulate public policy on behalf of the Committee.

9 Section 6. TERMS: Beginning with the adoption of this resolution, four of the
10 members shall be appointed for one year terms and five shall be appointed for two year terms.
11 Subsequent terms shall be for two years to maintain staggering of terms. There is no limitation to
12 reappointment. The members shall serve at the pleasure of the Governing Body and may be
13 removed at any time with or without cause.

14 Section 7. VACANCIES: Vacancies shall be filled in the same manner as initial
15 appointments and shall be for the remainder of the term. Vacancies shall be filled as to maintain
16 the balance of interest group representation.

17 Section 8. MEETINGS: A quorum shall be at least five members. The
18 Committee shall also conduct all meetings in accordance with adopted City policies and
19 procedures and shall use *Robert's Rules of Order* in conducting its meetings. They shall meet
20 monthly.

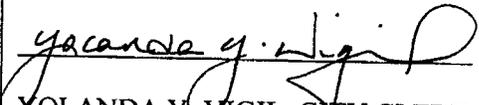
21 PASSED, APPROVED, and ADOPTED this 11th day of August, 2010.

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23 

24 DAVID COSS, MAYOR

1 ATTEST:

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4 YOLANDA Y. VIGIL, CITY CLERK

5 APPROVED AS TO FORM:

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8 GENO ZAMORA, CITY ATTORNEY

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