



# City of Santa Fe, New Mexico

# memo

DATE: July 21, 2014

TO: Public Works Committee

VIA:   
Isaac J. Pino, P.E. – Public Works Department Director

FROM: Eric Martinez, P.E. – Roadway & Trails Engineering Division Director 

## **ITEM & ISSUE:**

**CIP NO. 460C – SANTA FE RIVER TRAIL CROSSING AT ST. FRANCIS DR./W. ALAMEDA ST.**

- 1. PRESENTATION OF THE PROJECT STUDY REPORT**
- 2. REQUEST FOR APPROVAL OF A RESOLUTION AUTHORIZING AN AMENDMENT TO THE 2012 GENERAL OBLIGATION (GO) BOND PARKS & TRAILS IMPLEMENTATION PLAN TO REALLOCATE 2 MILLION DOLLARS CURRENTLY DESIGNATED FOR THE RIVER TRAIL UNDERPASS AT ST. FRANCIS/WEST ALAMEDA, LESS CERTAIN COSTS ALREADY INCURRED, TO BIKE-PEDESTRIAN TRAILS AND RELATED SAFETY AND INFRASTRUCTURE PROJECTS**

## **BACKGROUND & SUMMARY:**

Attached for your information are the presentation slides summarizing the project study report. A full copy of the final draft of the report entitled, *CIP #460C Santa Fe River Trail Crossing at St. Francis Drive/West Alameda Street Underpass Evaluation*, is also attached for your review. Finalization of the report is pending Governing Body action of the subject resolution that would reallocate remaining project funds if approved.

On July 16, 2014, the Bicycle and Trails Advisory Committee (BTAC) recommended the attached list of projects proposed to receive funds from the subject reallocation.

## **RECOMMENDED ACTION:**

Request for direction.

Attachments: Presentation Slides  
Project Report  
BTAC List of Projects for Reallocation - Recommended July 16, 2014  
Resolution Information

- Action Sheets
- Legislative Summary
- Resolution
- FIR
- Exhibit A of Resolution No. 2011-68

## SANTA FE RIVER TRAIL CROSSING UNDERPASS EVALUATION PROJECT JULY 7, 2014



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## PRESENTATION OVERVIEW

- Background Information
- Project Objectives
- Public Involvement
- Alternatives Considered
- Report Recommendations



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## PLANNING HISTORY

- ❑ *Santa Fe River Corridor Master Plan (1995)*
- ❑ *Initial Evaluation of Alternatives Report (2004)*
- ❑ *City Council Resolutions 2011-68 and 69*
  - Parks and Trails Bonds approved by voters in 2012 included \$2M for an underpass
- ❑ *Santa Fe Metropolitan Bicycle Master Plan (2012)*
- ❑ *Part of 2015–2019 Infrastructure Capital Improvement Plan (ICIP)*
- ❑ *Current Phase I Study*



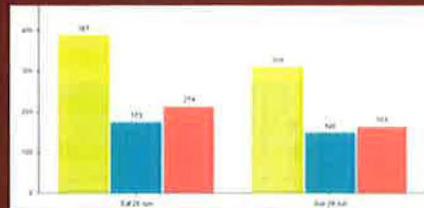
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## EXISTING CONDITIONS

- ❑ **Traffic Volumes**
  - St Francis Drive – 55,000 vpd
- ❑ **Accident Data (2004-2011)**
  - 2 pedestrian involved crashes
  - 1 bicycle involved crash
- ❑ **Trail Usage (June 2014)**
  - **Green** (total users)
  - **Blue** (westbound)
  - **Red** (eastbound)



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## EXISTING CONDITIONS

- Other investigations
  - Preliminary right-of-way analysis
  - Cultural Resource Survey
  - Biological investigation
  - Subsurface utility engineering
  - Hazardous materials
  - Drainage analysis



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## PROJECT OBJECTIVES

- Study Objectives
  - Identify preferred underpass alternative
- Underpass Objectives
  - Continue implementation of overall Santa Fe River Trail Plan
  - Enhance mobility by providing a continuous, unimpeded link
  - Improve crossing safety for Santa Fe River Trail users



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## SIMILAR PROJECTS IN SANTA FE

- The City has developed grade-separated crossings at other key locations:

- Acequia Trail Crossing near St. Francis Dr./Cerrillos Rd.
- Gail Ryba Underpass under St. Francis Dr. near Zia Rd.
- Arroyo Chamiso Trail underpass at Rodeo Rd.



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## PUBLIC MEETING

- Public Meeting held in January 2014 to reintroduce the project
- Over 50 people estimated in attendance (44 signed in)
- Received 30 comments both written and verbal
  - General support for improvements
  - Concerns about the prioritization of the project relative to other proposed projects



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## ALTERNATIVES ANALYSIS

- Two underpass concepts were evaluated:
  1. North Underpass
  2. Bridge Structure



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## NORTH UNDERPASS OPTION

- North of the existing drainage culvert
- Includes ramps and trail connections
- Reconstruction of the south side of the intersection
- Underpass sized to provide a feeling of openness and provide visibility
  - 16 to 20 feet wide minimum
  - 10 feet vertical clearance minimum



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## NORTH UNDERPASS OPTION

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## BRIDGE STRUCTURE OPTION

- ❑ Replaces the existing drainage culverts
- ❑ One or more large openings/spans
- ❑ Includes ramp and trail connections
- ❑ Requires work in the river channel

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## BRIDGE STRUCTURE OPTION

The slide features an aerial map of the Santa Fe River area. A blue rectangle on the map indicates the location of the 'Proposed Bridge' over the river. A red line indicates the 'Proposed Trail' crossing the river. Labels on the map include 'W. Alameda St.', 'Santa Fe River', and 'St. Francis Dr.'. A legend in the top right corner identifies the blue rectangle as 'Proposed Bridge' and the red line as 'Proposed Trail'. Below the map is a cross-section diagram of the bridge structure, showing a wide, flat deck supported by two yellow trapezoidal piers. Two small human figures are shown on the bridge deck for scale. The bottom of the slide contains the City of Santa Fe logo, the text 'Santa Fe River Trail Crossing', and the 'design office' logo.

## ALTERNATIVES ANALYSIS

- Key Similarities
  - Both alternatives improve mobility and safety for the River Trail
  - Both alternatives would be challenging to construct due to narrow right-of-way and high traffic volumes

The bottom of the slide contains the City of Santa Fe logo, the text 'Santa Fe River Trail Crossing', and the 'design office' logo.

## ALTERNATIVES ANALYSIS

### □ Key Differences

- Construction cost estimates \*
  - North Underpass \$2,500,000
  - Bridge Structure \$3,700,000
- Bridge Structure would have greater impacts to the river channel and riparian areas along the banks

\* Costs include NMGRT and a 20% contingency



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## REPORT RECOMMENDATIONS

- The North Underpass Alternative is recommended for design
  - Improves trail mobility and safety
  - Less maintenance than a bridge
  - Lower construction cost than a bridge
  - Less environmental impact to the river than a bridge



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## REPORT RECOMMENDATIONS

- Other considerations
  - Interim improvements to the existing at-grade crossing could be made
    - Conceptual cost estimate of \$400,000 includes NMGR, 20% contingencies, and design costs



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## COMMENTS AND QUESTIONS

Thank You!



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**CITY OF SANTA FE  
PUBLIC WORKS DEPARTMENT**

**CIP #460C  
SANTA FE RIVER TRAIL CROSSING  
AT ST. FRANCIS DRIVE/WEST ALAMEDA STREET  
UNDERPASS EVALUATION**

*FINAL DRAFT, PENDING GOVERNING BODY ACTION ON  
RESOLUTION TO REALLOCATE PROJECT FUNDS*

Prepared For Public Works Committee Consideration on July 28, 2014



Prepared By:

**PARSONS  
BRINCKERHOFF**

July 18, 2014



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- Appendix B: January 16, 2014 Public Meeting Summary
- Appendix C: Conceptual Construction Cost Estimates
- Appendix D: North Underpass Alternative Conceptual Layout



## 1. INTRODUCTION

The proposed new crossing of St. Francis Drive for the Santa Fe River Trail is located in the vicinity of the intersection of St. Francis Drive and West Alameda Street (see **Figure 1**). In 1995, the *Santa Fe River Corridor Master Plan* (1995) evaluated and made recommendations for the overall River Trail corridor. The *Master Plan* recommended further study of an underpass at this location. The *Master Plan* was followed by an *Initial Evaluation of Alternatives Report* (2004) that focused on the trail crossing at St. Francis Drive. That report investigated the feasibility, cost, and design concepts for a range of at-grade, overpass and underpass design concepts. In 2012 the Santa Fe City Council passed a Resolution that called for an underpass as the preferred approach. Subsequently, a general obligation bond was passed by voters that identified two million dollars of funding to evaluate, design, and implement a trail underpass of St. Francis Drive. An underpass facility was included as a Phase B priority project in the *Santa Fe Metropolitan Bicycle Master Plan*, adopted in 2012. The project is also included in the Santa Fe Metropolitan Planning Organization's (MPO) Transportation Improvement Program.

This study provides an overview of the primary issues associated with the Santa Fe River Trail crossing and other factors pertaining to why this crossing is proposed for improvement. It serves to identify the existing conditions associated with the current trail crossing.

Underpass alternatives are evaluated and recommendations are made generally following the New Mexico Department of Transportation's (NMDOT) *Location Study Procedures*. The *Location Study Procedures* describes a comprehensive process that evaluates transportation problems and identifies and evaluates potential solutions. In addition, the study process also serves to inform and involve stakeholders and to document the decision-making process.



Figure 1: Project Area

## 2. PROJECT HISTORY

In 1995, the *Santa Fe River Corridor Master Plan* evaluated and made recommendations for the overall River Trail corridor. The Santa Fe River Trail is identified in the *Santa Fe River Corridor Master Plan* as a system connecting public parks and natural preserves along the Santa Fe River corridor. A safe and connected Santa Fe River Trail is a fundamental part of this master plan. The *Master Plan* proposed an underpass at the River Trail crossing of St. Francis Drive, and it recommended additional study because of the restricted vertical clearance in the existing culverts.



In 2001, the City adopted the *Parks, Open Space, Trails and Recreation Master Plan* by Resolution No. 2001-80, as an amendment to the City's General Plan. This master plan included the River Trail Corridor, but it did not provide specific recommendations for the St. Francis Drive crossing.

An *Initial Evaluation of Alternatives Report* (2004) was prepared to propose and consider alternatives for a River Trail crossing at St. Francis Drive. The report investigated the feasibility, cost, and design concepts for a range of at-grade, overpass and underpass design concepts. Based on public and trail user input and the limited information available, all of the initial alternatives were recommended for further study.

Since at least 2009, the City of Santa Fe's Infrastructure Capital Improvements Plan (ICIP) has included a trail crossing project at St. Francis Drive. The 2015-2019 ICIP was adopted by Resolution 2013-87 in 2013.

In November 2011, the Santa Fe City Council passed Resolution 2011-68 that included an underpass as the preferred crossing option. The Resolution was part of the City's capital improvement program using general obligation bond funds. A subsequent Resolution, 2011-69, provided the bond election details and questions. Excerpts of the Resolutions are included in **Appendix A**. In March 2012, City of Santa Fe voters approved a General Obligation Bond issue for park and trail improvements allowing the city to "...issue up to \$14,000,000 of general obligation bonds to acquire land for, and to plan, design, build, equip, renovate, and improve public parks, bike-pedestrian trails and related infrastructure." Of the \$14 million in bond funding, \$2 million was programmed for the River Trail Underpass at St. Francis Drive and West Alameda Street. Of this \$2 million, \$400,000 was budgeted from the first bond sale in 2013 to initiate design, with the remaining \$1.6 million scheduled for availability from a second bond sale in August 2014. In January 2013, the City Council approved the 2012 GO Bond Parks & Trails Implementation Plan.

At approximately the same time as the 2012 bond election, an underpass facility was included as a medium-to long-term (Phase B) priority project in the *Santa Fe Metropolitan Bicycle Master Plan* (2012), which is part of the *Santa Fe Metropolitan Transportation Plan 2010-2035*. The *Bicycle Master Plan* establishes the goal of "...safe and convenient bicycle and pedestrian access along a comprehensive network of multi-use trails and complete streets, connecting residential neighborhoods with employment centers, parks, open space, schools, retail centers, and other public and private services throughout the metropolitan area." As part of this vision, the River Trail will eventually run from NM 599 to near the downtown Plaza. The Plan was approved by the Transportation Policy Board on April 12, 2012.

The project is also listed in the Santa Fe Metropolitan Planning Organization's (MPO) Transportation Improvement Program (CN S100330).

Several projects to improve the River Trail are currently underway. The City is working on projects to widen and extend the trail from St. Francis Drive east to Defouri Street, and from there to Don Gaspar Avenue. Santa Fe County has plans to extend the trail west of Frenchy's Field Park to Siler Road.

### 3. EXISTING CONDITIONS

St. Francis Drive/US 84/285 is a six-lane, principal arterial, and a US highway. It is a major thoroughfare in Santa Fe. The Santa Fe River Trail parallels the Santa Fe River and currently extends from Camino Carlos Rael near Frenchy's Field Park to the downtown area, via existing sidewalks east of St. Francis Drive.



A count west of the project area collected the following pedestrian and bicyclist usage data in the summer 2014 west of the crossing:

- Weekday Daily Average = 324 users
- Weekend Daily Average = 348 users
- Westbound Average = 160 users
- Eastbound Average = 188 users

The existing Santa Fe River Trail crossing at St. Francis Drive currently consists of a sidewalk/trail on either side of St. Francis connected by a 95-foot long crosswalk across the south leg of the signalized St. Francis Drive and West Alameda Street intersection. Pedestrian push buttons, actuated signals, and pedestrian access ramps are provided on either side of the crossing. The western ramp has parallel curb ramps, and the eastern ramp has parallel curb ramps with a large bottom landing. Neither ramp meets current Americans with Disabilities Act (ADA) guidance. The ramp slopes and pedestrian push button placement in the vicinity of the ramps are not compliant with the proposed guidelines for accessible right-of-way (PROWAG).



**Figure 2: Santa Fe River Trail West of St. Francis Drive**

At this location, St. Francis Drive has four lanes of northbound traffic (one is a dedicated left-turn lane) and three lanes of southbound traffic and carries a volume of about 55,000 vehicles per day (vpd). The eastbound and northbound right-turn movement must yield to traffic and pedestrians in the crosswalk on a red indication. The westbound left turn has a green arrow, and left turns are permitted during the green ball phase (protected-permitted). A review of the crash history of the intersection indicated three vehicle and pedestrian/bicycle crashes that resulted in injuries from 2004 to 2011.



**Figure 3: Existing At-Grade Crossing**

The Santa Fe River Trail and its crossing at St. Francis are located across West Alameda Street from Gonzales Elementary School. A school crossing guard assists children crossing the north leg of St. Francis Drive before and after school. Other sources have reported seeing children crossing St. Francis Drive by passing through the culverts of the Santa Fe River. The culvert openings are only six feet tall when clean, while a pedestrian underpass typically requires ten feet vertical clearance.

The results of the preliminary investigations into the important features of the project area are summarized below.



### 3.1 RIGHT-OF-WAY

The NMDOT owns and maintains the St. Francis Drive right-of-way. The City of Santa Fe currently owns the park areas to the north of the Santa Fe River on both the east and west sides of St. Francis Drive. The City also owns the Alto Street right-of-way south of the River east of St. Francis Drive. The area to the south of the Santa Fe River and Alto Street is fronted by homes and businesses. Preliminary research has been conducted to identify the extents of public right-of-way, but further detailed research will be necessary to determine the limits for design purposes.



Figure 4: Existing Santa Fe River Culverts

### 3.2 DRAINAGE/HYDROLOGY

A hydrologic and hydraulic analysis has been prepared for the Santa Fe River in the reach affecting the proposed project (under separate cover). The analysis references two reports for hydrology: the *Santa Fe River, New Mexico, Watershed Management Plan Study, DRAFT Hydrologic and Hydraulic Assessment Appendix* by the U.S. Army Corps of Engineers (USACE), dated November 2007; and the *Flood Insurance Study, Santa Fe County, New Mexico and Unincorporated Areas* by the Federal Emergency Management Agency (FEMA), revised December 4, 2012. The USACE draft study has been used for previous studies and designs along the Santa Fe River; however, the FEMA study is the basis for the regulatory floodplains and floodplain maps. The 100-year existing and future developed flows at St. Francis Drive from the USACE study are 3,442 and 3,507 cubic feet per second (cfs), respectively. The 100-year flow from the FEMA study is 1,780 cfs.

An existing concrete box culvert with four 10 foot wide by 6 foot high barrels carries flows under St. Francis Drive. The culvert is at a 15 degree skew to the roadway. The culvert was built in 1965. Based on a visual inspection, the culvert appears to be in good condition, though sediment, including cobbles, has accumulated in the barrels.

The existing river and box culvert hydraulics were analyzed with the HEC-RAS computer model. The existing culvert has capacity for the FEMA study 100-year flow, but the USACE draft study 100-year flow will overtop St. Francis Drive. The USACE draft study 50-year flow will pass through the culvert. The USACE draft study 100-year flow will also overtop the river banks at two other locations in the study area. The analysis assumed the culverts are clean so the full design capacity is available.

### 3.3 ENVIRONMENTAL

#### 3.3.1 Cultural Resources

The Santa Fe River's general importance to native peoples and to the public was recognized during the preparation of the *Santa Fe River Corridor Master Plan*. A Cultural Resources Survey of the project area is being prepared, under separate cover. No archaeological sites or historic acequias were identified. Several historic buildings are adjacent to the project area, but they are not expected to be affected by the project.



### 3.3.2 4(f) Properties

Section 4(f) of the Department of Transportation Act of 1966 provides special protection for publicly-owned parks, recreational areas, wildlife and waterfowl refuges, and significant historical sites. Although the Santa Fe River corridor/State Park is a potential 4(f) property, because the project is expected to be completely funded by local bonds, the project will not be required to address 4(f) requirements.

### 3.3.3 Water Quality and Wetlands

A biological survey and water resources investigations were conducted to identify issues that could affect the proposed project. The Santa Fe River is an east bank tributary of the Rio Grande. From its origin at Santa Fe Lake in the Sangre de Cristo Mountains, the river runs 45 miles down a 6,400 foot descent and terminates as a broad, sandy arroyo near Cochiti Pueblo. Before reaching Santa Fe, the River's water is collected in two reservoirs that contribute to the City's water supply: McClure and Nichols. The containment of these reservoirs often leaves the River dry through Santa Fe.

The *Santa Fe River Corridor Master Plan* states that increased runoff from channelization of the river due to the loss of much of the natural floodplain has dramatically increased soil erosion and the potential for flooding. To reach the plan's goal of decreasing erosion, it recommends:

- Keeping channels free of impervious materials like concrete lining, and
- Requiring temporary runoff controls for construction projects, such as silt fences and sedimentation ponds

According to a Phase I Environmental Site Assessment for the Baca Site west of St. Francis Drive, perched aquifers are known to exist in the vicinity of the Santa Fe River, and groundwater depth in this study area could be less than 25 feet below ground surface.

Wetlands in the project area may be located along and within the banks of the Santa Fe River and will require further investigation.

### 3.3.4 Waters and Floodplains

The stretch of the river from Guadalupe Street to the Santa Fe wastewater treatment facility, which includes the project area, is an intermittent stream in which the highest attainable use is considered limited aquatic life by the New Mexico Environment Department (2012), and is expected to be a jurisdictional water. Within the project area, the river is channelized and areas along the banks are stabilized by concrete, stone, and riprap.

The project area is in a 100-year floodplain, according to the Federal Emergency Management Agency Flood Insurance Rate Map Panels 35049C0404E and 35049C0412E (2013).

### 3.3.5 Vegetation

Santa Fe falls within the Montane Riparian plant association/vegetation type, which is characterized by box elder (*Acer negundo*), cottonwood species (*Populus* sp), and coyote willow (*Salix exigua*) (Dick-Peddie 1993). The vast majority of vegetation in the project footprint occurs along the Santa Fe River. Along the River east and west of St. Francis Drive, there is a buffer of trees and shrubs that may provide nesting, roosting, and foraging habitat for wildlife. Rio Grande



cottonwood (*Populus deltoides*) and smooth-barked cottonwood (*Populus x acuminata*) trees comprise the majority of the buffer overstory, with shrubs and grasses between trees. Scattered New Mexico locust (*Robinia neomexicana*) and Russian olive (*Elaeagnus angustifolia*) trees are also part of the overstory, and the mid-story is primarily composed of coyote willows (*Salix exigua*). Rubber rabbitbrush (*Ericameria nauseosa*) is the primary shrub. Common grass species observed are orchardgrass (*Dactylis glomerata*) and smooth brome (*Bromus inermis*). Other plant species in the project area include western wheatgrass (*Elymus smithii*), crested wheatgrass (*Agropyron cristatum*), sweet-clover (*Melilotus sp.*), and spiny cocklebur (*Xanthium spinosum*). No rare or protected plants are known to occur in the project area.

Class C noxious weed species in the project area likely include Russian olive, Siberian elm (*Ulmus pumila*), salt cedar (*Tamarix chinensis*), and cheatgrass (*Bromus tectorum*); tree of heaven (*Ailanthus altissima*), a Class B noxious weed, may also be present.

### 3.3.6 Wildlife

Despite its proximity to areas with high human and vehicle traffic, the Santa Fe River is a corridor that may be used by various bird and mammal species. Common ravens (*Corvus corax*) and house sparrows (*Passer domesticus*) likely occur between Defouri St and St. Francis Drive. Other likely bird species inhabiting the area are yellow-rumped warblers (*Dendroica coronata*), house finches (*Carpodacus mexicanus*), and rock doves (*Columba livia*). Pocket gophers (*Thomomys sp.*) may be present east and west of St. Francis Drive between the Santa Fe River and West Alameda Street. The St. Francis Drive culvert, as well as large trees in the area, could provide habitat for bat species. It is unlikely that any threatened or endangered wildlife species would take up residence in the project area.

### 3.3.7 Visual Resources

The project area at street level can be characterized as urban, with distant views of the Sangre de Cristo Mountains to the north and east. At river level, views include the natural vegetation, culverts under St. Francis Drive, and the river itself. The *Santa Fe River Corridor Master Plan* includes design guidelines to ensure an overall harmony of appearance and function as individual projects are undertaken along the river corridor.

### 3.3.8 Hazardous Materials

While the presence of hazardous materials is not suspected in the study area, the possibility does exist. If alternatives carried forward involve the disturbance of subsurface soils, an Initial Site Assessment will be performed, which will include an evaluation of potentially hazardous materials in the project area.

## 3.4 LIGHTING

The *Santa Fe River Corridor Master Plan* recommends that a trail lighting system be developed to promote safety, and that the lighting system be designed to prevent light pollution. Existing street lights are located on both sides of St. Francis Drive from the intersection of Mercer Street north through Las Mascaras Street. Street lights are also located along the south side of West Alameda Street within the project area. There is a 30-foot, 250 watt high pressure sodium luminaire located at the east curb ramp of the St. Francis Drive crossing. A 30-foot, 250 watt high pressure sodium luminaire is located 75 feet west of St. Francis Drive.



### 3.5 UTILITIES

Existing utilities were identified within the project area based upon a records search (Level D) completed as part of Subsurface Utility Engineering (SUE) assessment.

#### 3.5.1 Sanitary Sewer

Three sanitary sewer lines are located within the project area. The first is located under West Alameda Street and runs east to west. The second line connects to the West Alameda line and crosses the Santa Fe River approximately 270 feet west of St. Francis Drive, suspended under a pedestrian bridge. The third line runs east to west along the south side of the Santa Fe River.

#### 3.5.2 Water Distribution

Two water lines are located within the project area. The first line runs east to west under West Alameda Street and the second line runs north to south under St. Francis Drive.

#### 3.5.3 Natural Gas

One natural gas line is located under West Alameda Street and runs east to west. A second line connects to the West Alameda line and crosses the Santa Fe River approximately 670 feet west of St. Francis Drive.

#### 3.5.4 Other Utilities

Electric, telephone and cable television exist as underground lines that run along the streets within the project area. Traffic signal hardware, including foundations, pullboxes, mastarms, poles and conduit are in place around the intersection.

## 4. PUBLIC INVOLVEMENT

A public meeting was held to reintroduce the project to the public and to obtain input. The meeting summary is included in **Appendix B**. The meeting included a presentation and a question and answer session to discuss issues with the project team. The meeting was advertised according to City of Santa Fe Early Neighborhood Notification (ENN) requirements.

Public comments were collected through written comment forms, emails, and by documenting the question and answer session at the public meeting. Most comments either indicated support for the project as an underpass, or that project funds should be reallocated to other priority projects with no improvements made at this location. Some comments suggested making only at-grade improvements and possibly reallocating the funds for other trail projects. Several comments were against an underpass or against an overpass. One comment suggested at-grade improvements now, and an underpass at a later date.

Those against any improvements at the crossing location argued that the project was not justified because the potential high cost for an underpass and that the project is a secondary priority as outlined in the MPO *Bicycle and Pedestrian Master Plan*. Several attendees voiced support for investigating at-grade crossing improvements. Safety and visibility were primary concerns for those in favor of an underpass/overpass.

Some typical issues outlined by those who gave open comments were:

- The type of crossing proposed
- The prioritization of funding for this project compared to others along the trail



- The budget for the project compared to a projected final cost

## 5. PURPOSE AND NEED

The purpose of the Santa Fe River Trail Crossing at St. Francis Drive is to make mobility and safety improvements to the route by which trail users on the Santa Fe River Trail cross St. Francis Drive. Based on the assessment of current trail crossing conditions, safety, and the trail's role in the Citywide Trail Master Plan network and the *Santa Fe River Corridor Master Plan*, the need for improvements to the Santa Fe River Trail crossing is based on the following:

- The existing trail crossing does not provide a continuous, free-flowing trail connection across St. Francis Drive
- The existing trail at-grade crossing presents a safety risk due to conflicts between trail users and vehicles

Because of the drainage conditions at the existing culvert crossing under St. Francis Drive, a project combining trail and drainage improvements at this location has been suggested. However, while drainage improvements might be desirable, they are not part of the current project purpose. The proposed project would not preclude making drainage improvements later as part of a future project.

### *Santa Fe Trail System Connections and Mobility*

The current adopted City planning documents propose a continuous trail along the Santa Fe River. The objective is to combine the existing disjointed trail segments into an integrated trail system. The overall planning goal is to promote bicycling and walking as alternatives to driving to places of work, shopping districts, schools, and recreational destinations.

The City has an approved *Parks, Trails and Open Space Plan* as part of their General Plan. The proposed Santa Fe River Trail alignment is shown paralleling the River. The *Santa Fe River Corridor Master Plan* proposes the River Trail as a free flowing, multi-use facility, with grade separations at major street crossings. The Plan recommends that the Santa Fe River Trail be routed underneath St. Francis Drive at the existing culvert. The *Santa Fe Metropolitan Bicycle Master Plan* also recommends a trail underpass at St. Francis Drive.

The existing crossing at St. Francis Drive currently consists of a sidewalk on either side of St. Francis connected by a crosswalk across the south leg of the signalized St. Francis Drive/West Alameda Street intersection. Pedestrian push buttons and wheelchair ramps are provided on both sides. St. Francis Drive currently acts as a barrier to mobility, because trail users are impeded by the intersection. Pedestrians and bicyclists can use the intersection crosswalk, or bicyclists can leave the trail and use the driving lanes on West Alameda Street. A segment of the trail exists as an 8- and 10-foot wide concrete path from St. Francis west to Frenchy's Field Park. This segment allows free-flowing trail traffic. East of St. Francis Drive, the five-foot wide sidewalk is currently serving as the trail. The City plans to improve this segment by widening the trail to Defouri Street and extending new trail to Don Gaspar Avenue. Between Defouri Street and Don Gaspar Avenue, the trail will be located within the river channel and will cross under major streets at existing bridges.

### *Safety*

The existing trail crossing creates the potential for conflicts between trail users and vehicles. Crash data were obtained through the MPO and NMDOT for the eight-year period from 2004 through 2011. These data



identified three crashes at the south leg of the St. Francis Drive/West Alameda intersection where pedestrians (two crashes) and cyclists (one crash) crossing were hit by vehicles.

The predominant contributing factor for the three crashes was the vehicles failure to yield to the pedestrian/cyclist. Alcohol was a factor in one of the crashes. All of the crashes involved vehicles turning onto St. Francis Drive from West Alameda Street and resulted in injuries. Two of the crashes occurred during the day and one occurred at night.

## 6. UNDERPASS ALTERNATIVES

### 6.1 ASSESSMENT OF CHANGED CONDITIONS

Almost ten years have passed since the Initial Evaluation of Alternatives was prepared. In addition, additional data is available specific to project site conditions. For this reason, changes that could affect the decision to build an underpass were assessed to confirm that it is still the recommended concept.

The baseline planning documents are the *Santa Fe River Corridor Master Plan*, the *Santa Fe River Trail Connection Crossing St. Francis Drive*, *Initial Evaluation of Alternatives Report*, and the *Santa Fe Metropolitan Bicycle Master Plan*. The *Initial Evaluation of Alternatives Report* summarized the existing engineering and environmental conditions. The report identified the same needs for the project that exist today: providing mobility along the Santa Fe River Trail, and improving safety by reducing conflicts between trail users and vehicular traffic. Alternatives were developed to conform to both City of Santa Fe and national design standards. The original alternatives, including an at-grade crossing, underpasses and overpasses, were recommended for further consideration.

Based on information from the Initial Evaluation of Alternatives Report and on the reexamination of existing conditions, several conclusions were drawn:

- Improvements to the existing at-grade crossing would not significantly enhance mobility for trail users, and they would not eliminate the potential for vehicle/pedestrian/bicycle conflicts at the crossing.
- Overpass options would result in long structures with high construction costs and visual impacts that would be undesirable, given the historic and natural setting.
- An underpass on the south side of the Santa Fe River would need to follow the steep south river bank west of St. Francis Drive. East of St. Francis Drive, the trail would need to cross back to the north side of the River to connect to the existing trail. These factors would add complexity, impacts, and cost to the project.

Based on these conclusions, an underpass concept would best meet the purpose and need for the project.

Next, two underpass alternatives were evaluated in detail: the North Underpass Alternative, similar to the one originally proposed in the *Initial Evaluation of Alternatives Report*, and a new proposed alternative, the Bridge Structure Alternative. These alternatives are described in the following subsections.



6.2 NORTH UNDERPASS

The North Underpass location would be north of the existing St. Francis Drive drainage structure at the Santa Fe River. It would connect the trail segments on either side of St. Francis Drive. This alternative would involve construction of an underpass, ramps down to the underpass, and a portion of trail to the east of the intersection, all of which would be designed in compliance with the requirements of AASHTO and ADA. A lighting system may be required. Alternatives for the ramps include a straight alignment with appropriate grades, switchbacks with appropriate grades and rest areas, or a combination of both. East of St. Francis Drive, the River channel and the right-of-way are narrow where the proposed ramp would connect to the existing/proposed trail. Because the channel is already narrow at that location, minor realignment of an approximately 300 foot length of West Alameda Street and/or cantilevering the trail over the channel could be required.

Reconstruction of the south side of the intersection would be required, including the traffic signals. The existing box culvert would remain in place for drainage. The North Underpass Alternative is illustrated in Figure 5 and 6.

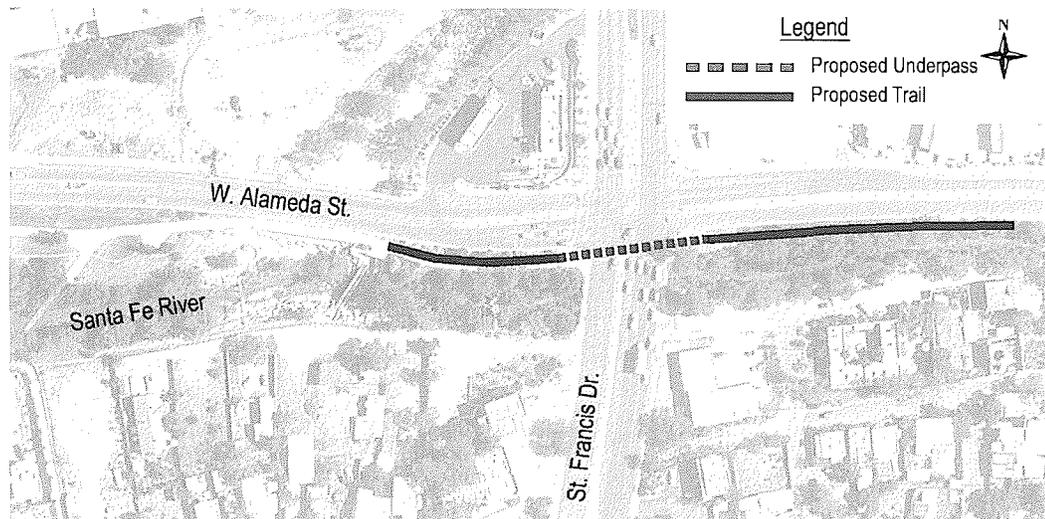


Figure 5: North Underpass Alternative Conceptual Plan

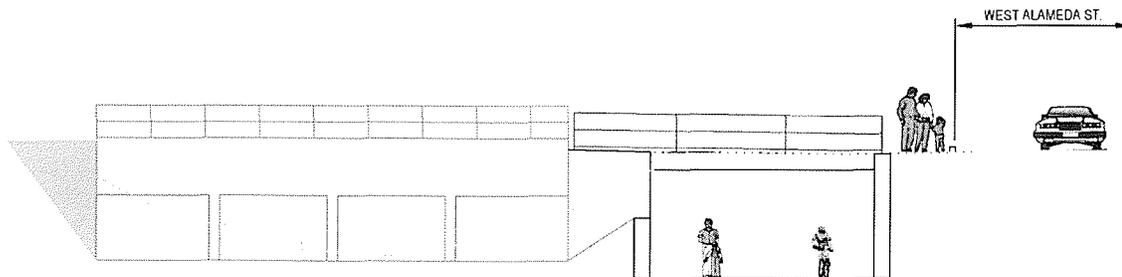


Figure 6: North Underpass Alternative Conceptual Elevation (Looking West)

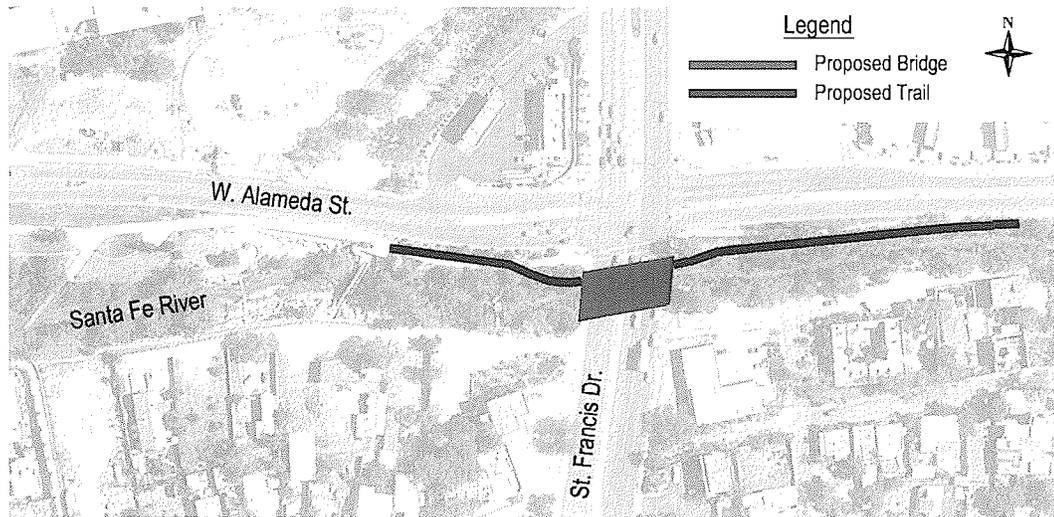


The City and the public have expressed a desire for an underpass to be inviting to trail users. Underpasses are often perceived as unsafe and uninviting. Because underpasses are long, enclosed spaces with limited sight distances, concerns with vandalism and crime may exist. Providing a feeling of openness has been proposed as a way to make the facility more attractive to users. AASHTO’s *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (2004) provides guidance for underpass design. Based on the proposed configuration, the proposed underpass should be at least 16 feet wide and should have a vertical clearance of at least 10 feet.

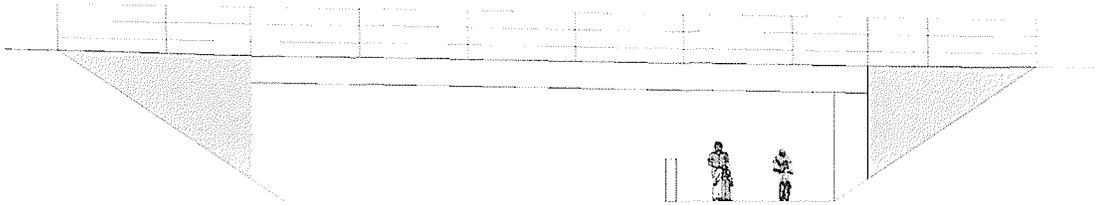
For additional guidance, the design of the proposed Acequia Trail crossing under St. Francis Drive was considered. The crossing is currently being designed. The crossing will be 144 feet long, which is slightly longer than the proposed River Trail crossing. The structure will have an asymmetric cross section with a maximum width of 24 feet and a maximum height of 10 feet. Part of the width will be taken up by decorative and water features. Therefore, based on AASHTO guidance and the proposed Acequia Trail Underpass design, the proposed River Trail Underpass recommended width is at least 16 to 20 feet, and the recommended minimum vertical clearance is 10 feet. Also, the Acequia Trail underpass will have an opening in the top of the structure in the median of St. Francis Drive to let in some natural light. A similar feature may be incorporated into this alternative, space and drainage permitting.

**6.3 BRIDGE STRUCTURE ALTERNATIVE**

In addition to the Alternatives that were originally considered, a Bridge Structure Alternative was proposed. The Bridge Structure Alternative would replace the existing box culverts under St. Francis Drive with a new bridge. A bridge structure would provide a greater feeling of openness than a box-type structure. The bridge would provide adequate horizontal and vertical clearance for the river and trail crossing. The Bridge Structure Alternative is illustrated in 7 and 8.



**Figure 7: Bridge Structure Alternative Conceptual Plan**



**Figure 8: Bridge Structure Alternative Conceptual Elevation (Looking West)**

Trail ramps would be constructed down to the underpass below the bridge and would connect to the existing trail/sidewalk to the east and to the existing pedestrian bridge to the west. All components would be designed in compliance with the requirements of ADA and AASHTO. A lighting system likely would be required. To minimize the chance of river flows flooding the trail, it would be designed with a short separator wall and/or a shelf above the channel.

The configuration of St. Francis Drive would remain the same as existing, with three lanes northbound and southbound, one northbound left turn lane, raised median, curb and gutter and sidewalk on both sides, and bridge railings on both sides, per AASHTO guidelines. The total roadway width would be approximately 104 feet. The bridge span would be approximately 46 feet, similar to the existing box culverts for constructability.

Structural options for the proposed bridge were considered. Because of the confined right-of-way, constructability would have a major influence on the structure type. The limited vertical clearance available would dictate a low-profile structure. Based on these factors, structure types could include reinforced concrete box culverts, metal plate arch or box culverts, or a precast, prestressed concrete girder bridge. Reinforced concrete box culverts are typically cast in place. This would take more time than other options, which would increase the impacts to traffic. Precast box culverts could be considered to save time, but this would add to the project complexity and cost. Metal plate arch or box shapes typically require several feet of earth cover on top, so they would have a greater impact on the river channel than other options. A bridge with precast, prestressed concrete slab girders would meet constructability and vertical clearance requirements. This was the assumed concept for the evaluation.

To provide a 10 foot minimum vertical clearance for the trail, the channel invert would need to be lowered, and/or St. Francis Drive would need to be raised. To lower the channel invert, a drop structure could be constructed in the River channel east of St. Francis Drive. Modifications to the existing drop structure west of St. Francis Drive and the channel could be required. This would provide adequate vertical clearance for the trail and the new bridge structure below St. Francis Drive.

The Bridge Structure Alternative also could improve drainage conditions along the River by increasing the structure's flow capacity.

## **7. EVALUATION OF UNDERPASS ALTERNATIVES**

The North Underpass and the Bridge Structure Alternatives were evaluated in detail from engineering, environmental, and other appropriate standpoints, as described below. None of the proposed alternatives



would require right-of-way acquisition based on the conceptual analysis, so right-of-way was not included as a factor in the evaluation.

## 7.1 ENGINEERING FACTORS

This section presents the evaluation of engineering factors for the North Underpass and Bridge Structure Alternatives. The relevant engineering factors were mobility, safety, utilities, constructability, maintenance, and construction cost.

### 7.1.1 Mobility

The project is intended to provide convenient mobility for trail users wanting to cross St. Francis Drive. The North Underpass Alternative and the Bridge Structure Alternative would separate trail traffic from roadway traffic, and they would allow for convenient movement along the River Trail without having to stop at St. Francis Drive. Trail users wishing to travel north or south along St. Francis Drive would have access to the intersection available via sidewalks connecting to the proposed trail.

As an added benefit of the both Alternatives, allowing bikes and pedestrians to cross under Francis Drive could improve intersection operations by reducing the delays experienced by vehicles waiting for pedestrians to cross the south leg.

### 7.1.2 Safety

The North Underpass and Bridge Structure Alternatives would separate trail traffic from roadway traffic at St. Francis Drive. Lighting could be installed to provide nighttime visibility to enhance safety.

Should the Santa Fe River flood during a major storm, a short wall could be constructed along the edge of the trail to reduce the risk of flooding the underpass. It would not be possible to completely eliminate the flood hazard, but flooding would only occur during relatively infrequent events. Underpasses in channels are typically designed to remain dry for storms smaller than a 10-year event, a storm with a 10 percent chance of being exceeded during a given year. Signage or warning systems have been suggested as ways to mitigate flood risks for trails along channels.

### 7.1.3 Utilities

A water line parallels the south side of West Alameda Street. For the North Underpass Alternative, relocation of approximately 650 feet of this line would be required.

For the North Underpass and Bridge Structure Alternatives, an existing fiber-optic communication line crosses the Santa Fe River under the northbound lanes of St. Francis Drive, and a water line crosses the River just east of St. Francis Drive. Depending on the existing line depths, relocation could be required in order to construct a new underpass/bridge.

### 7.1.4 Constructability

St. Francis Drive carries high traffic volumes, and no convenient detours are available. The existing right-of-way is relatively narrow, and buildings and walls are close to the roadway, so construction requiring deep excavation, such as for a new underpass or bridge, would be relatively difficult.



The North Underpass and Bridge Structure Alternatives would require deep excavation below St. Francis Drive. The Bridge Structure Alternative would require removal of the existing box culvert. NMDOT will review the proposed traffic control for the project, including the number of lanes than must remain open during construction. Depending on these requirements, the work could be relatively difficult and expensive to construct. Discussions with NMDOT have been initiated and are expected to continue during design.

Because of the impacts to traffic, the design of alternatives would incorporate methods intended to reduce the construction time. Methods could include night work, Accelerated Bridge Construction (ABC) techniques, and/or innovative contracting. ABC is intended to shorten the construction schedule by the use of prefabricated bridge elements. Innovative contracting typically includes incentives and/or disincentives designed to encourage timely construction.

### 7.1.5 Maintenance

The North Underpass Alternative would require maintenance of the new trail and lighting system. The Bridge Structure Alternative would require more inspection and maintenance relative to the other Alternatives. Bridges typically require more maintenance than underpass type structures.

As another maintenance concern, sediment and cobbles tend to deposit in the river channel near the existing box culvert. This has the potential to reduce the culvert and channel capacity and to increase the flow depth during storms. With the North Underpass or Bridge Structure Alternative, this material would need to be cleaned out regularly after storms so the river would not flood the trail. Maintenance would also include upkeep of the lighting system, and possible graffiti removal from the structure and the surrounding structures.

### 7.1.6 Cost Factors

The conceptual construction cost estimates for the Alternatives are as follows:

- North Underpass                      \$2,500,000
- Bridge Structure                        \$3,700,000

The estimates have been rounded to the nearest \$100,000 and include a 20 percent contingencies factor and 8.1875% NMGRT. See **Appendix C** for estimate details.

The estimated construction cost for the North Underpass and Bridge Structure Alternatives are higher than typical for these type and size of structures. Costs were increased to account for the anticipated difficulty of construction due to the site constraints, difficulty of maintaining traffic through the work area, and construction phasing requirements. Key cost assumptions included:

- Standard construction methods and materials will be used
- The number of traffic lanes on St. Francis Drive can be temporarily reduced to allow for typical construction phasing
- West Alameda Street can be closed and detoured in one or both directions during construction
- No right-of-way acquisition is required



- No costs for potential wetland mitigation were included
- Aesthetic treatments do not include artwork or landscaping

## 7.2 ENVIRONMENTAL FACTORS

Environmental factors important to the detailed evaluation include water quality and wetlands. Floodplains were also considered. Cultural and historic resources are not expected to be a factor in the recommendation of an Alternative and are not discussed here.

### 7.2.1 Water Quality and Wetlands

The North Underpass Alternative would be built along the north bank of the Santa Fe River, requiring work in the river channel. Requirements for protection of water quality would be discussed with the USACE during design. Disturbance of existing riparian and wetland habitat could require mitigation. A Clean Water Act Section 404 Nationwide permit may be required for construction.

The Bridge Structure Alternative would require construction within the river channel, including changes to the grade of the channel and banks. This would impact the existing riparian vegetation and any wetlands that are present. Potential impacts would be discussed with the USACE during design. An individual 404 permit may be required, and requirements could include mitigation of impacts to wetland habitat. This would add to the coordination requirements and cost of the project.

### 7.2.2 Floodplains

The North Underpass and Bridge Structure Alternatives would include construction of trail along the north bank of the river. This could affect the flow in the existing river channel during storms. While the project would be designed to maintain or improve the existing river capacity, the existing 100-year floodplain could be affected. If necessary, a Letter of Map Revision (LOMR) would be submitted to FEMA for review and approval.

## 7.3 CONFORMANCE WITH ADOPTED PLANS

An underpass has been identified as the preferred crossing option for the Santa Fe River Trail at St. Francis Drive. An underpass crossing is recommended in the *Santa Fe River Corridor Master Plan* and the *Santa Fe Metropolitan Bicycle Master Plan*. The City Council passed Resolutions calling for planning and construction of an underpass and the issuance of bonds with funding specifically for the project, which was passed by voters in 2012. Construction of either the North Underpass Alternative or the Bridge Structure Alternative would be consistent with the adopted plans and the City's current ICIP.

## 7.4 EVALUATION MATRIX

An evaluation matrix was developed to compare the Alternatives in detail. The matrix, shown in **Table 1** on the following page, uses qualitative symbols to compare the alternatives.



Table 1: Comparison of Alternatives

Alternative/ Evaluation Factor	North Underpass Alternative		Bridge Structure Alternative	
Mobility	○	<ul style="list-style-type: none"> <li>Trail users have a convenient, efficient crossing at St. Francis Drive</li> <li>Trail connections provided to St. Francis Dr. and W. Alameda St.</li> <li>Improves operation of St. Francis Drive/W. Alameda St. intersection</li> </ul>	○	<ul style="list-style-type: none"> <li>Trail users have a convenient, efficient crossing at St. Francis Drive</li> <li>Trail connections provided to St. Francis Dr. and W. Alameda St.</li> <li>Improves operation of St. Francis Drive/W. Alameda St. intersection</li> </ul>
Safety	○	<ul style="list-style-type: none"> <li>Trail traffic is separated from roadway traffic</li> <li>Low risk of trail flooding during major storms</li> </ul>	●	<ul style="list-style-type: none"> <li>Trail traffic is separated from roadway traffic</li> <li>Low risk of trail flooding during major storms</li> </ul>
Utilities	●	<ul style="list-style-type: none"> <li>Existing water and fiber optic lines may need to be relocated</li> </ul>	●	<ul style="list-style-type: none"> <li>Existing water and fiber optic lines may need to be relocated</li> </ul>
Constructability	●	<ul style="list-style-type: none"> <li>Complex traffic control and construction phasing required</li> <li>Traffic will be temporarily disrupted by construction detours</li> <li>Temporary traffic signals required</li> </ul>	●	<ul style="list-style-type: none"> <li>Complex traffic control and construction phasing required</li> <li>Traffic will be temporarily disrupted by construction detours</li> <li>Construction in the river channel requires flood protection measures</li> <li>Removal of existing box culverts required</li> </ul>
Maintenance	●	<ul style="list-style-type: none"> <li>Maintenance of trail, lighting system, graffiti removal</li> <li>Removal of river sediment and debris after storms to reduce risk of trail flooding</li> </ul>	●	<ul style="list-style-type: none"> <li>Bridge requires regular inspection and maintenance</li> <li>Maintenance of trail, lighting system, graffiti removal</li> <li>Removal of river sediment and debris after storms to reduce risk of trail flooding</li> </ul>
Cost Factors	●	<ul style="list-style-type: none"> <li>Site challenges add to the construction cost, including the constrained site and heavy traffic</li> </ul>	●	<ul style="list-style-type: none"> <li>Site challenges add to the construction cost, including the constrained site and heavy traffic</li> <li>Higher cost for bridge construction, CBC replacement and river channel modifications</li> </ul>
Water Quality and Wetlands	●	<ul style="list-style-type: none"> <li>Wetland/riparian habitat impacts may require mitigation</li> </ul>	●	<ul style="list-style-type: none"> <li>May require significant wetland/riparian habitat impacts for channel modifications</li> </ul>
Conformance with Adopted Plans	○	<ul style="list-style-type: none"> <li>Consistent with adopted Plans</li> </ul>	○	<ul style="list-style-type: none"> <li>Consistent with adopted Plans</li> </ul>

Scoring: ○ High, ● Medium, ● Low



## 8. CONCLUSIONS AND RECOMMENDATIONS

### Conclusions

The purpose of the project is to construct an exclusive crossing facility for the Santa Fe River Trail at St. Francis Drive, to improve mobility, and to improve safety by reducing the risk of vehicle/pedestrian/bicycle conflicts at the intersection.

With input from the public and trail users, the City has planned an underpass crossing for the Santa Fe River Trail at St. Francis Drive. In order to evaluate underpass alternatives, this study investigated the issues associated with the existing crossing. During the study process, a public information meeting was held to reintroduce the project to the public and obtain input. The alternatives proposed for detailed analysis were the North Underpass and Bridge Structure Alternatives. These Alternatives were evaluated based on several key factors discussed in this report.

### Recommendations

Based on the evaluation performed and described in this report, consideration of the North Underpass Alternative for advancement into the environmental clearance and design phases is recommended. The North Underpass Alternative would provide for an efficient and safe trail crossing, meeting the purpose and need for the project. In terms of impacts, construction would temporarily disrupt traffic, and due to the site constraints and high traffic volumes, the structure would be challenging to construct. It was noted that the conceptual construction cost estimate of 2.5 million dollars, including gross receipts tax and contingencies, exceeds the currently available budget. A conceptual layout of the North Underpass Alternative is included in **Appendix D**.

The Bridge Structure Alternative is not recommended due to its high costs and impacts. The key factors in not recommending this Alternative were the difficulty of construction of a bridge structure at the existing crossing location, with the associated costs and environmental impacts.

If an interim solution is required before the North Underpass Alternative is implemented, improvements to the at-grade crossing could be considered. Improvements could include:

- New ADA compliant sidewalk ramps
- Improved pedestrian signal hardware (push buttons and pedestrian signal)
- Improved pedestrian push button placement
- Modifications to the existing traffic signal phasing (contingent on a traffic analysis and NMDOT review)
  - Addition of a pedestrian “jump” phase to provide trail users with exclusive use of the crosswalk at the beginning of the crossing phase, while all conflicting vehicle movements have a red light, in order to improve pedestrian visibility
  - Making the westbound to southbound left-turn phase protected only
  - Prohibiting right turns on red for northbound traffic, possibly using a sign with red illuminated letters
- Street lighting in the southwest quadrant of the intersection
- Geometric improvements to the crosswalk and intersection, including a median refuge area



- Improved pavement markings

The construction cost of the interim improvements to the at-grade crossing is estimated to be 300 thousand dollars, including gross receipts tax and 20 percent contingencies.

*PENDING INSERTION:*

*THE CITY COUNCIL IS CURRENTLY CONTEMPLATING A RESOLUTION TO REALLOCATE FUNDS FROM THIS PROJECT TO OTHERS. IF AND WHEN APPROVED, THIS DECISION WILL BE RECORDED IN THIS REPORT.*



## Appendices



## Appendix A: Bond Resolutions

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**CITY OF SANTA FE, NEW MEXICO**

**RESOLUTION NO. 2011-68**

**INTRODUCED BY:**

Councilor Dominguez  
Mayor Coss  
Councilor Trujillo  
Councilor Romero

**A RESOLUTION**

**CALLING ON THE CITY OF SANTA FE AND THE COMMUNITY TO SUPPORT FUNDING IN THE AMOUNT OF TWENTY-TWO MILLION EIGHT HUNDRED THOUSAND DOLLARS (\$22,800,000) FOR MUNICIPAL CAPITAL PROJECTS THAT WILL CREATE JOBS, PROVIDE FOR ECONOMIC DEVELOPMENT OPPORTUNITIES, IMPROVE WATER SECURITY, ENHANCE PUBLIC SAFETY, AND PROMOTE A HIGH QUALITY OF LIFE FOR THE RESIDENTS OF THE CITY OF SANTA FE; AND PROPOSING A \$22,800,000 GENERAL OBLIGATION BOND ISSUE FOR APPROVAL BY THE VOTERS OF THE CITY OF SANTA FE AT A SPECIAL MUNICIPAL ELECTION TO BE HELD IN CONJUNCTION WITH THE MARCH 6, 2012 REGULAR MUNICIPAL ELECTION.**

**WHEREAS**, investment in modern infrastructure for a 21<sup>st</sup> century city is necessary to provide the basis for a strong economy with good jobs; and

**WHEREAS**, investment in economic development and communication technology such as broadband will improve both the educational opportunities of the residents of Santa Fe and the

1 economy in Santa Fe; and

2           **WHEREAS**, investment in water and energy security and sustainability will improve the  
3 city’s environmental quality and strengthen our community as we face drought, high energy prices  
4 and the economic, social and environmental challenges of global climate change; and

5           **WHEREAS**, investment in public safety will enhance fire and police readiness for our first  
6 responders to ensure safe and livable neighborhoods and a thriving business sector; and

7           **WHEREAS**, investment in affordable housing assists families who work in Santa Fe to live  
8 in Santa Fe and contribute to our community and economy; and

9           **WHEREAS**, investment in and improvement of streets and public transportation, so that they  
10 are accessible to persons with disabilities and are pedestrian- and bicycle-friendly, will improve our  
11 transportation system and encourage a high quality of life; and

12           **WHEREAS**, investment in open space, trails and parks will improve the quality of life for all  
13 Santa Feans; and

14           **WHEREAS**, investment in economic development projects will create jobs during this  
15 difficult economic time and make sure Santa Fe is ready to move forward confidently in the future;  
16 and

17           **WHEREAS**, investment in municipal capital projects that improve infrastructure,  
18 communications, transportation, energy, water, public safety and other community assets is estimated  
19 to cost over \$22,800,000; and

20           **WHEREAS**, Section 3-30-5 NMSA 1978 allows municipalities to issue general obligation  
21 (“GO”) bonds for the purposes of municipal capital projects that enhance and improve public safety,  
22 municipal infrastructure, municipal facilities, water security, economic development and the high  
23 quality of life in the municipality (hereinafter referred to as “GO bond projects”); and

24           **WHEREAS**, prior to approving a GO bond issue, for voter approval, the Governing Body  
25 must determine the priorities of GO bond projects and the amount of funding necessary for such

1 projects; and

2           **WHEREAS**, the GO bond issue, to be funded by a property tax increase, that is approved by  
3 the Governing Body shall be submitted to the voters for approval at a special municipal election held  
4 in conjunction with the regular municipal election on March 6, 2012.

5           **NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE**  
6 **CITY OF SANTA FE** that the Governing Body calls on the city of Santa Fe and the community to  
7 support funding in the amount of \$22,800,000 for municipal capital projects that will create jobs and  
8 provide for economic development opportunities, improve water security, enhance public safety and  
9 promote a high quality of life for the residents of the city of Santa Fe.

10           **BE IT FURTHER RESOLVED** that the Governing Body approves a GO Bond issue for  
11 \$22,800,000 for the prioritized list of GO bond projects identified on the attached Exhibit "A".

12           1.       Bond questions that reflect the final prioritized list of GO bond projects shall be  
13 placed on the ballot, at a special municipal election held in conjunction with the regular municipal  
14 election on March 6, 2012, for approval by the voters of the city of Santa Fe.

15           2.       The bond questions shall relate to the final prioritized list of projects that provide for  
16 economic development opportunities, improve water security, enhance public safety and promote a  
17 high quality of life for the residents of the city of Santa Fe.

18           3.       Staff shall prepare an election resolution, with the GO bond questions, for adoption  
19 by the Governing Body no later than November 30, 2011.

20           4.       The City should reasonably expect to encumber 5% of the proceeds within six  
21 months of the date of issuance of the bonds and to complete the projects within three years of the date  
22 of issuance of the bonds.

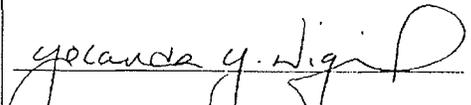
23           **PASSED, APPROVED and ADOPTED** this 30<sup>th</sup> day of November, 2011.  
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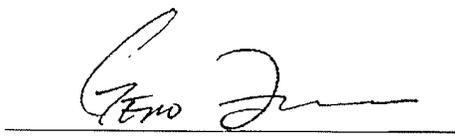


DAVID COSS, MAYOR

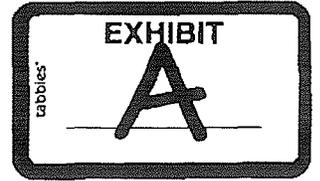
ATTEST:

  
YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:



GENO ZAMORA, CITY ATTORNEY



# **SANTA FE OPPORTUNITY BONDS**

**- General Obligation Bonds -  
Ballot Questions and Proposed Projects**

**As Approved for the March 6, 2012 Ballot  
by the City Council on November 30, 2011**

# City of Santa Fe Opportunity Bonds

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# City of Santa Fe Opportunity Bonds

## BOND QUESTIONS FOR BALLOT

1. General Obligation Public Safety Bonds

Shall the City of Santa Fe issue up to \$5,000,000 of general obligation bonds to acquire, design, construct and improve buildings and equipment for police and fire protection public safety purposes?

2. General Obligation Parks and Trails Bonds

Shall the City of Santa Fe issue up to \$14,000,000 of general obligation bonds to acquire land for, and to plan, design, build, equip, renovate and improve public parks, bike-pedestrian trails and related infrastructure?

3. General Obligation Sustainable Environment Bonds

Shall the City of Santa Fe issue up to \$3,800,000 of general obligation bonds to acquire, install, construct, upgrade and improve sustainable environment projects, including renewable energy, arroyo drainage and watershed security projects?

All language subject to Bond Counsel Review and Approval

# City of Santa Fe Opportunity Bonds

## QUESTION

### 2. General Obligation Parks and Trails Bonds

TOTAL AMOUNT

\$14,000,000

#### Trail Improvements - \$6,000,000



##### **Project Summary:**

Bond funding will be used to improve and extend the city's bikeways and trails system. Two million will be used for an underpass of St. Francis Drive at West Alameda. Four million will be used according to the priority list of projects in the five-year Santa Fe Metropolitan Bicycle Master Plan. This includes on-road projects such as bicycle lane striping, sharrows, signage and bike racks.

##### **Economic Benefits:**

- Support bicycle related businesses and tourism.
- Provide for low-cost, environmentally friendly transportation.
- Estimated direct construction jobs: 25 (annual, full-time equivalent)

#### SWAN Park - \$5,000,000



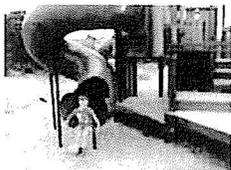
##### **Project Summary:**

Bond funding will complete Phase 1 of the Southwest Activity Node (SWAN) Park which will serve the approximately 40% of the city's youth who reportedly attend schools in the southwest area. The master plan is complete for this regional park in Santa Fe's populous and growing southwest sector. Phase 1 includes a multi-purpose field, family picnic area, lawn area, basketball court, playground, pathways, landscaping and an access road and parking.

##### **Economic Benefits:**

- Attract people to the area with sports leagues, potential competitive regional teams and park amenities.
- Complement nearby local business developments by providing a desirable amenity for workers, customers and others.
- Estimated direct construction jobs: 41.67 (annual, full-time equivalent)

#### Park Improvements - \$3,000,000



##### **Project Summary:**

Bond funding will improve many Santa Fe parks that have not benefited from the 2008 Parks Bond allocation. This includes, adding, renovating or replacing park furniture and amenities, resurfacing sports courts, and installing adequate drainage to ensure safe, fun, beautiful spaces for families and visitors.

##### **Economic Benefits:**

- Enhance outdoor quality of life which is the main reason businesses state for being in Santa Fe.
- Reduce healthcare costs and needs by providing facilities for healthy lifestyles.
- Estimated direct construction jobs: 25 (annual, full-time equivalent)

# City of Santa Fe Opportunity Bonds

## APPENDICES

ALL APPENDICES ARE SUBJECT TO CHANGE PENDING  
AVAILABILITY OF FUNDS OR BIDS RECEIVED OR ACTUAL  
PROJECT COSTS OR LOGISTICS

## TRAIL IMPROVEMENTS

**Cost Estimate**

Underpass of St. Francis Drive at West Alameda

\$2,000,000

According to priority list of projects (please see list below) in the Santa Fe Metropolitan Planning Organization Master Plan

\$4,000,000

From Metropolitan Bicycle Master Plan, Draft as of Oct. 28, 2011  
Implementation Plan: City Projects in Phase A ("The Five-Year Plan")

**Phase A: The Five-Year Plan (< 5 yrs.), City projects listed by type of project and then project priority**

<b>Type of Improvement</b>	<b>Improvement</b>	<b>miles</b>	<b>Cost Estimate</b>
Bike Lanes	Siler Road Diet	0.4	\$ 16,800
Bike Lanes	Galisteo: Stripe bike lanes from St. Michael's/Harkle to Hospital	0.4	\$ 13,125
Bike Lanes	Galisteo: Widen by 5 ft. from San Mateo to Hospital	0.4	\$ 12,500
Bike Lanes	Siringo: Study and Implement Bike Lanes where feasible (Ave de las C to Botulph)	2.5	\$ 105,000
Bike Lanes	San Mateo: Study and Implement Bike Lanes where feasible (Galisteo to 2nd St.)	1.0	\$ 42,000
Bike Lanes	Pacheco St.: Study and Implement Bike Lanes where feasible (n. of San M to Siringo)	1.0	\$ 28,000
Bike Lanes	W. San Francisco: Contra-flow bike lane from plaza to Galisteo (sign only)	0.1	\$ 560
Bike Lanes	Intersection of Airport Rd./Rodeo Rd. and Cerrillos Rd. (NM14): Study and Implement Bike Lanes	NA	\$ 10,000
Bike Lanes	Stripe bike lanes: Other candidates as Phase A budgeting allows (e.g. consider W. Alameda bet. Guadalupe and Camino Alire; Wagon Rd.; Osage s. of San I)	NA	-
Sharrows	Osage: Sharrows bet. Agua Fria and San I	0.1	\$ 500
Sharrows	Paseo de Peralta: Sharrows bet. Washington and Palace	0.3	\$ 1,500
Sharrows	Wagon Rd.: Sharrows	0.1	\$ 500
Sharrows	Lopez Lane: Sharrows	1.0	\$ 5,000
Sharrows	Tierra Contenta: Sharrows as needed where road narrows on Jaguar, Paseo del Sol, etc.	1.0	\$ 5,000
Multi-Use Trail	RAIL TRAIL: St. Francis Dr. to Cordova (along Pen Rd.)	0.2	\$ 160,000
Multi-Use Trail	RIVER TRAIL: Connections/Crosswalks to Campo, Candelario	0.0	\$ 35,800
Multi-Use Trail	RIVER TRAIL: Connection to La Madera St.	0.0	\$ 54,000
Multi-Use Trail	RIVER TRAIL: Connection to Cam. de la Conq.	0.0	\$ 32,400
Multi-Use Trail	RIVER TRAIL: Connection to Cam. De Chelly	0.0	\$ 56,400
Multi-Use Trail	ACEQUIA TRAIL: Bridges to Onate & Kathryn	NA	\$ 132,400
Multi-Use Trail	RAIL TRAIL: Cordova to Alta Vista (S. Capitol Station)	0.2	\$ 160,000
Multi-Use Trail	ACEQUIA TRAIL: Connection to Larragoite Park (w/ X-Walk) & Agua Fria St.	0.1	\$ 168,700
Multi-Use Trail	ARROYO CHAPPARAL TRAIL: from Ragle Park to Zia Station via Candelero Park, with tie-in to ped bridge to Zia	0.5	\$ 600,000
Multi-Use Trail	LA TIERRA TRAILS: Connection from Camino de los Montoyas via NM599 Underpass	0.4	\$ 240,000
Multi-Use Trail	SFUAD (CSF) ROADBED along E. Boundary Ditch, w/tie-ins to Llano @ DV MS & La Farge Library	0.7	\$ 470,000
Multi-Use Trail	NM CENTRAL / KENNEDY LINE: Pinon ES to Pueblos del Sol trails	0.2	\$ 120,000
Multi-Use Trail	TIERRA CONTENTA (N. Arroyo Chamisos): Buffalo Grass Rd. to S. Meadows	0.3	\$ 150,000
Multi-Use Trail	ACEQUIA TRAIL: Otowi to Maclovía Park	0.1	\$ 60,000

**Phase A: The Five-Year Plan (< 5 yrs.), City projects listed by type of project and then project priority**

<b>Type of Improvement</b>	<b>Improvement</b>	<b>miles</b>	<b>Cost Estimate</b>
Multi-Use Trail	ACEQUIA TRAIL: Maclovia Park to Hnos. Rodriguez Park	0.2	\$ 126,700
Multi-Use Trail	ACEQUIA TRAIL: Hmnos Rodriguez Park to Harrison	0.1	\$ 60,000
Multi-Use Trail	ARROYO CHAMISO TRAIL: Connection south to Richards Ave.	NA	\$ 162,000
Multi-Use Trail	ARROYO EN MEDIO TRAIL: completing route from Zia to Sawmill	0.3	\$ 125,000
Multi-Use Trail	ARROYO MASCARAS TRAIL: From San Francisco St. to St. Francis / Alameda sidewalks, including speed table at San Francisco (Villa Alegre)	0.1	\$ 86,000
Multi-Use Trail	CAÑADA RINCON TRAIL: Calle Mejia to Zocalo	0.2	\$ 120,000
Multi-Use Trail	RAIL TRAIL CONNECTION: Calle Sombra	NA	\$ 81,000
Multi-Use Trail	RAIL TRAIL CONNECTION: Monterrey	NA	\$ 54,000
Multi-Use Trail	RAIL TRAIL CONNECTIONS: Rodeo Park E. (x2-3)	NA	\$ 81,000
Multi-Use Trail	GAIL RYBA TRAIL: East to Botulph Side Path, w/ St. M's connection	0.4	\$ 240,000
Multi-Use Trail	GAIL RYBA TRAIL: Zia to Zia Connection	0.2	\$ 120,000
Multi-Use Trail	ARROYO CHAMISO TRAIL: NM14 to Entrada Contenta (to meet Las Soleras)	0.2	\$ 120,000
Multi-Use Trail	PUEBLOS DEL SOL: N-S Connector across Gov. Miles (w/related improvements)	NA	\$ 218,700
Multi-Use Trail	ACEQUIA TRAIL: S Meadows Open Space to San Felipe	0.8	\$ 450,000
Multi-Use Trail	I-25 NORTH FRONTAGE: Pueblos del Sol to Richards Ave.	0.5	DD
Multi-Use Trail	PUEBLOS DEL SOL TRAILS: Utility Line to Camino Carlos Rey	0.2	\$ 120,000
Multi-Use Trail	MRC TRAIL: From Soccer Fields to Caja del Oro Rd.(w/NE connection to Caja del Rio Rd.)	0.2	\$ 120,000
Multi-Use Trail	Park Retrofits (not covered above): ramps, etc.	NA	\$ 50,000
Multi-Use Trail	Misc. City Park Connections: ramps, etc. (e.g. River Trail @ C Colon; AC Trail @ SF Place; Railyard Park minor improvements @ Site S Fe, W21, SF Clay)	NA	\$ 50,000
Trail Crossing	ACEQUIA / CHILE LINE (Railyard Pk.): X-walk across Cerrillos to Gilmore St.	0.0	\$ 11,400
Trail Crossing	St. Francis-Cerrillos Intersection Improvements, Phase I	NA	\$ 350,000
Trail Crossing	Rail Trail Crossings: Mark Alta Vista, 2nd St., Siringo; Improve Paseo de Peralta markings; consider Manhattan, Alcaldesa	NA	\$ 2,800
Trail Crossing	Arroyo Chamiso Trail Crossings: fix gates, median refuges	NA	\$ 5,000
Trail Crossing	St. Francis-Siringo Intersection Improvements	NA	\$ 200,000
Trail Crossing	Rail Trail Crossing: Consider Ped. Hybrid Signal at Cordova	NA	\$ 200,000
Trail Crossing	Rail Trail Crossing: Consider Ped. Hybrid Signal at St. M.'s	NA	\$ 200,000
Soft-Surf. Trail	SARAH WILLIAMS TRAIL: Gonzales Rd. to Dale Ball Trails along Hyde Park Rd.	0.9	\$ 40,500
Wayfinding	Wayfinding: Bike Routes along Trails and Roads (see pp 39-40)	NA	\$ 20,000
Total: Phase A Projects in or by City			\$ 6,094,285

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**CITY OF SANTA FE, NEW MEXICO**

**RESOLUTION NO. 2011-69**

**INTRODUCED BY:**

Councilor Dominguez  
Mayor Coss  
Councilor Trujillo  
Councilor Romero

**A RESOLUTION**

**CALLING A SPECIAL ELECTION TO BE HELD IN THE CITY OF SANTA FE ON MARCH 6, 2012, IN CONJUNCTION WITH THE REGULAR MUNICIPAL ELECTION FOR THE PURPOSE OF VOTING ON THE ISSUANCE OF GENERAL OBLIGATION BONDS IN AN AGGREGATE PRINCIPAL AMOUNT OF \$22,800,000; DESCRIBING THE PURPOSES TO WHICH THE BOND PROCEEDS WOULD BE PUT; PROVIDING THE FORMS OF THE BOND QUESTIONS; PROVIDING FOR NOTICE OF THE ELECTION; PRESCRIBING OTHER DETAILS IN CONNECTION WITH SUCH ELECTION AND BONDS; AND RATIFYING ACTION PREVIOUSLY TAKEN IN CONNECTION THEREWITH.**

**WHEREAS**, the City Council (the "Governing Body") of the City of Santa Fe (the "City") in the County of Santa Fe and State of New Mexico, hereby determines that it is necessary and in the best interests of the City and its inhabitants to incur indebtedness in the principal amounts and for the purposes provided herein; and

**WHEREAS**, subject to the limitations and in accordance with Article IX, Section 12 of the

1 New Mexico Constitution and Sections 6-15-1 through 6-15-28 NMSA 1978, the City may issue of  
2 general obligation bonds for the purposes allowed in Section 3-30-5 NMSA 1978 and the purposes  
3 allowed by the Home Rule Charter of the City; and

4 **WHEREAS**, in accordance with the provisions of Section 6-15-1 NMSA 1978, the  
5 Governing Body acting by and through the City Finance Director and Treasurer will forward in  
6 writing to the Local Government Division of the Department of Finance and Administration a notice  
7 of the bond election as described herein; and

8 **WHEREAS**, in accordance with the provisions of Section 3-30-6 NMSA 1978, before  
9 general obligation bonds are issued, the governing body of the municipality shall submit to a vote of  
10 the registered qualified electors of the municipality and the nonresident municipal electors the  
11 question of issuing the bonds. The election may be held at the same time as the regular municipal  
12 election or at any special election held pursuant to Article IX, Section 12 of the constitution of New  
13 Mexico; and

14 **WHEREAS**, the Governing Body is hereby calling a special election to be held in  
15 conjunction with the regular municipal election on March 6, 2012 for the purpose of submitting  
16 questions of incurring indebtedness to the qualified electorate of the City pursuant to applicable laws  
17 of the State of New Mexico, and pursuant to Article IX, Section 12 of the New Mexico Constitution;  
18 and

19 **WHEREAS**, the Governing Body hereby determines and declares that the projects (the  
20 "Projects") for which the questions of issuing the City's general obligation bonds (the "Bond Election  
21 Questions") as set forth herein, are for public purposes in accordance with Section 3-30-5 NMSA  
22 1978 and Article IX, Section 12 of the New Mexico Constitution and that no bond election has been  
23 held on the Bond Election Questions during the year immediately preceding the date established for  
24 the election.

25 **NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE**

1 **CITY OF SANTA FE:**

2 **Section 1. CALLING OF SPECIAL ELECTION.** All action, not inconsistent with  
3 the provisions of this Resolution, heretofore taken by the Governing Body and the officers of the City  
4 directed toward the Projects described in the Bond Election Questions, including, without limiting the  
5 generality of the foregoing, the calling and holding of a special election, to be held in conjunction  
6 with the regular municipal election on March 6, 2012, to authorize the issuance of general obligation  
7 bonds (the "Bonds") to finance the Projects, is ratified, approved and confirmed.

8 **Section 2. DATE OF SPECIAL ELECTION.** A special election (the "Election") shall  
9 be held in the City of Santa Fe on March 6, 2012 in conjunction with the regular municipal election  
10 scheduled for that date.

11 **Section 3. QUESTIONS.** At the Election, the following questions shall be submitted to  
12 the City's qualified electors:

<b>BOND QUESTION 1</b>	
<b><u>General Obligation Public Safety Bonds</u></b>	
Shall the City of Santa Fe issue up to \$5,000,000 of general obligation bonds to acquire, design, construct and improve buildings and equipment for police and fire protection public safety purposes?	
FOR GENERAL OBLIGATION PUBLIC SAFETY BONDS	<input type="checkbox"/>
AGAINST GENERAL OBLIGATION PUBLIC SAFETY BONDS	<input type="checkbox"/>

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**BOND QUESTION 2**

**General Obligation Parks and Trails Bonds**

Shall the City of Santa Fe issue up to \$14,000,000 of general obligation bonds to acquire land for, and to plan, design, build, equip, renovate and improve public parks, bike-pedestrian trails and related infrastructure?

FOR GENERAL OBLIGATION PARKS AND TRAILS BONDS

AGAINST GENERAL OBLIGATION PARKS AND TRAILS BONDS

**BOND QUESTION 3**

**General Obligation Sustainable Environment Bonds**

Shall the City of Santa Fe issue up to \$3,800,000 of general obligation bonds to acquire, install, construct, upgrade and improve sustainable environment projects, including renewable energy, arroyo drainage and watershed security projects?

FOR GENERAL OBLIGATION SUSTAINABLE ENVIRONMENT BONDS

AGAINST GENERAL OBLIGATION SUSTAINABLE ENVIRONMENT BONDS

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1           **Section 4.       POLLING PLACES AND CONSOLIDATION OF PRECINCTS.**

2           The following polling places shall be used for the conduct of the regular municipal election  
3 and qualified electors of the City of Santa Fe may vote at the polling places listed below between the  
4 hours of 7:00 a.m. and 7:00 p.m. on March 6, 2012.

5 <b><u>DISTRICT #1</u></b>	<b><u>POLLING PLACE</u></b>
6   Consolidated Precincts 8, 22	Montezuma Lodge, 431 Paseo de Peralta
7   Consolidated Precincts 9, 28	Montezuma Lodge, 431 Paseo de Peralta
8   Precinct 10	Ft. Marcy Complex, 490 Bishops Lodge Road
9   Consolidated Precincts 11, 20	Aspen Community Magnet School, 450 La Madera
10  Consolidated Precincts 21, 83	Gonzales Elementary, 851 W Alameda
11  Consolidated Precincts 24, 25	Aspen Community Magnet School, 450 La Madera
12  Consolidated Precincts 26, 27	El Museo Cultural de Santa Fe, 555 Camino de la Familia
13  Precinct 30	Ft. Marcy Complex, 490 Bishops Lodge Road
14  Precinct 32	Academy at Larragoite, 1604 Agua Fria Street
15  Precinct 33	Academy at Larragoite, 1604 Agua Fria Street
16 <b><u>DISTRICT #2</u></b>	<b><u>POLLING PLACE</u></b>
17  Consolidated Precincts 36, 44	Wood Gormley Elementary School, 141 E. Booth St.
18  Consolidated Precincts 37, 54	Capshaw Middle School, 351 W. Zia Road
19  Consolidated Precincts 41, 42, 43	Public Schools Administration Building, 610 Alta Vista
20  Consolidated Precincts 45, 46	Unitarian Universalist Congregation of Santa Fe, 107 W Barcelona
21  Precinct 47	Acequia Madre Elementary School, 700 Acequia Madre
22  Precinct 48	Elks BPOE 460 Lodge, 1615 Old Pecos Trail
23  Precinct 52	E.J. Martinez Elementary School, 401 West San Mateo Road
24  Precinct 53	Pasatiempo Senior Center, 664 Alta Vista Street
25  Precinct 55	Elks BPOE 460 Lodge, 1615 Old Pecos Trail

<u>DISTRICT #3</u>	<u>POLLING PLACE</u>
Consolidated Precincts 12, 62, 64, 75, 80	Ortiz Middle School, 4164 S Meadows Road
Consolidated Precincts 31, 66	Salazar Elementary School, 1231 Apache Avenue
Precinct 34	Salazar Elementary School, 1231 Apache Avenue
Precinct 67	Ortiz Middle School, 4164 S Meadows Road
Precinct 86	South Side Library, 6599 Jaguar Drive
<u>DISTRICT #4</u>	<u>POLLING PLACE</u>
Precinct 29	Genoveva Chavez Community Center, 3221 Rodeo Road
Consolidated Precincts 35, 74	Nava Elementary School, 2655 Siringo Road
Consolidated Precincts 38, 56	Genoveva Chavez Community Center, 3221 Rodeo Road
Consolidated Precincts 39, 49	Kearny Elementary School, 901 Avenida de las Campanas
Precinct 50	Nava Elementary School, 2655 Siringo Road
Consolidated Precincts 51, 76	Chaparral Elementary School, 2451 Avenida Chaparral
Precinct 77	Chaparral Elementary School, 2451 Avenida Chaparral
Precinct 78	Genoveva Chavez Community Center, 3221 Rodeo Road

ABSENTEE VOTER PRECINCT (All Districts)  
Office of the City Clerk, Room 215, City Hall, 200 Lincoln Avenue

EARLY VOTER PRECINCTS (All Districts)  
Office of the City Clerk, Room 215, City Hall, 200 Lincoln Avenue

QUALIFIED NONRESIDENT MUNICIPAL ELECTORS  
Office of the City Clerk, Room 215, City Hall, 200 Lincoln Avenue

**Section 5. ABSENTEE VOTING.** Absentee voting by mail will begin on Tuesday, January 31, 2012 and close at 5:00 p.m. on Friday, March 2, 2012. Absentee ballots may be cast in person beginning on Tuesday, January 31, 2012 until 5:00 p.m. on Friday, March 2, 2012. Absentee voting will be conducted in the office of the City Clerk, during the regular hours and days of business,

1 Monday through Friday. Applications for absentee ballots may be obtained only from the office of the  
2 City Clerk. All applications for absentee ballots must be completed and accepted by the City Clerk  
3 prior to 5:00 p.m., Friday, March 2, 2012. After 5:00 p.m. on March 2, 2012, all unused absentee  
4 ballots will be publicly destroyed by the City Clerk. The City Clerk will accept completed absentee  
5 ballots delivered by mail, or in person by the voter casting the absentee ballot, their caregiver or the  
6 voter's immediate family, until 7:00 p.m. on March 6, 2012.

7 **Section 6. EARLY VOTING.** Early voting will be conducted in the office of the City  
8 Clerk, during the regular hours and days of business, Monday through Friday. Early voting will  
9 begin at 8:00 a.m. on Wednesday, February 15, 2012 and close at 5:00 p.m. on Friday, March 2,  
10 2012. Registered voters cast their vote on a paper ballot which is counted by a M100 electronic vote  
11 tabulator. All applications for early voting ballots must be completed and accepted by the City Clerk  
12 prior to 5:00 p.m., Friday, March 2, 2012. After 5:00 p.m. on March 2, 2012, all unused early voting  
13 ballots will be publicly destroyed by the City Clerk.

14 **Section 7. VOTER ELIGIBILITY.** The City's qualified resident electors and the  
15 City's qualified nonresident municipal electors are eligible to vote on the Bond Election Questions.  
16 No judge or clerk of election shall allow a person to vote unless he or she is duly registered as a voter  
17 with the Santa Fe County Clerk and unless he or she meets the qualifications of a resident elector or a  
18 nonresident municipal elector.

19 **Section 8. CLOSING OF REGISTRATION BOOKS.** All persons desiring to vote at  
20 the Election (including nonresident municipal electors) must be registered to vote. A qualified elector  
21 is any person whose affidavit of voter registration has been filed by the Santa Fe County Clerk on or  
22 before the twenty-eighth (28<sup>th</sup>) day prior to the election, who is registered to vote in a general election  
23 precinct established by the Santa Fe Board of County Commissioners that is wholly or partly within  
24 the City of Santa Fe boundaries, and who is a resident of the City of Santa Fe. Registration books for  
25 this election will be closed at 5:00 p.m. on February 7, 2012.

1           **Section 9.       NONRESIDENT MUNICIPAL ELECTOR.** A "nonresident municipal  
2 elector" means any person who on the date of election is a qualified, registered elector of Santa Fe  
3 County but who is a resident of that portion of Santa Fe County which is outside of the Santa Fe City  
4 limits, and who has paid a property tax on property located within the City of Santa Fe during the  
5 year preceding the election. Not more than sixty nor less than fifteen days before the Election, any  
6 nonresident municipal elector desiring to vote on the Bond Election Question shall file with the City  
7 Clerk a completed certificate of eligibility in substantially the form provided in Section 3-30-3,  
8 NMSA 1978, which shall constitute the nonresident municipal elector's additional registration  
9 requirement for voting at the Election on the Bond Election Question. Each nonresident municipal  
10 elector must file such certificate of eligibility in addition to registering to vote with the Santa Fe  
11 County Clerk.

12           **Section 10.     NONRESIDENT VOTING DISTRICT.** For the purpose of this  
13 Resolution and solely for the purpose of voting on the Bond Election Questions, all territory within  
14 the County of Santa Fe is a municipal precinct (hereinafter referred to as the "Municipal Precinct").  
15 All territory in the Municipal Precinct and not within the City's boundaries shall constitute one voting  
16 division to be known as the nonresident municipal elector voting precinct (hereinafter referred to as  
17 the "Nonresident Voting District"). The Nonresident Voting District shall include the territory within  
18 the boundary of any other municipality within the County.

19           **Section 11.     CANVASS OF THE ELECTION RESULTS.** The vote shall be canvassed  
20 as provided in Section 3-30-7 and Section 3-8-53, NMSA 1978, and the Bond Election Act, Sections  
21 6-15-23 through 6-15-28, NMSA 1978, and the City Clerk shall certify the results of the Election and  
22 file the certificate of canvass in the official minute book of the City. The City Clerk shall complete  
23 the canvass of the election results no later than 5:00 p.m. on March 9, 2012, to certify the results of  
24 the election and take any other necessary action relating to the election.

25           **Section 12.     PUBLICATION OF RESOLUTION.** This resolution shall be published in

1 the English and Spanish languages at least once a week for four consecutive weeks by four insertions,  
2 the first insertion being published between fifty and sixty days before the day of the Election in a  
3 newspaper or newspapers which maintain an office in and are of general circulation in the City and  
4 which otherwise qualify as legal newspapers in the City. The City Clerk is hereby instructed and  
5 authorized to carry out this provision.

6 **Section 13. AUTHORIZATION OF OFFICERS.** The officers of the City are hereby  
7 authorized and directed, for and on behalf of the City, to take all action necessary or appropriate to  
8 effectuate the provisions of this Resolution, including, without limiting the generality of the  
9 foregoing, the preparation of affidavits, instructions and election supplies, and the publication of  
10 notices.

11 **Section 14. SEVERABILITY.** If any section, paragraph, clause or provision of this  
12 Resolution shall for any reason be held to be invalid or unenforceable, the invalidity or  
13 unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining  
14 provisions of this resolution.

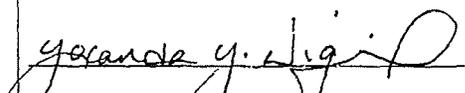
15 **Section 15. REPEALER.** All bylaws, orders, resolutions and ordinances, or parts  
16 thereof, inconsistent herewith are hereby repealed to the extent only of such inconsistency. This  
17 repealer shall not be construed to revive any bylaw, order, resolution or ordinance, or parts thereof,  
18 heretofore repealed.

19 PASSED, APPROVED and ADOPTED this 30<sup>th</sup> day of November, 2011.

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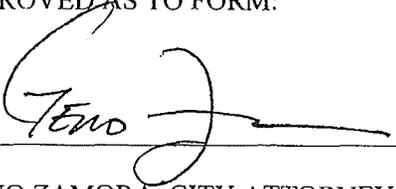
22 DAVID COSS, MAYOR

23 ATTEST:

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25 YOLANDA Y. VIGIL, CITY CLERK

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APPROVED AS TO FORM:

A handwritten signature in cursive script, appearing to read "Geno", is written over a horizontal line.

GENO ZAMORA, CITY ATTORNEY

*CAO/M/Melissa/Resolutions 2011/Election/Election English Resolution GO Bonds*



## Appendix B: January 16, 2014 Public Meeting Summary

**SANTA FE RIVER TRAIL CROSSING**

Meeting Summary

Public Involvement Meeting #1: Open house - January 16, 2014

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**Purpose**

Public Involvement Meeting #1 for the Santa Fe River Trail Crossing on Thursday January 16, 2014 introduced the project to the public and served as a venue to collect initial public input on the project. A brief presentation by the project team provided background information on the project, prior studies, basic existing conditions, the purpose and need of the crossing, and outlined next steps in the assessment procedure. Project boards with basic project information and potential route alternatives were on display during the meeting. A public question and answer session followed the presentation.

**Meeting Summary**

The first public involvement meeting for the Santa Fe River Trail Crossing was held at the Gonzales Community School Library, located at 851 West Alameda, Santa Fe on Thursday January 16th, 2014 between 5:00 and 6:30pm. There were 44 names on the sign-in sheet, with an estimated 50 people attending.

The meeting was organized as an open house (ca. 30 minutes) followed by a presentation (ca. 15 minutes), and question and answer session (ca. 45 minutes).

The meeting began with an introduction by Brian Drypolcher, who briefly introduced members of the design team and provided an overview of the project's history, current efforts along the river trail, and the overall objective of trail connectivity. Parsons Brinckerhoff team members Paul Steffin and Jeff Fredine explained existing conditions of the site and deficiencies of the current crossing. The project purpose was identified as: (1) improving crossing safety and convenience along the Santa Fe River; (2) providing connectivity along the trail to the extended River Trail; and (3) facilitating and continuing development of the Santa Fe River Trail system. The need for the project was based on the following: (1) St. Francis Drive creates a connectivity barrier for the trail; (2) increased use of the Santa Fe River Trail as trail sections continue to be developed; (3) ADA deficiencies with the current pedestrian crossing; and (4) high vehicle traffic at the St. Francis / Alameda intersection and potential conflicts with pedestrians / bicyclists at the current crossing. The design team concluded the presentation with an overview of the study process and opened the floor to questions and answers.

**Public Comments Summary**

Public comments were collected through written comment forms, emails, and by documenting the question and answer session at the public meeting. Most comments indicated approval of the project as an underpass (10) with an almost identical number (9) indicating project funds should be reallocated to other priority projects, with no improvements made at this location. Some comments suggested making only at-grade improvements (7) and possibly reallocating the funds for other trail projects. Several comments were against an underpass (2) or against an overpass (2). One comment suggested at-grade improvements now, and an underpass at a later date.

Those against any improvements at the crossing location argued that the project was not justified because the potential cost for an underpass and that the project is a secondary priority as outlined in the MPO Bicycle and Pedestrian Master Plan. Members of the public voiced support of investigating at-grade crossing improvements. Safety and visibility was a primary concern for those commenters in favor of an underpass / overpass.

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

- the type of crossing that would exist at the intersection
- the prioritization of funding for this project compared to others along the trail
- the budget of the project compared to a projected final cost.

**Meeting Advertisement**

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

17 days in advance:

Email: to Santa Fe City Council, Santa Fe MPO staff, Santa Fe City Parks Division, BTAC members, POSAC members, Interested Organizations + Trail Advocates, COLTPAC members, Santa Fe County Planning Division and Neighborhood Associations (city wide)

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

Posters: (2) 4'x5' City of Santa Fe Notification Boards at the intersection of St. Francis and Alameda  
(1) 4'x5' City of Santa Fe Notification Board at the entrance / exit of Gonzales Elementary

One week in advance:

Email: to Santa Fe City Council, Santa Fe MPO, Santa Fe City Parks Division, BTAC members, POSAC members, Interested Organizations + Trail Advocates, COLTPAC members, Santa Fe County Planning Division and Neighborhood Associations (city wide)

Four days in advance:

Newspaper: Santa Fe New Mexican; paid advertisement

Three days in advance:

Website: City of Santa Fe; News + Announcements

One day in advance:

Email: to Santa Fe City Council, Santa Fe MPO, Santa Fe City Parks Division, BTAC members, POSAC members, Interested Organizations + Trail Advocates, COLTPAC members, Santa Fe County Planning Division and Neighborhood Associations (city wide)

Newspaper: Santa Fe New Mexican; Local News in Brief

**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 until 1/31/2014)
- Email correspondence (collected through 2/04/2014)

## QUESTION + ANSWER SESSION RECORD (FROM PUBLIC MEETING: January 16, 2014)

*During the presentation there were concerns about the potential cost of the project and how funds were allocated for this project compared to others. Members of the audience expressed concerns on what the actual structure would be, ranging from overpass, at grade improvements, to underpass. Other public attendees voice opinions on safety issues that would correspond with new structures.*

**Questions and Comments During Presentation**

These are just pedestrians on the west side not trying to cross at St Francis. [Referencing trail counts in presentation]

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How prevalent is that? [Referencing use of culverts as under crossing in presentation] *Anecdotal evidence suggests use of culverts to cross under St. Francis.*

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I've got a question about the bond. That also included money for the crossing at St Francis and Cerrillos. Can this money go towards that intersection? For an under pass? If this money could be used towards that can that project be moved forward more quickly?

*-The bond that funds this project specifically mentions this intersection, not the Cerrillos St Francis intersection.*

Isn't there always leeway?

*-This project was specifically mentioned in the bond. Bonds must be as specific as possible as to what the money is allocated for.*

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In terms of the Acequia Trail crossing for St Francis there is money left for the design of the open under crossing. The money that was allocated from this bond is \$2 million for this project. Is that going to be able to pay for design and construction to completion?

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Is there already a trail under St Francis?

*-No. Some people are going through the culvert to avoid crossing St Francis.*

**Questions and Answer Session**

I'm new to the neighborhood. If you don't have current or applicable data how did you get funding through the bond?

*-It has been on the drawing board for many years. We have also been contacted by numerous constituents. I think we have to build the crossings for the most vulnerable crossing, not the experienced.*

---

Some of the drawings in front had overpasses and underpasses on the south side and north side. Do you have more information about these methods? How much will the different alternatives cost? You are just totally starting from the get go? You haven't ball parked costs?

*-We are just kicking off the meeting. We have not looked at costs yet. That is part of the next step.*

---

I keep seeing you mention underpass. I noticed there is an improved at-grade crossing. Is it predetermined that there will be an underpass? I don't think there can be an under pass designed and built for \$2 million.

*-We have been specifically instructed to create an underpass but the DOT process requires us to look at all options.*

---

If it ended up being an at-grade improvement and it didn't cost \$2 million will it go back into the pool? As a voter I would have not voted for this bond if I had know that other bike master plan projects would not be completed because of this project. I live in Las Estrellas and we need a connection to get out of our community that is in the Bicycle Master Plan and is needed more than an incomplete underpass.

*-The intent of the project must be met with funds allocated. The politicians must adhere to the project list in the bond language.*

---

I wish you would start saying options instead of underpass. If \$2 million is not enough do we go to bonds and ask for the money or got to city funds and steal the money to finish it? So the 2014 construction date is up in the air? Can the \$2 million get you to that point? We are not talking about over pass any more right?

*-If the \$2 million is not enough to complete the project the city must find additional funds.*

---

Do you or anyone else have any details about the accidents that happened on St Francis?

*-There were 2 accidents. One in 2007 that involved a pedestrian and a vehicle. The other in 2008 which also involved a pedestrian and vehicle and resulted in severe injury to the pedestrian.*

---

I would state I am mostly disappointed that the bond money is going to plan B. How much has been spent to date for the contracting fees? How much will be needed to go through design?

*-We do not have the fees to date but the contract is \$250k for design services.*

---

Other than the lines on the crossing diagrams, what else is involved in the at-grade crossing? The overpass sounds institutional with chain-link or barbwire. An underpass sounds like cold and dark. Aren't there ped push buttons there now? What are the improvements that will be made to the at-grade crossing?

*-ADA upgrades, ramps, ped push buttons up to standards*

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Can bikes reach the push buttons?

*-You have to get off your bike to use the buttons.*

These would be accessibility improvements and not safety improvements? For the majority of people who need safety improvements beyond the accessibility improvements are there additional improvements for able bodied on foot people.

*-Yes. We will look at improving the median and ped jump phase.*

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Are these old planning documents available on the city website and projected timeline and existing maps of the trail system?

*-All of the documents are online except the 1995 plan. This can be added to the website or emailed to anyone who is interested.*

---

I support this project. But I want to share what we learn for the 2008 bond. The city only has to abide to what is in the bond language. All they have to show is that they spent the money according to the mandate.

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Is the 2012 bond obligated to spend the \$2 million whether we can do it or not? Can it be shifted around within parks, trails, and open space?

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I'm a strong supporter of this project. I'm really grateful that you are doing this project. I think an underpass is extremely important for the safety of trail users and connecting the city. In terms of construction and design have you used a point that you can use the culvert to lower the cost of the underpass?

---

I gather that the FEMA recently completed new flood way maps. This school is in the 500 year flood way. The culverts are currently filled with sediment. It seems that other funding sources could be found and combined to design the underpass to alleviate flooding. Safety is large concern. Cars are looking for cars not pedestrians.

---

I know a lot of women who will not go into an under pass for safety reasons.

On this option alternative 4 - south overpass. It looks like you will need to rebuild the trail and add a crossing up stream. What are you doing there? Is that river access? There are two bridges on alternative 4. What is the blue area and what is the brown area? It would involve building a new trail?

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Are there handouts available of the presentation?

*-No we don't have any handouts.*

Please make handouts of the presentation available next time.

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Regarding alternative 4. I found the concept intriguing that the blue is a new facility and the brown is an existing street, Alto Street, is a bike and walking street. It probably would not be appropriate to put a trail on Alto Street. That is not Alto Street.

---

One of the drawbacks of overpass is that it needs to tall enough to accommodate semi-trucks. The ramps would need to be very long.

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Are you going to force students to cross alameda to use the crossing? How do students get to the underpass? Do they still have the option to cross at grade?

*-The underpass would be created in addition to the existing at-grade crossing.*

---

I'm a parent at this school and my kids walk. The attendance zone does not include the area south east of the intersection it is the northeast area on the other side of St Francis.

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I like the idea to incorporate the flood aspect and help gain funding. I use this intersection on bike. I helped with the Bicycle Master Plan and there is not an underpass at this intersection or at Acequia in phase A planning. I support improvements in improving an at-grade crossing and cars ride through on green and stop at red. Drivers need to realize right on red after stop. I would benefit from an underpass but I don't not think it is the time for this improvement. In terms of vulnerable users, I think it is often imagined there are children traveling on their own trying to make this crossing. This is not the case. I support this project but it is in phase B of Bicycle Master Plan.

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My daughter went to Desert Academy. Every single Friday she would walk from Desert Academy to my office and would make this crossing every week. They had one incident with a police car but no others. I think there are a lot of improvements that we can do to make this at-grade intersection better. If it takes more than \$2 million we will be waiting for the next bond. If we want to a safer intersection we need at-grade improvements.

---

Will you look at saving cottonwood trees along the crossing?

*-We will save all of the trees that we can.*

Would you look at figuring out how to get SFPD to enforce traffic laws?

*-It is not in our scope to make suggestions to law enforcement.*

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We all want these crossings and connections but the problem is priority. You have the beautiful Zia crossing and unfortunately it is being graffitied. Onate murals are not tagged. Can there be in the specs that there is art work that is hostile to graffiti but beautiful?

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The Alamo crossing has no sidewalk on the other side of the road at the crossing. I think some priority should go to that to make [St Francis] safer for all neighborhood crossings.

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I would like to thank you for coming out and getting public input on this project.

## SUGGESTIONS FROM COMMENT BOX

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

1. Please email me a list of all who attended today - I am the head of the informal "La Madera Neighborhood Assc." and would appreciate the additional contact info. (If necessary, please contact Bryan Drypolcher w/whom I spoke yesterday...)  
Thanks -
2. Our funding sources are limited. There are several trail connections that are of higher priority, and closer to the building state in their development than the Alameda / River Trail xing. As a cyclist, I feel that the at-grade crossing here at Alameda + St. Francis is one of the safer crossings as is. I believe that the funding available is better used for priority 1 connections proposed in the MPO bicycle Master Plan. Thank you
3. I support Alternative 1 - At Grade Improvements. I think this will be sufficient, and believe the savings (\$2mill less these costs) need to be used to continue constructing the Priority items in the MPO Master Bike Plan. This crossing was far down the list, and should not have been bumped up in priority via a political process. The MPO Master Bike Plan had significant public participation and consideration for the best uses of limited Bond funds.
4. I work for a community health program that aims to bring equitable policy-making to the south side area's food deserts in Santa Fe. It seems the funding for this project is set, but we'd heard it could be used for the Acequia trail on the other side of S. Meadows. That area of town has almost no pedestrian - friendly design, and community members are disproportionately obese. Additionally, they are a disenfranchised community who have not been informed and engaged by policymakers. Have there been equitable efforts to obtain feedback from community members in other outreach for design initiatives? Please let us know if we can assist in outreach efforts, or if you would like to discuss.
5. How about VERY BRIGHT/ reflective + large striping\*, plus improved signal features and provide a job or 2 for crossing guard(s) = much less \$, and keeps the residential character of nearby neighborhoods? La Madera Neigh. is under lots of pressure + its character would be

- ruined by any chain link or other huge ADA-compliant ramps+ overpass. (I'm disabled + support ADA!) "KISS". Need much more immediate and simple solutions. \* (from above) kind of like the new RR crossing attention. KISS=Keep IT Simple Sweetie! We do NOT need multi-million \$ ugly ramps overpasses, or scary, hard-to-maintain underpass! Getting paint + signs, + perhaps even increased penalties and enforcement of crossings and school crossing rules / laws.
6. I think this is a LOW Priority enhancement to the trail system and offers very little bang-for-the-buck. A much better use of the money would be to use it to extend + connect existing trail + travel options such as: Calle Mejia to Zocalo, Tierra Contente Trail, Acequia Trail, Arroyo en Medio Trail, "MRC Trail".
  7. Although I would love an underpass on the north side, I worry about the unsavory people that I see all the time in this area and the fact that an underpass would be so hidden from view. So I prefer an overpass, which is highly visible. My children cross here by themselves and I would think that they were safer crossing with an overpass. I can see the benefits of an underpass but if this alternative is selected, I would hope that the design entails significant efforts to make the entire underpass visible from the street. We use the river trail quite a bit and I hope this project is built, not just intersection improvements to make the crossing safe to use. Getting people to the river trail is another issue for another bond.
  8. Hoping that crossing safely includes also a consideration of vehicle (auto, truck) safety. -When bicyclists dart out, brakes are hit suddenly, bumpers are dented. And consider children crossing to get to school - will underpass be well lighted, safe for kids, will either under - or over -passes be shoveled + free of ice; trash collected; patrolled by police?
  9. This crossing of St. Francis is one of the best. The money that it would cost could be put to much better uses.
  10. Thank you so much for the river passageway under Camino Alire. I use that a lot. Ever since the bond election approving similar upgrades at St. Francis I've looked forward to this enhancement to the river trail. I hope improvements can be completed soon. I look forward to more information on the alternative designs. Sorry we have to endure comments by people who have other agendas.
  11. I think there are many more places this money would be of better use. Listen / ask bike coalition for ideas.
  12. I. Set-up Pedestrian Hybrid Beacon (s) Copy Attached. Especially: at Dunlap St. ( North Bound Traffic)
    - II. Increase Yellow Caution lights by 3 seconds
    - III. Paint lame markers (monthly)
    - IV. Paint WHITE Right lane (by sidewalks)
    - V. Use Audio directions (on lane buttons of Pedestrian Pole)
 Pedestrian Hybrid Beacon- Mid-block traffic signals that alert drivers to a pedestrian crosswalk
  13. Make the Alameda Xing of St. Francis better now. Improved at grade accessibility + safety. The conflict between the City bond \$2 million for an underpass vs. state + federal requirements to consider all options shows how the narrow focus the City + Parsons are confined to is now well thought out. There are many more other trail needs that - once the various relatively cheap improvements are done there, costing probably less than \$1 million, then that other \$ million could be used better to, say, spend that \$140,000 to buy that tract between 2 segments of this same trail.
  14. The River Trail currently is a wonderful addition to Santa Fe - extensions should be added / supported to make even better for: bicycling, walking, jogging, Lobos River Run, etc. My suggestion is to make connection of trail under St. Francis. The trail under Camino Alire works real well - open, horizontal views, natural light, safe, etc. If the new crossing can connect as an underpass that would be fantastic. Additionally, addressing the unsafe environment (St. Francis + W. Alameda) " at-grade" would be prudent. This is a very dangerous intersection.

## SUGGESTIONS FROM EMAILS

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

1. I have a comment regarding the proposed improvements to the pedestrian and bicycle crossing at the St. Francis Drive / West Alameda Street intersection.... This specific project should get a "no build" decision, and some other project with a much higher priority on the Master Bike Plan should be selected to be funded.
 

This intersection already has pretty decent traffic control with functional signalization in all directions. The timing for peds is a little too fast, and in-lane light triggers could be improved for cyclists... but there is no need for a huge expensive project at this location when the money could do far more good elsewhere.

I would SUGGEST consideration for the Old Santa Fe Trail improvement project as a prime alternative. The County has committed to addressing the segment from El Gancho Way all the way in to the County Line, but the City has yet to agree to coordinate and fund the planning and construction from County Line in to Zia rd needed to make this a contiguous route. This would be a GREAT time to leverage the design firm and construction process started by the County to 'finish the job' on this high priority route serving the entire SE corner of

the City and providing a much safer road for ALL users on this busy route which now carries trucks, bikes, peds, and traffic to Desert Academy as well as thru to Santa Fe Prep and St. Johns.

We have spent MILLIONS recently on trails, and almost nothing on the streets to support multi-modal safety on priority routes identified in the Master Plan. As a road bike commuter and rec rider I do not feel very well represented by BTAC, and I'd like to see some on-street projects that enable whole routes rather than address isolated intersections.

2. Hi, I'm in California, I can not attend this meeting. However, I give my whole-hearted support for this project. I will give support in any way I can. I am also totally willing to describe the experience of crossing this dangerous intersection.

Also, I can give a comparison experience as well. In our new community the kids have to also cross a street which is very busy like St. Francis. However there are many differences here. One hundred percent of the public school students in this area will cross that road at some point in their school career. The community met this need by making safety a visible community priority. There are numerous crossing guards. All crossing locations are indicated by special blinking lights which stop traffic in every direction. There are also blinkers on the ground which light up when pedestrians cross this street. There are numerous signs indicating pedestrian crossings and clearly painted markers on the road. There are at least six of these highly visible crossing locations on this busy road in the four mile section of Sir Francis Drake in the Ross Valley School District. All school zone areas are clearly marked on Sir Francis Drake - even when the actual school site is located two blocks or more off the main corridor.

I have pretty strong feelings about the crossing at St. Francis and Alameda - we crossed it hundreds of times. Not only did we feel unsafe every time, we were also honked at, cursed at and had rude gestures flashed our way. Often this happened while the crossing guard was in the middle of the intersection- blowing her whistle at drivers. I have witnessed a crossing guard physically place her body in front of vehicles which did not heed a red light. Running the red light is a DAILY event at that intersection almost like a sport. No one respects pedestrians in the cross walk and will turn right and left into the intersection while you are walking mid-intersection. People, particularly children, should be safer when they choose to walk or bicycle.

Some child or other community member is going to be killed at that intersection some day. The people in a position of authority to change this dangerous situation will be responsible because they knew how dangerous it is. They were warned - warned by me before I left Santa Fe, warned by other families begging for changes. When the only solution is to bus the kids across a busy, dangerous street to school, it seems that we have lost all sense of our priorities. Would we really rather put these kids on a bus to drive 50 yards over enacting proper enforcement to stop red light runners, properly mark a school zone with slower speeds and set the lights so that traffic stops for thirty seconds so the community can cross the street? Bussing the kids across the street isn't a real solution anyway as so many, many other community members walk and bike this beautiful path along the Santa Fe river every single day. Bussing was an inefficient Band-Aid type solution to a big hemorrhaging problem. Thank you,

3. Please pass this along to your staff members who are taking comments on the proposed St. Francis Dr. at W. Alameda St. crossing. I will be unable to attend the meeting scheduled for January 16th. Thank you.

I cross that intersection on foot several times each week during the warmer months and often enough during the winter. I do not see many others doing so, other than school children who have a crossing guard. I am against a bridge - too big, too ugly, and too costly. I am also against a tunnel. It would not be a safe place. Also, it would be costly.

How many pedestrians and bicyclists actually cross St. F. each day at that intersection - what does your survey show? How many accidents have occurred there involving pedestrians or bicyclists? I would appreciate answers to these questions.

If only a few or even a few dozen people cross each day and the proposed improvement costs several hundred thousand dollars, this would not be money well-spent. Perhaps all that is needed, if anything, would be buttons that activate flashing signals to warn of pedestrians, similar to those on S. Guadalupe St. at Manhattan Ave. or on Grant Ave. at Johnson St. (I don't believe the latter function any longer).

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Thank you for your response. I am sure that there are many people who use the River Trail to the west of St. Francis Drive who do not cross that road. It seems to me that the city would do well to count the number of pedestrians who actually cross before committing to a major expenditure. I suggest breaking out the count of school children who cross with the assistance of a crossing guard to get a better understanding of the makeup of the pedestrian traffic at the intersection.

4. Hi, thanks for examining the intersection at Alameda and St. Francis!

Here's what I've noticed repeatedly in the ten years I've lived here, in the La Joya neighborhood (next to Barrio La Canada). That is the intersection I use almost daily. I don't think the traffic volume is such a big deal. It does get backed up during the Gonzalez School 15 mph times, but it's tolerable.

What is terrifying, however, are the semi trucks and the enormous long flatbeds fully loaded with bales of hay. They come from the north, and as they continue straight on to St. Francis, they are travelling at enormous speeds. On numerous occasions, I have seen them BLAST through that intersection at 50-60 mph. I think the problem is, they don't get slowed down "upstream" sufficiently. If they take the left that goes to the mall, the curve in the road slows them down. But if they go straight onto St. Francis, which is what they usually do to avoid town, I have seen these humongous vehicles go through that intersection and gradually slow down by the time they get to either the Agua Fria crossroad or Cerrillos.

Also, they are coming down a long hill, so braking is harder for those trucks. They are the equivalent of run-away trains. I think if there was some way to slow them down further north, that would make that intersection much safer. Or route them around town, forbid that size

of semi to enter Santa Fe on St. Francis South from the 84.

I have a particular fear of crossing that intersection in my rollator (a kind a walker with a seat), which I currently must use (temporarily handicapped). I have to go slow, and it takes me time to get across. I have seen those semi's and hay flatbeds blow through yellow and red lights more times than I can count. Perhaps, they should be required to take the 599 and circumvent town entirely? I don't know the perfect solution. I only know, it lies, in part, by an upstream modification on southbound traffic.

Northbound traffic, I don't see this problem. Even if there are large semi's, they are going at or below speed limit. Thank you, as always, for your great service to our community!

5. Regarding comments on the hay trucks (and there are a lot more semi's than just hay trucks) at St. Francis and Alameda, I think it would be a good idea to route them around Santa Fe rather than have them run through town as they now do, i.e., require them to turn off on 699.
6. We would like to express our approval of plans for a pedestrian/bicycle crossing at the St. Francis/West Alameda St. intersection. Unfortunately we have a conflict on Thursday, January 16th during the time set for the open house discussion. Though we will not be able to participate in the discussion we would like the city to know of our interest and our approval of plans for a pedestrian/bicycle crossing at the St. Francis/West Alameda St. intersection.
7. I will be unable to attend the public information session regarding the proposed pedestrian/bike crossing at St. Francis and Alameda on January 16th. I wanted to submit this brief written comment, and am glad to have the opportunity to do so. While I tend to support safe and user-friendly ways to move around the city on foot, bike, bus or horse (just kidding), I am not in support of this particular proposal for the following reasons:
  - 1) I don't believe the amount of foot and bike traffic at that intersection justifies it.
  - 2) I think the money could be better spend elsewhere
  - 3) I would prefer to see the money used to extend and complete the bike/foot path from Frenchy's Field to the Siler Road roundabout where an already existing path extends it further. The way it is now, it is reminiscent of past projects in that only a portion of several projects is completed, and then the city comes back to the public asking for more money to complete the half-finished projects. Let's finish one completely before starting another.
  - 4) I'd rather see at the intersection of Cerrillos and St. Francis, a safer, more easily distinguishable, and less visually-cluttered corridor for pedestrians and bikes. Some of the earmarked resources could be used there.
  - 5) If the the funds being considered for use at the proposed intersection are available, in addition to the above suggestions, I'd like to see it used for city park improvements and maintenance. With the expectation that drought in Santa Fe will continue and probably worsen, it is essential to provide green public spaces for recreation, and quiet meditative spaces and places citizens can go to if they are no longer able to keep their own yards green. In addition, according to recent presentations by Santa Fe Institute, and other groups, reforestation, even on a very small scale will be beneficial to the health of communities in this time of climate change.
  - 6) The City's crown jewel is the Dale Ball Trail System. It has increased tremendously the quality of life for residents in Santa Fe; it is a big draw for out-of-town visitors who walk and bike the trails; and it adds to the emotional and physical health of the people who consistently use it in all types of weather, all year long. I would like to see some of the resources that are being considered for the St. Francis/Alameda project, used instead to expand, extend and maintain the city's portion of the DBT. While I appreciate the effort to provide for alternative pathways for moving around town, I do not support the expense and magnitude of this proposed project, as I think there are better uses for the monetary resources. Perhaps you will share these thoughts with the audience, as well as staff, on the 16th. Thank you for your attention to this matter.
8. Thanks for working with neighborhood citizens to develop plans for the river trails. We live in the 600 block of Alto Street. I attended the recent meeting, but left before writing comments. Here are my concerns: The current crossing situation is terrible for both pedestrians and bicyclists. Folks do not obey the present set-up, let alone keep a good eye out for non-motorized traffic. It also makes the river trail less attractive. Just yesterday I was in the car, waiting for the light to change so I could cross St. F. going west on Alameda. All lights in my direction were red, and Alameda traffic was beginning to cross to the east, as well as left and right turns. Some vehicle came from behind me and made a left hand turn onto southbound St. F, in spite of all lights being red and on-coming traffic. Fortunately, it squeaked through without mishap. I hesitate to walk or bike to La Montanita, because coming back along the river across St. F. to the east side I have to contend with folks making right hand turns without looking for me. At 74, somehow I am not as agile as I was at 40, and I feel very nervous about that crossing. I don't worry about going through underpasses as long as I can get a good view of what/who is in there. If an underpass is not possible (an overpass would cover way too much ground, as well as being expensive and unsightly), then I suggest (1) "no turn on red" for traffic coming from the west on Alameda; (2) delaying the right hand turns until pedestrians have a head start; (3) some sort of island or other protection for pedestrians in the middle of the crossing; (4) beginning the 25 mph speed zone immediately on the east side of St. F. so folks don't have the expectation of zooming across.
9. I hope my comments at the community meeting the other day weren't too obnoxious or scattered. What I was trying to say is that I am all for improving that intersection. But I agree with Tim Rogers and others that doing at-grade improvements would make the intersection plenty safe and save us a lot of money that could be used for trails projects elsewhere in the city. I appreciate your commitment to getting

as much public feedback on the project as possible.

10. Good to talk with you at tonight's River Trail meeting. As promised, a reminder that a red left turn arrow- activated by the WALK signal- would be an efficient and cost effective way to make the St. Francis crossing safer for pedestrians. A red right turn arrow might also prevent drivers in the right turn lane from starting their turn during the WALK period. Also- arroyo based water sensors triggering some kind of warning signal (lights?) might help provide safety during flash flooding for trails in the downtown reach of the river.

END OF NOTES



## Appendix C: Conceptual Construction Cost Estimates

**SANTA FE RIVER TRAIL CROSSING  
NORTH UNDERPASS ALTERNATIVE  
CONCEPTUAL CONSTRUCTION COST ESTIMATE  
11-Jun-14**

Item #	Description	Unit	Unit Cost	Estimate	Cost
201000	CLEARING AND GRUBBING	L.S.	\$5,000.00	1	\$5,000.00
203000	UNCLASSIFIED EXCAVATION	CU.YD.	\$10.00	3111	\$31,110.00
210000	EXCAVATION AND BACKFILL FOR MAJOR STRUCTURES	CU.YD.	\$40.00	2005	\$80,200.00
303180	BASE COURSE 8"	SQ.YD.	\$15.00	1711	\$25,665.00
423283	HMA SP IV COMPLETE	TON	\$150.00	466	\$69,900.00
511000	STRUCTURAL CONCRETE, CLASS A	CU.YD.	\$400.00	570	\$228,000.00
511030	STRUCTURAL CONCRETE, CLASS AA	CU.YD.	\$500.00	381	\$190,500.00
531001	PERMANENT ANTI-GRAFFITI PROTECTIVE COATING	SQ.FT.	\$2.00	7640	\$15,280.00
540060	REINFORCING BARS GRADE 60	LB	\$1.00	251820	\$251,820.00
543030	METAL RAILING, TYPE D	LIN.FT.	\$200.00	46	\$9,200.00
XXXXXX	TEMPORARY CULVERT EXTENSIONS	L.S.	\$20,000.00	1	\$20,000.00
601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	\$20,000.00	1	\$20,000.00
603281	SWPPP PLAN PREPARATION AND MAINTENANCE	L.S.	\$10,000.00	1	\$10,000.00
606610	TEMPORARY BRIDGE BARRIER	LIN.FT.	\$20.00	100	\$2,000.00
607079	PEDESTRIAN/BICYCLE RAILING	LIN. FT.	\$90.00	1550	\$139,500.00
608004	CONCRETE SIDEWALK 4"	SQ.YD.	\$40.00	1550	\$62,000.00
609462	CONCRETE VERTICAL CURB AND GUTTER TYPE C 8" X 32"	LIN.FT.	\$25.00	1800	\$45,000.00
618000	TRAFFIC CONTROL MANAGEMENT	L.S.	\$200,000.00	1	\$200,000.00
621000	MOBILIZATION	L.S.	\$200,000.00	1	\$200,000.00
632050	CLASS H SEEDING	ACRE	\$10,000.00	0.18	\$1,800.00
702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	L.S.	\$100,000.00	1	\$100,000.00
801000	CONSTRUCTION STAKING BY THE CONTRACTOR	L.S.	\$75,000.00	1	\$75,000.00
XXXXXX	TRAFFIC SIGNAL MODIFICATIONS	L.S.	\$75,000.00	1	\$75,000.00
XXXXXX	UTILITY RELOCATIONS	L.S.	\$50,000.00	1	\$50,000.00
	COST SUBTOTAL				\$1,906,975.00
	PLUS 20% E & C				\$381,395.00
	ESTIMATED COST SUBTOTAL				\$2,288,370.00
	NMGRT		8.1875%		\$187,360.29
	TOTAL ESTIMATED PROJECT COST				\$2,475,730.29

**SANTA FE RIVER TRAIL CROSSING  
BRIDGE STRUCTURE ALTERNATIVE  
CONCEPTUAL CONSTRUCTION COST ESTIMATE  
11-Jun-14**

Item #	Description	Unit	Unit Cost	Estimate	Cost
201000	CLEARING AND GRUBBING	L.S.	\$5,000.00	1	\$5,000.00
203000	UNCLASSIFIED EXCAVATION	CU.YD.	\$10.00	6398	\$63,980.00
210000	EXCAVATION AND BACKFILL FOR MAJOR STRUCTURES	CU.YD.	\$40.00	2647	\$105,880.00
303180	BASE COURSE 8"	SQ.YD.	\$15.00	307	\$4,605.00
423283	HMA SP IV COMPLETE	TON	\$150.00	266	\$39,900.00
502024	DRILLED SHAFT FOUNDATION 24" DIAMETER	LIN.FT.	\$80.00	864	\$69,120.00
502142	PERMANENT CASING 30" DIAMETER	LIN.FT.	\$400.00	360	\$144,000.00
502300	STEEL SHAPE REINFORCEMENT	LBS.	\$1.00	73872	\$73,872.00
502600	OBSTRUCTION REMOVAL	LIN.FT.	\$275.00	130	\$35,750.00
505000	CROSSHOLE SONIC LOGGING CONSULTANT TESTING	EACH	\$2,100.00	36	\$75,600.00
505011	LOW STRAIN INTEGRITY CONSULTANT TESTING	EACH	\$1,600.00	2	\$3,200.00
511000	STRUCTURAL CONCRETE, CLASS A	CU.YD.	\$400.00	708	\$283,200.00
511300	SUBSTRUCTURE CONCRETE CLASS A	CY.	\$400.00	270	\$108,000.00
512003	SUPERSTRUCTURE CONCRETE CLASS HPD	CY.	\$500.00	18	\$9,000.00
518121	PRECAST PRESTRESSED SLAB TYPE 21	LIN.FT.	\$240.00	1300	\$312,000.00
518270	PRESTRESSED POST-TENSIONED CONCRETE	L.S.	\$10,000.00	1	\$10,000.00
531001	PERMANENT ANTI-GRAFFITI PROTECTIVE COATING	SQ.FT.	\$2.00	7640	\$15,280.00
540060	REINFORCING BARS GRADE 60	LB	\$1.00	258880	\$258,880.00
540160	EPOXY COATED REINFORCING BARS GRADE 60	LB	\$1.10	4730	\$5,203.00
543030	METAL RAILING, TYPE D	LIN.FT.	\$200.00	92	\$18,400.00
562000	BRIDGE JOINT STRIP SEAL	LF	\$200.00	208	\$41,600.00
XXXXXX	TEMPORARY CULVERT EXTENSIONS	L.S.	\$20,000.00	1	\$20,000.00
601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	\$160,000.00	1	\$160,000.00
602010	RIPRAP CLASS E	CU.YD.	\$125.00	178	\$22,250.00
603281	SWPPP PLAN PREPARATION AND MAINTENANCE	L.S.	\$10,000.00	1	\$10,000.00
606610	TEMPORARY BRIDGE BARRIER	LIN.FT.	\$20.00	200	\$4,000.00
607078	PEDESTRIAN SCREENING FENCE, TYPE 3	LIN.FT.	\$200.00	92	\$18,400.00
607079	PEDESTRIAN/BICYCLE RAILING	LIN. FT.	\$90.00	1550	\$139,500.00
608004	CONCRETE SIDEWALK 4"	SQ.YD.	\$40.00	1550	\$62,000.00
618000	TRAFFIC CONTROL MANAGEMENT	L.S.	\$200,000.00	1	\$200,000.00
621000	MOBILIZATION	L.S.	\$300,000.00	1	\$300,000.00
632050	CLASS H SEEDING	ACRE	\$10,000.00	0.18	\$1,800.00
702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	L.S.	\$100,000.00	1	\$100,000.00
801000	CONSTRUCTION STAKING BY THE CONTRACTOR	L.S.	\$100,000.00	1	\$100,000.00
XXXXXX	UTILITY RELOCATIONS	L.S.	\$25,000.00	1	\$25,000.00
	COST SUBTOTAL				\$2,845,420.00
	PLUS 20% E & C				\$569,084.00
	ESTIMATED COST SUBTOTAL				\$3,414,504.00
	NMGRT		8.1875%		\$279,562.52
	TOTAL ESTIMATED PROJECT COST				\$3,694,066.52

**SANTA FE RIVER TRAIL CROSSING  
 ENHANCED NO BUILD ALTERNATIVE  
 CONCEPTUAL CONSTRUCTION COST ESTIMATE  
 11-Jun-14**

Item #	Description	Unit	Unit Cost	Estimate	Cost
201000	CLEARING AND GRUBBING	L.S.			
511000	STRUCTURAL CONCRETE, CLASS A	CU.YD.	\$400.00	74	\$29,600.00
531001	PERMANENT ANTI-GRAFFITI PROTECTIVE COATING	SQ.FT.	\$2.00	1000	\$2,000.00
540060	REINFORCING BARS GRADE 60	LB	\$1.00	19600	\$19,600.00
607079	PEDESTRIAN/BICYCLE RAILING	LIN. FT.	\$90.00	125	\$11,250.00
608004	CONCRETE SIDEWALK 4"	SQ.YD.	\$40.00	722	\$28,880.00
618000	TRAFFIC CONTROL MANAGEMENT	L.S.	\$10,000.00	1	\$10,000.00
621000	MOBILIZATION	L.S.	\$25,000.00	1	\$25,000.00
702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	L.S.	\$10,000.00	1	\$10,000.00
801000	CONSTRUCTION STAKING BY THE CONTRACTOR	L.S.	\$4,000.00	1	\$4,000.00
XXXXXX	INTERSECTION IMPROVEMENTS	L.S.	\$50,000.00	1	\$50,000.00
XXXXXX	LIGHTING IMPROVEMENTS	L.S.	\$5,000.00	1	\$5,000.00
XXXXXX	SIGNAL IMPROVEMENTS	L.S.	\$15,000.00	1	\$15,000.00
	COST SUBTOTAL				\$210,330.00
	PLUS 20% E & C				\$42,066.00
	ESTIMATED COST SUBTOTAL				\$252,396.00
	NMGRT		8.1875%		\$20,664.92
	TOTAL ESTIMATED PROJECT COST				\$273,060.92

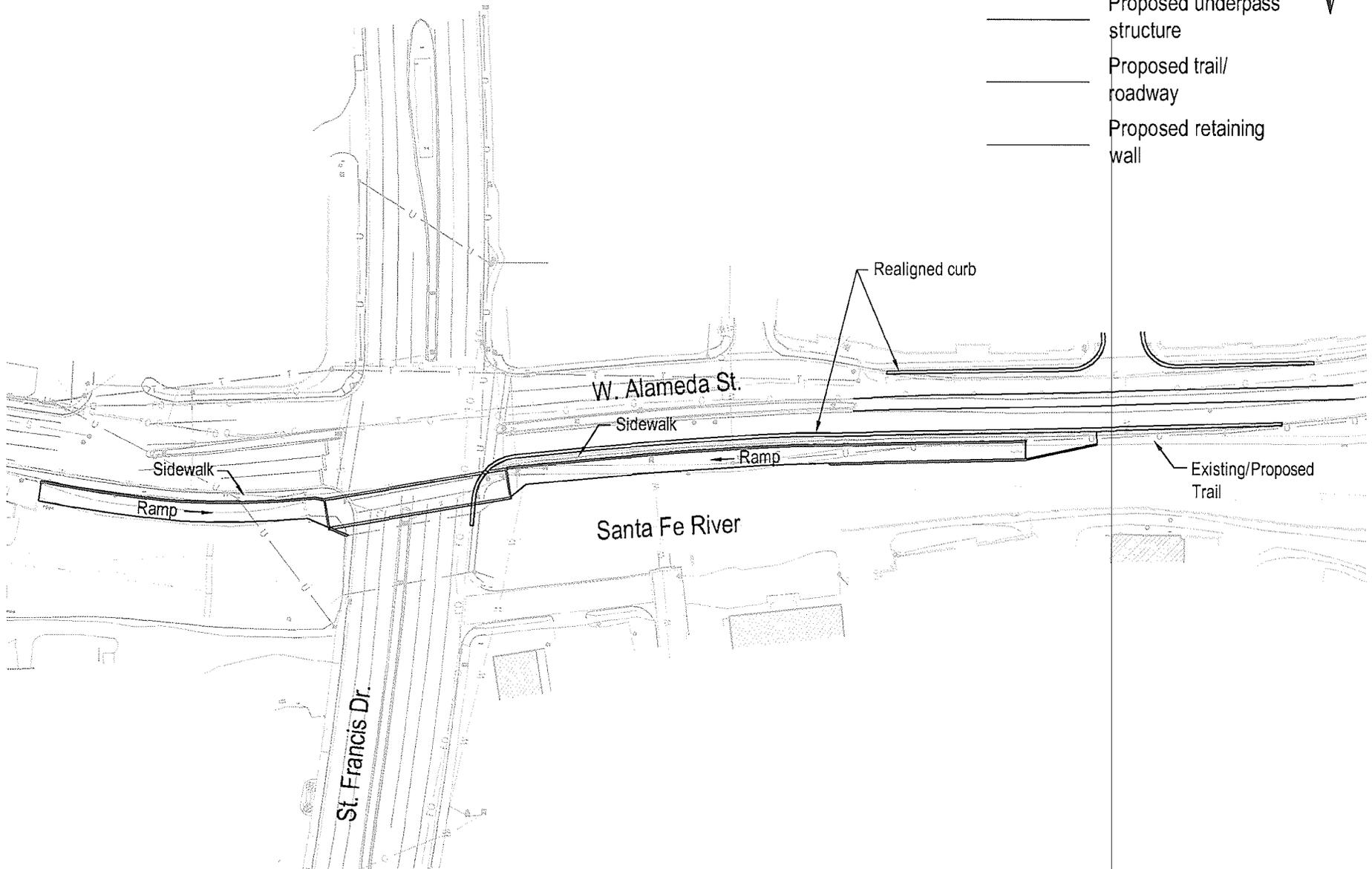


## Appendix D: North Underpass Alternative Conceptual Layout

Legend



- Proposed underpass structure
- Proposed trail/roadway
- Proposed retaining wall



**NORTH UNDERPASS ALTERNATIVE - CONCEPTUAL LAYOUT**

Scale: 1"=100'

**BTAC Proposed Project List for Reallocation of Funds from the River Trail Underpass - Recommended July 16, 2014**

<b>Description</b>	<b>Termini</b>	<b>Amount</b>	<b>Comments</b>
SF River Trail Crossing	St. Francis Dr./W. Alameda St.	\$ 300,000	BTAC Recommendation for At-Grade Improvements
Railroad Xing Improvements	Rodeo/Zia/Siringo/St. Mikes/Railyard	\$ 10,000	BTAC Recommendation for Signs, Pavement Markings, Rumble Strips for Trails and Sidewalks
Arroyo Mascaras Trail	Las Mascaras St. to E. of W. San Francisco St.	\$ 150,000	2012 GO Bond Implementation Plan-Additional Funds to Complete
City Wayfinding	City Wide	\$ 30,000	2012 GO Bond Implementation Plan-Additional Funds to Complete
Acequia Trail	Otowi Rd. to Maclovía Park	\$ 80,000	SFMPO Bicycle Master Plan, Table 8-Phase A, Trail Construction Project #15
Tierra Contenta Trail	Buffalo Grass Rd. to S. Meadows Rd.	\$ 300,000	SFMPO Bicycle Master Plan, Table 8-Phase A, Trail Construction Project #17
Acequia Trail	Rufina St. to San Felipe Rd.	\$ 660,000	SFMPO Bicycle Master Plan, Table 8-Phase A, Trail Construction Project #18
Canada Rincon Trail	Calle Mejia to Cam. Francisca/Ave. Rincon	\$ 200,000	SFMPO Bicycle Master Plan, Table 8-Phase A, Trail Construction Project #31
Arroyo En Medio Trail	Zia Rd. to Sawmill Rd.	\$ 200,000	SFMPO Bicycle Master Plan, Table 8-Phase A, Trail Construction Project #34
<b>TOTAL</b>		<b>\$ 1,930,000</b>	

**ACTION SHEET  
ITEM FROM THE  
PUBLIC WORKS/CIP AND LAND USE COMMITTEE MEETING  
OF  
MONDAY, JULY 7, 2014**

**ITEM 13**

PRESENTATION AND APPROVAL OF PROJECT STUDY REPORT FOR THE RIVER TRAIL UNDERPASS AT ST. FRANCIS DRIVE/WEST ALAMEDA STREET **(ERIC MARTINEZ)**

- a) REQUEST FOR APPROVAL OF A RESOLUTION AUTHORIZING AN AMENDMENT TO THE *2012 GENERAL OBLIGATION (GO) BOND PARKS AND TRAILS IMPLEMENTATION PLAN* TO REALLOCATE 2 MILLION DOLLARS CURRENTLY DESIGNATED FOR THE RIVER TRAIL UNDERPASS AT ST. FRANCIS/WEST ALAMEDA, LESS CERTAIN COSTS ALREADY INCURRED, TO BIKE-PEDESTRIAN TRAILS AND RELATED SAFETY AND INFRASTRUCTURE PROJECTS **(COUNCILORS BUSHEE, LINDELL, DIMAS, AND IVES) (ERIC MARTINEZ)**

**PUBLIC WORKS COMMITTEE ACTION: Postpone; Public Hearing next PWC of July 28th**

**FUNDING SOURCE:**

**SPECIAL CONDITIONS / AMENDMENTS / STAFF FOLLOW UP:**

<b>VOTE</b>	<b>FOR</b>	<b>AGAINST</b>	<b>ABSTAIN</b>
<b>CHAIRPERSON TRUJILLO</b>			
<b>COUNCILOR BUSHEE</b>	<b>Excused</b>		
<b>COUNCILOR DIMAS</b>	<b>X</b>		
<b>COUNCILOR DOMINGUEZ</b>	<b>Excused</b>		
<b>COUNCILOR RIVERA</b>	<b>X</b>		

**ACTION SHEET**  
**CITY COUNCIL COMMITTEE MEETING OF 07/09/14**  
**ITEM FROM FINANCE COMMITTEE MEETING OF 06/30/14**

**ISSUE:**

17. Request for Approval of a Resolution Authorizing an Amendment to the *2012 General Obligation Bond (GO) Parks and Trails Implementation Plan* to Reallocate 2 Million Dollars Currently Designated for the River Trail Underpass at St. Francis/West Alameda, Less Certain Costs Already Incurred, to Bike-Pedestrian Trails and Related Safety and Infrastructure Projects. (Councilors Bushee, Lindell, Dimas, Ives, Dominguez and Rivera) (Eric Martinez)

**Committee Review:**  
 Bicycle & Trail Advisory Committee (approved)                      06/18/14  
 Public Works Committee (no quorum)                                      06/23/14  
 City Council (scheduled)    07/09/14

Fiscal Impact – No

**FINANCE COMMITTEE ACTION:**

Denied.

**SPECIAL CONDITIONS OR AMENDMENTS**

**STAFF FOLLOW-UP:**

VOTE	FOR	AGAINST	ABSTAIN
COUNCILOR TRUJILLO	Excused		
COUNCILOR RIVERA	X		
COUNCILOR LINDELL	Excused		
COUNCILOR MAESTAS	X		
CHAIRPERSON DOMINGUEZ	X		

3-17/14/FC

# City of Santa Fe, New Mexico

## LEGISLATIVE SUMMARY

### Resolution No. 2014-\_\_\_\_ 2012 GO Bond Trails Fund Reallocation

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**SPONSOR(S):** Councilors Bushee, Lindell, Dimas and Ives

**SUMMARY:**

The resolution:

- Authorizes an amendment to the *2012 General Obligation (GO) Bond Parks and Trails Implementation Plan* to reallocate 2 million dollars currently designated for the River Trail Underpass at St. Francis/West Alameda, less 98,399.91 for Phase 1 costs incurred, to other bike-pedestrian trails and related infrastructure projects;
- Establishes that the Governing Body shall consider project recommendations from the Bicycle and Trails Advisory Committee (“BTAC”), however, the Governing Body shall have final authority over which projects shall be funded through the reallocation of funds; and
- Directs BTAC to first consider the priority list of projects in the five-year Santa Fe Metropolitan Bicycle Master Plan, which includes bicycle and pedestrian safety improvements, when preparing their recommendations for the Governing Body’s consideration.

At the Finance Committee meeting of June 30, 2014, the Committee had questions related to the action of the Governing Body in 2011 when it considered the projects that were proposed to be paid for with the bond money. Attached is the pamphlet entitled *Santa Fe Opportunity Bonds – General Obligation Bonds – Ballot Questions and Proposed Projects*.

Related to the attached resolution, the pamphlet specifies:

1. On page 2, the Ballot Question which states  
“2. General Obligation Parks and Trails Bonds  
Shall the City of Santa Fe issue up to \$14,000,000 of general obligation bonds to acquire land for, and to plan, design, build, equip, renovate and improve public parks, bike-pedestrian trails and related infrastructure?”
2. In the summary of projects and economic benefits, page 5:

**“Trail Improvements - \$6,000,000**

**Project Summary:**

Bond funding will be used to improve and extend the city’s bikeways and trails system. **Two million will be used for an underpass of St. Francis Drive at West Alameda.** Four million will be used according to

the priority list of projects in the five-year Santa Fe Metropolitan Bicycle Master Plan. This includes on-road projects such as bicycle lane striping, sharrows, signage and bike racks.” (**Emphasis added**)

The Finance Committee moved to deny the resolution.

**PREPARED BY:** Melissa Byers, Legislative Liaison

**FISCAL IMPACT:** Yes

**DATE:** July 1, 2014

**ATTACHMENTS:** Resolution  
FIR  
*Santa Fe Opportunity Bonds – General Obligation Bonds – Ballot Questions and Proposed Projects*

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CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2014-\_\_\_\_

INTRODUCED BY:

Councilor Patti Bushee	Councilor Signe Lindell
Councilor Bill Dimas	Councilor Peter Ives
Councilor Carmichael Dominguez	Councilor Chris Rivera

A RESOLUTION

**AUTHORIZING AN AMENDMENT TO THE 2012 GENERAL OBLIGATION (GO) BOND PARKS AND TRAILS IMPLEMENTATION PLAN TO REALLOCATE 2 MILLION DOLLARS CURRENTLY DESIGNATED FOR THE RIVER TRAIL UNDERPASS AT ST. FRANCIS/WEST ALAMEDA, LESS CERTAIN COSTS ALREADY INCURRED, TO BIKE-PEDESTRIAN TRAILS AND RELATED INFRASTRUCTURE PROJECTS.**

**WHEREAS**, on November 30, 2011 the Governing Body adopted Resolution No. 2011-68 which had an exhibit containing a list of proposed projects to be paid for by GO bonds, if approved by the voters of the City of Santa Fe at the March 6, 2012 election; and

**WHEREAS**, at the March 6, 2012 election, the voters of the city of Santa Fe authorized the issuance of up to \$14,000,000 of general obligation bonds to acquire land for, and to plan, design, build, equip, renovate and improve public parks, bike-pedestrian trails and related infrastructure; and

**WHEREAS**, the list of projects attached to Resolution No. 2011-68 and entitled the *2012 GO Bond Parks and Trails Implementation Plan*, lists 2 million dollars for the river trail underpass at St. Francis/West Alameda Crossing (“River Trail Underpass Project”); and

1           **WHEREAS**, on June 12, 2013, the Governing Body approved a Professional Services  
2 Agreement (“PSA”) for study and engineering design services for the River Trail Underpass Project  
3 in the amount of \$393,266.56; and

4           **WHEREAS**, the scope of work has three phases that are currently contracted for:

5                     Phase I – Location Study

6                     Phase II – Preliminary Design

7                     Phase III – Final Design; and

8           **WHEREAS**, \$98,399.91 has been obligated for Phase One services which are scheduled for  
9 completion in June, 2014; and

10           **WHEREAS**, the City has the ability to terminate the PSA prior to initiating Phase II and  
11 Phase III of the scope of work or amend the PSA to include at-grade intersection improvements; and

12           **WHEREAS**, the Governing Body desires to reallocate the 2 million dollars, less those costs  
13 already incurred for work performed, from the River Trail Underpass Project, to plan, design, build,  
14 equip, renovate and improve other bike-pedestrian trails and related infrastructure projects; and

15           **WHEREAS**, the Santa Fe Metropolitan Planning Organizatin has identified a priority list of  
16 projects in the five-year Santa Fe Metropolitan Bicycle Master Plan, which includes bicycle and  
17 pedestrian safety improvements, which could be considered as projects to be funded through such  
18 reallocation.

19           **NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE**  
20 **CITY OF SANTA FE** that the Governing Body hereby authorizes an amendment to the *2012*  
21 *General Obligation (GO) Bond Parks and Trails Implementation Plan* to reallocate 2 million dollars  
22 currently designated for the River Trail Underpass at St. Francis/West Alameda, less 98,399.91 for  
23 Phase I costs incurred, to other bike-pedestrian trails and related infrastructure projects.

24           **BE IT FURTHER RESOLVED** that the Governing Body shall consider project  
25 recommendations from the Bicycle and Trails Advisory Committee (“BTAC”), however, the

1 Governing Body shall have final authority over which projects shall be funded through the  
2 reallocation of funds.

3 **BE IT FURTHER RESOLVED** when planning their recommendations for the Governing  
4 Body's consideration, BTAC shall first consider the priority list of projects in the five-year Santa Fe  
5 Metropolitan Bicycle Master Plan and other safety related improvements

6 PASSED, APPROVED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2014.

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\_\_\_\_\_

9

JAVIER M. GONZALES, MAYOR

10 ATTEST:

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\_\_\_\_\_

13 YOLANDA Y. VIGIL, CITY CLERK

14 APPROVED AS TO FORM:

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\_\_\_\_\_

17 KELLEY A. BRENNAN, CITY ATTORNEY

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25 *M/Melissa/Resolutions 2014 Resolutions/Trails Fund Reallocation*

**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

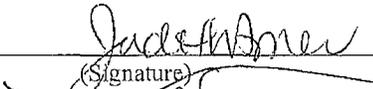
(A single FIR may be used for related bills and/or resolutions)

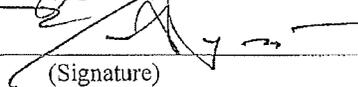
Short Title(s):  A RESOLUTION AUTHORIZING AN AMENDMENT TO THE 2012 GENERAL OBLIGATION (GO) BOND PARKS AND TRAILS IMPLEMENTATION PLAN TO REALLOCATE 2 MILLION DOLLARS CURRENTLY DESIGNATED FOR THE RIVER TRAIL UNDERPASS AT ST. FRANCIS/WEST ALAMEDA, LESS CERTAIN COSTS ALREADY INCURRED, TO BIKE-PEDESTRIAN TRAILS AND RELATED INFRASTRUCTURE PROJECTS.

Sponsor(s):  Councilors Bushee & Lindell

Reviewing Department(s):  Public Works, Finance, City Attorney

Persons Completing FIR:  Eric Martinez  Date:  6/16/14  Phone:  955-6612

Reviewed by City Attorney:    Date:  6/19/14   
(Signature)

Reviewed by Finance Director:    Date:  6/25/14   
(Signature)

**Section B. Summary**

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

To reallocate General Obligation Bond funds from the River Trail Underpass Project to other trail projects.

**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: \_\_\_\_\_

\_\_\_\_\_ Check here if no fiscal impact

Column #:	1	2	3	4	5	6	7	8
Expenditure Classification	FY 13-14	"A" Costs Absorbed or "N" New Budget Required	"R" Costs Recurring or "NR" Non-recurring	FY 14-15	"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	\$ 98,399.91	A	NR	\$ _____	_____	_____	426004.572960	
	\$301,600.09	A	NR	\$ _____	_____	_____	426004.572960	
Professional Services, Personnel &/or Construction Costs	\$ _____	_____	_____	\$1,600,000	A	NR	426004	
All Other Operating Costs	\$ _____	_____	_____	\$ _____	_____	_____	_____	
Total:	\$ 400,000			\$1,600,000				

\* 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 13-14	"R" Costs Recurring or "NR" Non-recurring	FY 14-15	"R" Costs - Recurring or "NR" Non-recurring	Fund Affected	
GO Bond	\$400,000	NR	\$1,600,000	NR	426004	
_____	\$ _____	_____	\$ _____	_____	_____	
Total:	\$400,000		\$1,600,000			

**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.)

The City budgeted \$400K in General Obligation Bond funds from a first bond sale for development of the River Trail Underpass Project and is scheduled to budget the remaining \$1.6M in August 2014 via a second bond sale.

On June 12, 2013, the Governing Body approved a Professional Services Agreement procured via a Request for Proposals (RFP No. '13/14/P) with Parsons Brinckerhoff in the amount of \$393,266.56 for study and engineering design services of the River Trail Underpass Project. A total of \$98,399.91 will be expended for the initial project study scheduled for completion June 2014.

**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 known.

**2. Consequences of Not Enacting This Bill/Resolution:**

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

Development of the River Trail Underpass Project will continue.

**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.

A Professional Services Agreement and Purchase Order w/Parsons Brinckerhoff in the amount of \$393,266.56 for study and engineering design of the River Trail Underpass Project was previously approved by the Governing Body. Of that amount, \$98,399.91 will be spent for the initial project study which is near completion. It is unknown at this time if staff is directed to terminate the aforementioned contract or amend for another purpose.

As the resolution amends the 2012 Parks & Trail Implementation Plan, a list of identified projects, improvements, and estimated costs, specific projects to program reallocated funds towards is unknown.

**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 resolution will provide funds to other trail improvements. Development of the River Trail Underpass Project will cease.

Form adopted: 01/12/05; revised 8/24/05; revised 4/17/08

City of Santa Fe Opportunity Bonds

# **SANTA FE OPPORTUNITY BONDS**

**- General Obligation Bonds -  
Ballot Questions and Proposed Projects**

**As Approved for the March 6, 2012 Ballot  
by the City Council on November 30, 2011**

# City of Santa Fe Opportunity Bonds

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# City of Santa Fe Opportunity Bonds

## BOND QUESTIONS FOR BALLOT

1. General Obligation Public Safety Bonds

Shall the City of Santa Fe issue up to \$5,000,000 of general obligation bonds to acquire, design, construct and improve buildings and equipment for police and fire protection public safety purposes?

2. General Obligation Parks and Trails Bonds

Shall the City of Santa Fe issue up to \$14,000,000 of general obligation bonds to acquire land for, and to plan, design, build, equip, renovate and improve public parks, bike-pedestrian trails and related infrastructure?

3. General Obligation Sustainable Environment Bonds

Shall the City of Santa Fe issue up to \$3,800,000 of general obligation bonds to acquire, install, construct, upgrade and improve sustainable environment projects, including renewable energy, arroyo drainage and watershed security projects?

4. General Obligation High Speed Internet Infrastructure Bonds

Shall the City of Santa Fe issue up to \$2,000,000 of general obligation bonds to plan, design, equip and install high speed internet infrastructure?

5. General Obligation Multimodal Transportation and Visitor Center Bonds

Shall the City of Santa Fe issue up to \$3,000,000 of general obligation bonds to design, construct, renovate, equip and improve a multimodal transportation hub and visitor center in the Santa Fe Railyard?

All language subject to Bond Counsel Review and Approval

# City of Santa Fe Opportunity Bonds

## SUMMARY OF PROJECTS AND ECONOMIC BENEFITS

### QUESTION

TOTAL AMOUNT

#### 1. General Obligation Public Safety Bonds

\$5,000,000

#### Police Main Facility - \$1,500,000



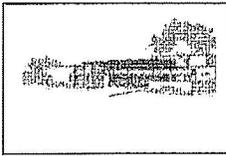
##### **Project Summary:**

Bond funding would complete the last phase of the renovation and expansion of the main Police Department facility. State funding was used for previous phases of construction. The addition of 5,000 square feet will relieve the cramped space for the Santa Fe Police Department staff and allow room for the extra officers needed as annexation expands the responsibilities of city police.

##### **Economic Benefits:**

- Provide security for business and personal property in a key location especially for annexed areas.
- Space for 12-17 new officers and arms and munitions storage.
- Estimated direct construction jobs: 12.5 (annual, full-time equivalent)

#### Fire Station #11 - \$3,500,000



##### **Project Summary:**

Bond funding will provide firefighters a new fire station in an area of the city without much existing fire safety coverage. Funding will also provide an ambulance, fire truck, and bunker gear. With the proposed annexation of nearly 8,000 acres, 15,000 residents, and over 5,000 homes and businesses, emergency calls to the SF Fire Department are expected to increase and create greater demand for fire safety infrastructure.

##### **Economic Benefits:**

- Provide fire protection for business and personal property in a key location.
- 28 operating personnel will staff the station.
- Estimated direct construction jobs: 29.2 (annual, full-time equivalent)

# City of Santa Fe Opportunity Bonds

## QUESTION

### 2. General Obligation Parks and Trails Bonds

TOTAL AMOUNT

\$14,000,000

#### Trail Improvements - \$6,000,000



##### **Project Summary:**

Bond funding will be used to improve and extend the city's bikeways and trails system. Two million will be used for an underpass of St. Francis Drive at West Alameda. Four million will be used according to the priority list of projects in the five-year Santa Fe Metropolitan Bicycle Master Plan. This includes on-road projects such as bicycle lane striping, sharrows, signage and bike racks.

##### **Economic Benefits:**

- Support bicycle related businesses and tourism.
- Provide for low-cost, environmentally friendly transportation.
- Estimated direct construction jobs: 25 (annual, full-time equivalent)

#### SWAN Park - \$5,000,000



##### **Project Summary:**

Bond funding will complete Phase 1 of the Southwest Activity Node (SWAN) Park which will serve the approximately 40% of the city's youth who reportedly attend schools in the southwest area. The master plan is complete for this regional park in Santa Fe's populous and growing southwest sector. Phase 1 includes a multi-purpose field, family picnic area, lawn area, basketball court, playground, pathways, landscaping and an access road and parking.

##### **Economic Benefits:**

- Attract people to the area with sports leagues, potential competitive regional teams and park amenities.
- Complement nearby local business developments by providing a desirable amenity for workers, customers and others.
- Estimated direct construction jobs: 41.67 (annual, full-time equivalent)

#### Park Improvements - \$3,000,000



##### **Project Summary:**

Bond funding will improve many Santa Fe parks that have not benefited from the 2008 Parks Bond allocation. This includes, adding, renovating or replacing park furniture and amenities, resurfacing sports courts, and installing adequate drainage to ensure safe, fun, beautiful spaces for families and visitors.

##### **Economic Benefits:**

- Enhance outdoor quality of life which is the main reason businesses state for being in Santa Fe.
- Reduce healthcare costs and needs by providing facilities for healthy lifestyles.
- Estimated direct construction jobs: 25 (annual, full-time equivalent)

# City of Santa Fe Opportunity Bonds

## QUESTION

### 3. General Obligation Sustainable Environment Bonds

TOTAL AMOUNT

\$3,800,000

#### Solar Energy - \$1,800,000



##### **Project Summary:**

Bond funding will be used to construct a photovoltaic (PV) system at Genoveva Chavez Community Center. The PV system will provide a substantial portion of the facility's energy needs. The project would be repaid through reduced electrical costs.

##### **Economic Benefits:**

- Reduce electric costs for the City of Santa Fe. Over time, the savings will pay back the cost of the system.
- Build capacity for business in Santa Fe and build the skills of a green workforce.
- Estimated direct construction jobs: 7.5 (annual, full-time equivalent)

#### Watershed and Arroyo Projects - \$2,000,000



##### **Project Summary:**

Bond funding will improve watershed health by correcting substandard drainage through a number of arroyos. This will allow more water to recharge our local aquifer and keep our water supply secure. More than 50 projects have been identified citywide. Problems include undersized culverts, sediment build-up, and erosion. Infrastructure drainage improvements is expected for these arroyos:

- ❖ Arroyo Cabra
- ❖ Arroyo de la Piedra
- ❖ Arroyo de los Chamisos
- ❖ Arroyo de los Pinos
- ❖ Arroyo en Medio
- ❖ Arroyo Mascaras
- ❖ Arroyo Mora
- ❖ Arroyo Rosario
- ❖ Arroyo Saiz
- ❖ Cañada Ancha
- ❖ Santa Fe River

##### **Economic Benefits:**

- Improved water security for future development and economic growth.
- Reduced risk of loss of property and other damage from large floods.
- Estimate direct construction jobs: 16.67 (annual, full-time equivalent)

**TOTAL BOND FUNDS: \$22,800,000**

**TOTAL ESTIMATED DIRECT CONSTRUCTION JOBS: 157.5**

# City of Santa Fe Opportunity Bonds

## APPENDICES

ALL APPENDICES ARE SUBJECT TO CHANGE PENDING  
AVAILABILITY OF FUNDS OR BIDS RECEIVED OR ACTUAL  
PROJECT COSTS OR LOGISTICS

## POLICE MAIN FACILITY

### Phase III - New Addition

- Construction of a two story addition of approximately 5,500 square feet including fire alarm and security systems.
- Currently many of the offices listed below are in other facilities and need to be at the Main Facility.

### First floor:

- Property Storage and Armory
- Crime Prevention Task Force work stations
- NCIC office (National Crime Information Center)
- Warrants offices
- Domestic Violence Coordinator office
- Patrol and K9 work stations
- Burglary Task Force work Stations
- Office machines and storage area
- Conference Room
- Restrooms

### Second Floor:

- 4 officer offices (Sergeants)
- 5 Detective offices
- Prosecutor & Paralegal offices
- Crime Prevention offices
- Investigations work stations
- Conference Room
- Restrooms

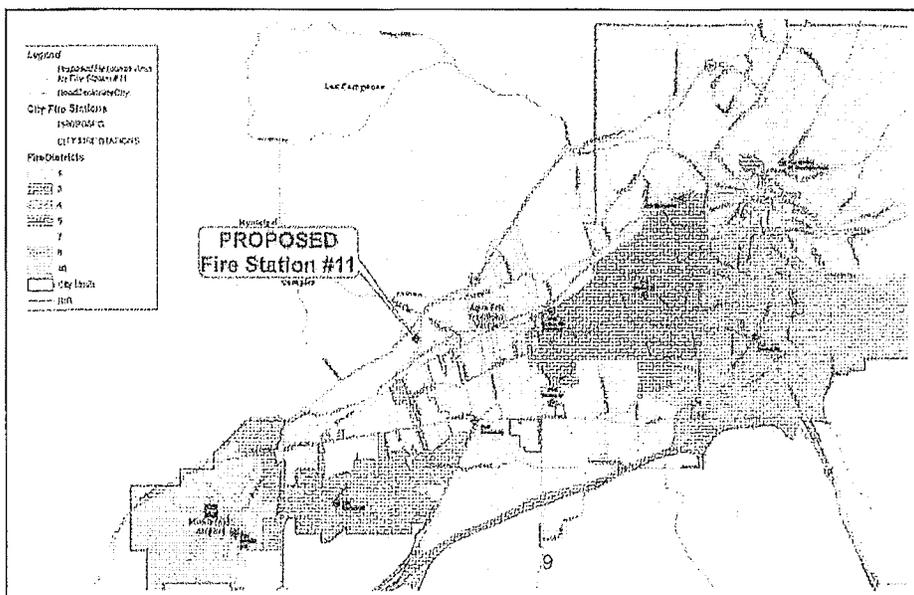


## Fire Station No. 11

- The City of Santa Fe Fire Department will run over 14,250 calls for service in 2011
- The Department's call volume has doubled over the last ten years – with a current increased call volume of 9% year (recurring)
- A new fire station is needed to keep up with our increasing call volume and future annexation plans
- New apparatus will be needed to cover the new stations district

### Financial Estimate:

■ New Station Construction	\$ 2,509,596.00
Design and construction of a 10,000+ square foot Fire Station and associated improvements.	
Site evaluation, terrain management, soils testing	
Utilities-water, gas, electric, telecommunications	
Fire alarm systems	
Security systems	
Traffic control for emergency vehicles on the site and egress to adjacent streets	
Kitchen/Dining room	
Captain quarters	
Crew quarters	
Exercise room	
Restrooms	
Laundry room	
Storage	
Bunker Room	
Bio Hazard/Cleaning room	
Mechanical / Electrical / Telecommunication / Wiring room	
2 bay Apparatus Bay– including oil separator and exhaust system	
Parking, Landscaping, and Lighting	
■ New Fire Engine	\$ 450,000.00
■ New ALS Ambulance	\$ 148,000.00
■ New Water Tender	\$ 178,000.00
■ Fire Academy for 27 personnel	\$ 125,538.00
■ Personal Protective Equipment for 27 personnel	\$ 168,000.00
<b>One-time subtotal</b>	<b>\$ 3,579,134.00</b>



## TRAIL IMPROVEMENTS

*Cost Estimate*

Underpass of St. Francis Drive at West Alameda

\$2,000,000

According to priority list of projects (please see list below) in the  
Santa Fe Metropolitan Planning Organization Master Plan

\$4,000,000

From Metropolitan Bicycle Master Plan, Draft as of Oct. 28, 2011  
Implementation Plan: City Projects in Phase A ("The Five-Year Plan")

Phase A: The Five-Year Plan (< 5 yrs.), City projects listed by type of project and then project priority

<i>Type of Improvement</i>	<i>Improvement</i>	<i>miles</i>	<i>Cost Estimate</i>
Bike Lanes	Sller Road Diet	0.4	\$ 16,800
Bike Lanes	Galisteo: Stripe bike lanes from St. Michael's/Harkle to Hospital	0.4	\$ 13,125
Bike Lanes	Galisteo: Widen by 5 ft. from San Mateo to Hospital	0.4	\$ 12,500
Bike Lanes	Siringo: Study and Implement Bike Lanes where feasible (Ave de las C to Botulph)	2.5	\$ 105,000
Bike Lanes	San Mateo: Study and Implement Bike Lanes where feasible (Galisteo to 2nd St.)	1.0	\$ 42,000
Bike Lanes	Pacheco St.: Study and Implement Bike Lanes where feasible (n. of San M to Siringo)	1.0	\$ 28,000
Bike Lanes	W. San Francisco: Contra-flow bike lane from plaza to Galisteo (sign only)	0.1	\$ 560
Bike Lanes	Intersection of Airport Rd./Rodeo Rd. and Cerrillos Rd. (NM14): Study and Implement Bike Lanes	NA	\$ 10,000
Bike Lanes	Stripe bike lanes: Other candidates as Phase A budgeting allows (e.g. consider W. Alameda bet. Guadalupe and Camino Alire; Wagon Rd.; Osage s. of San I)	NA	-
Sharrows	Osage: Sharrows bet. Agua Fria and San I	0.1	\$ 500
Sharrows	Paseo de Peralta: Sharrows bet. Washington and Palace	0.3	\$ 1,500
Sharrows	Wagon Rd.: Sharrows	0.1	\$ 500
Sharrows	Lopez Lane: Sharrows	1.0	\$ 5,000
Sharrows	Tierra Contenta: Sharrows as needed where road narrows on Jaguar, Paseo del Sol, etc.	1.0	\$ 5,000
Multi-Use Trail	RAIL TRAIL: St. Francis Dr. to Cordova (along Pen Rd.)	0.2	\$ 160,000
Multi-Use Trail	RIVER TRAIL: Connections/Crosswalks to Campo, Candelario	0.0	\$ 35,800
Multi-Use Trail	RIVER TRAIL: Connection to La Madera St.	0.0	\$ 54,000
Multi-Use Trail	RIVER TRAIL: Connection to Cam. de la Conq.	0.0	\$ 32,400
Multi-Use Trail	RIVER TRAIL: Connection to Cam. De Chelly	0.0	\$ 56,400
Multi-Use Trail	ACEQUIA TRAIL: Bridges to Onate & Kathryn	NA	\$ 132,400
Multi-Use Trail	RAIL TRAIL: Cordova to Alta Vista (S. Capitol Station)	0.2	\$ 160,000
Multi-Use Trail	ACEQUIA TRAIL: Connection to Larragoite Park (w/ X-Walk) & Agua Fria St.	0.1	\$ 168,700
Multi-Use Trail	ARROYO CHAPPARAL TRAIL: from Ragle Park to Zia Station via Candelero Park, with tie-in to ped bridge to Zia	0.5	\$ 600,000
Multi-Use Trail	LA TIERRA TRAILS: Connection from Camino de los Montoyas via NM599 Underpass	0.4	\$ 240,000
Multi-Use Trail	SFUAD (CSF) ROADBED along E. Boundary Ditch, w/tie-ins to Llano @ DV MS & La Farge Library	0.7	\$ 470,000
Multi-Use Trail	NM CENTRAL / KENNEDY LINE: Pinon ES to Pueblos del Sol trails	0.2	\$ 120,000
Multi-Use Trail	TIERRA CONTENTA (N. Arroyo Chamisos): Buffalo Grass Rd. to S. Meadows	0.3	\$ 150,000
Multi-Use Trail	ACEQUIA TRAIL: Otowi to Maclovio Park	0.1	\$ 60,000

Phase A: The Five-Year Plan (< 5 yrs.), City projects listed by type of project and then project priority

<i>Type of Improvement</i>	<i>Improvement</i>	<i>miles</i>	<i>Cost Estimate</i>
Multi-Use Trail	ACEQUIA TRAIL: Maclovía Park to Hnos. Rodríguez Park	0.2	\$ 126,700
Multi-Use Trail	ACEQUIA TRAIL: Hmnos Rodríguez Park to Harrison	0.1	\$ 60,000
Multi-Use Trail	ARROYO CHAMISO TRAIL: Connection south to Richards Ave.	NA	\$ 162,000
Multi-Use Trail	ARROYO EN MEDIO TRAIL: completing route from Zia to Sawmill	0.3	\$ 125,000
Multi-Use Trail	ARROYO MASCARAS TRAIL: From San Francisco St. to St. Francis / Alameda sidewalks, including speed table at San Francisco (Villa Alegre)	0.1	\$ 86,000
Multi-Use Trail	CANADA RINCON TRAIL: Calle Mejía to Zocalo	0.2	\$ 120,000
Multi-Use Trail	RAIL TRAIL CONNECTION: Calle Sombra	NA	\$ 81,000
Multi-Use Trail	RAIL TRAIL CONNECTION: Monterrey	NA	\$ 54,000
Multi-Use Trail	RAIL TRAIL CONNECTIONS: Rodeo Park E. (x2-3)	NA	\$ 81,000
Multi-Use Trail	GAIL RYBA TRAIL: East to Botulph Side Path, w/ St. M's connection	0.4	\$ 240,000
Multi-Use Trail	GAIL RYBA TRAIL: Zia to Zia Connection	0.2	\$ 120,000
Multi-Use Trail	ARROYO CHAMISO TRAIL: NM14 to Entrada Contenta (to meet Las Soleras)	0.2	\$ 120,000
Multi-Use Trail	PUEBLOS DEL SOL: N-S Connector across Gov. Miles (w/related improvements)	NA	\$ 218,700
Multi-Use Trail	ACEQUIA TRAIL: S Meadows Open Space to San Felipe	0.8	\$ 450,000
Multi-Use Trail	I-25 NORTH FRONTAGE: Pueblos del Sol to Richards Ave.	0.5	DD
Multi-Use Trail	PUEBLOS DEL SOL TRAILS: Utility Line to Camino Carlos Rey	0.2	\$ 120,000
Multi-Use Trail	MRC TRAIL: From Soccer Fields to Caja del Oro Rd. (w/NE connection to Caja del Rio Rd.)	0.2	\$ 120,000
Multi-Use Trail	Park Retrofits (not covered above): ramps, etc.	NA	\$ 50,000
Multi-Use Trail	Misc. City Park Connections: ramps, etc. (e.g. River Trail @ C Colon; AC Trail @ SF Place; Railyard Park minor improvements @ Site S Fe, W21, SF Clay)	NA	\$ 50,000
Trail Crossing	ACEQUIA / CHILE LINE (Railyard Pk.): X-walk across Cerrillos to Gilmore St.	0.0	\$ 11,400
Trail Crossing	St. Francis-Cerrillos Intersection Improvements, Phase I	NA	\$ 350,000
Trail Crossing	Rail Trail Crossings: Mark Alta Vista, 2nd St., Siringo; Improve Paseo de Peralta markings; consider Manhattan, Alcaldesa	NA	\$ 2,800
Trail Crossing	Arroyo Chamiso Trail Crossings: fix gates, median refuges	NA	\$ 5,000
Trail Crossing	St. Francis-Siringo Intersection Improvements	NA	\$ 200,000
Trail Crossing	Rail Trail Crossing: Consider Ped. Hybrid Signal at Cordova	NA	\$ 200,000
Trail Crossing	Rail Trail Crossing: Consider Ped. Hybrid Signal at St. M.'s	NA	\$ 200,000
Soft-Surf. Trail	SARAH WILLIAMS TRAIL: Gonzales Rd. to Dale Ball Trails along Hyde Park Rd.	0.9	\$ 40,500
Wayfinding	Wayfinding: Bike Routes along Trails and Roads (see pp 39-40)	NA	\$ 20,000
Total: Phase A Projects in or by City			\$ 6,094,285



**MEMORANDUM**

To: Mary MacDonald, City of Santa Fe  
 From: Claudia Meyer Horn  
 Date: September 20, 2011  
 Project Name: SWAN - Park Master Plan (CIP 417)  
 Project No: 120  
 Subject: Phase 1 – potential scope  
 Copy To: Fablan Chavez, City of Santa Fe

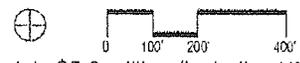
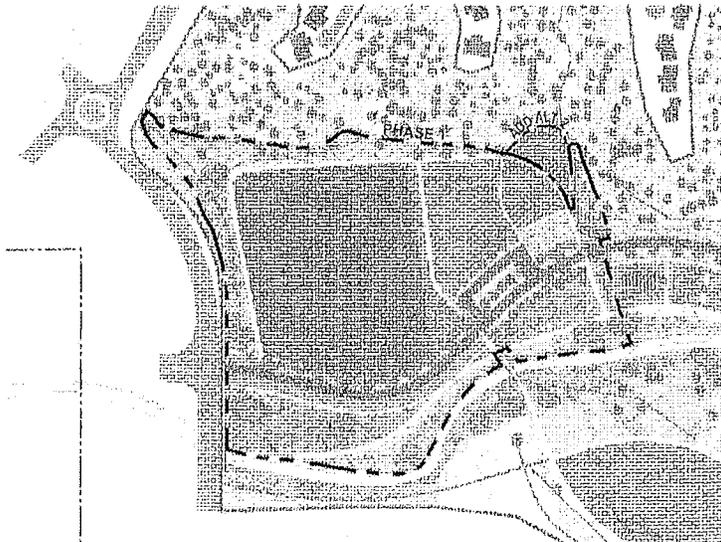
**Southwest Activity Node Park – Phase 1**

The Master Plan for the SWAN Park was conceived as a plan that could be implemented logically in phases. One phasing scenario is outlined in the SWAN Master Plan document, dated September 2011.

As funding is allocated for Park construction, phasing should occur in a way that balances infrastructure improvements with usable and needed park improvements for use by the public. The phased implementation should also anticipate future improvements in locations that have minimum or no impact on previously constructed phases (so as not to redo work already completed).

Our recommendation for a \$5 million Phase 1 improvement would be to concentrate improvements at the west end of the park, by Plaza Central. This would result in the following amenities for Phase 1:

- artificial turf multipurpose field (baseball field – little league, 210' x 360' field)
- lawn area
- family picnic area (with shade structure and covered picnic tables)
- basketball court
- playground
- perimeter pathways
- access road + parking
- landscaping



The proposed Phase 1 improvements as illustrated above amount to approximately \$5.8 million (including NMGRT and a contingency). Detailed design, value engineering, and a competitive bidding environment could result in costs coming in at \$5 million for this effort.



Additive alternate amenities for Phase 1 could include:

- multipurpose field sports lighting
- adventure playground (labeled on map as: Add Alt 2)

Utilities connected as part of Phase 1 include electric and treated effluent. It is anticipated that water, sewer, and gas lines would be installed when the park maintenance building and restroom building is installed in a later phase. Sleeving for these utilities would be installed as needed as part of the Phase 1 effort to minimize construction in already completed areas.

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End of Memo

**PARKS IMPROVEMENTS - Summary**

11/04/2011

PARK NAME	COST ESTIMATE
Regional Parks	\$ 1,181,000.00
District #1	\$ 136,000.00
District #2	\$ 487,000.00
District #3	\$ 498,000.00
District #4	\$ 445,000.00
Proposed Park Improvements Total	\$ 2,747,000.00
Contingency 9%	\$ 253,000.00
Grand Total	\$ 3,000,000.00

**DRAFT**



POSAC/STAFF RECOMMENDATIONS FOR \$3,000,000.00 DOLLAR PARK IMPROVEMENTS

PARKS IMPROVEMENTS - Detail continued

DISTRICT 1		11/04/2011
PARK NAME	IMPROVEMENT	COST ESTIMATE
Adam Armijo Park	Community Garden & Orchard	\$ 10,000.00
Cross of the Martyrs	Erosion Control Plantings	\$ 16,000.00
John Griego	Resurface Basketball Courts	\$ 7,000.00
John Griego	Irrigation Upgrade to Existing System	\$ 15,000.00
John Griego	ADA Playground Upgrade	\$ 80,000.00
Thomas Macione	Drinking Fountain	\$ 8,000.00
<b>TOTAL:</b>		<b>\$ 136,000.00</b>

**DRAFT**

POSAC/STAFF RECOMMENDATIONS FOR \$3,000,000.00 DOLLAR PARK IMPROVEMENTS

PARKS IMPROVEMENTS - Detail continued

DISTRICT 2		11/04/2011
PARK NAME	IMPROVEMENT	COST ESTIMATE
De Vargas Park West	Lighting Upgrade	\$ 25,000.00
De Vargas Park West	Finish Skate Feature	\$ 100,000.00
Patrick Smith Park	ADA Parking Ramp	\$ 7,000.00
	Irrigation System Upgrade, Phase II	\$ 140,000.00
Water History Park	Complete Build Renovation and Interpretive Master Plan	\$ 215,000.00
<b>TOTAL:</b>		<b>\$ 487,000.00</b>

**DRAFT**

POSAC/STAFF RECOMMENDATIONS FOR \$3,000,000.00 DOLLAR PARK IMPROVEMENTS

PARKS IMPROVEMENTS - Detail continued

DISTRICT 3		11/04/2011
PARK NAME	IMPROVEMENT	COST ESTIMATE
Arroyo Sonrisa Park	Landscape Upgrade	\$ 18,000.00
Colonia Prisma	Build New Park	\$ 250,000.00
Las Acequias Phase IV	Large Open Turf Area	\$ 150,000.00
Los Hermanos Rodriguez	Walking Path width Exercise Stops	\$ 20,000.00
Los Milagros Park	Playground Equipment	\$ 60,000.00
		TOTAL: \$ 498,000.00

**DRAFT**

POSAC/STAFF RECOMMENDATIONS FOR \$3,000,000.00 DOLLAR PARK IMPROVEMENTS

**PARKS IMPROVEMENTS - Detail continued**

DISTRICT 4		11/04/2011
PARK NAME	IMPROVEMENT	COST ESTIMATE
GCCC PARK	Chain Link Park Fence - Prairie Dog	\$ 50,000.00
Herb Martinez	New Basketball hoops, Resurface Court & New Fence	\$ 30,000.00
La Resolana	Arroyo Stabilization and New Pedestrian Bridge	\$ 90,000.00
Monica Lucero Park	Shade Structure (Large)	\$ 40,000.00
	Improve Trail connectivity to Arroyo Chamiso	\$ 5,000.00
	Improve Turf Condition	\$ 10,000.00
Rancho Siringo Park	Complete Renovation	\$ 150,000.00
Escondido	Improve existing drainage, Park furniture	\$ 20,000.00
Nava Ade Phase II	Design: Master Plan/Construction	\$ 50,000.00
<b>TOTAL:</b>		<b>\$ 445,000.00</b>

**DRAFT**

## SOLAR ENERGY

The planned solar system is for the Genoveva Chavez Community Center. The size of the system is limited by the available space at GCCC to install the system.

### PROJECT SUMMARY:

System Size	425 KW
Electricity Generated	600,000 kWhs each year (25% of facility usage)
Unit Cost	\$4200 per KW
Total Project Cost	\$1.78 million

The most current pricing for a ground mounted PV project in the City is associated with the Buckman Road Recycling Transfer Station (BuRRT). The installed cost per KW at BuRRT is \$3850. The project at GCCC will be more expensive for the following reasons:

1. The system will need to be installed on pre-engineered parking structures located in the parking lot south of the building, and
2. The distance from the PV system to point of interconnection on the north side of GCCC will require more funds for trenching.

# City-wide Watershed and Arroyo Projects

9/7/11 Draft

Arroyo Name	Segment Location, Downstream	Segment Location, Upstream	Description of Problems	Cost
Arroyo Cabra (Cristo Rey Area)	Confluence with Santa Fe River	Apodaca Hill	Flooding / Washout Issues	\$50,000.00
Arroyo de la Piedra (along Camino Real)	Bridge at Murales Road		Erosion / Flooding / Structure Issues	\$100,000.00
Arroyo de la Piedra (Sierra Del Norte / Barranca Subdivisions)	Confluence with Arroyo Macaras /Santa Fe River	headwater	Erosion / Flooding / Structure Issues/Illegal Fill Issues	
Arroyo de la Piedra (Sierra Del Norte Subdivision)	East of Bishops Lodge Road	Paseo del Sur	Erosion / Flooding / Structure Issues	
Arroyo de los Chamisa	599 intersection	approx. 800' upstream of Santa Fe Trail 90 degree turn	Erosion / Flooding / Structure Issues	\$500,000.00
Arroyo de los Chamisa	Rodeo Road	Santa Fe High School	Erosion / Flooding / Structure Issues	
Arroyo de los Chamisa	Governor Miles Road	Camino Carlos Rey	Erosion / Flooding / Structure Issues	
Arroyo de los Chamisa	Crossing at Auto Park		Erosion / Flooding / Structure Issues - Private Property	
Arroyo de los Chamisa (Muesum Hill Area to Santa Fe High School)	Santa Fe High School	South of Camino Lejo	Erosion / Flooding / Structure Issues - Private Property	
Arroyo de los Chamisa (Sams Club to NM 599)	Rodeo Road	NM 599	Erosion / Flooding / Structure Issues	
Arroyo de los Pinos	Confluence with Arroyo Chamisa	headwater	Erosion / Flooding / Structure Issues	\$25,000.00
Arroyo En Medio	Sawmill East	Calle San Simon	Erosion / Flooding / Structure Issues	\$150,000.00
Arroyo En Medio (Along Rodeo Road E of St. Francis Dr)	St Francis Dr	Old Pecos Trail	Erosion / Flooding / Structure Issues	
Arroyo En Medio (Old SF Trail along Rodeo Rd /E Sawmill Area)	St. Francis Drive (S of Zia Rail Station)	Old Santa Fe Trail (E Behind Quail Run Subdivision)	Erosion / Flooding / Structure Issues	
Arroyo Mascaras	Confluence with Santa Fe River	Bishops Lodge Road	Erosion / Flooding / Structure Issues	\$50,000.00
Arroyo Mora (Upper Canyon Road)	Confluence with Santa Fe River	South of Calle Militar	Erosion / Flooding / Structure Issues	\$25,000.00
Arroyo Rosario	Paseo De Peralta (Rosario Cemetery)	Headwaters	Erosion / Flooding / Structure Issues	\$50,000.00
Arroyo Saiz	Confluence with Santa Fe River	Headwaters	Erosion / Flooding / Structure Issues	\$50,000.00
Canada Ancha (Upstream from Lorenzo Road)	Lejano Lane / Gonzales Rd Area	Headwaters Near 10,000 Waves Spa	Erosion / Flooding / Structure Issues	\$500,000.00
Canada Ancha (Lorenzo Road)	Cerro Gordo Road	Lejano Lane / Gonzales Rd Area	Erosion / Major Flooding / Structure Issues	
Canada Ancha (Cerro Gordo Road to SF River)	Confluence with Santa Fe River	Cerro Gordo Rd	Drainage / Box structure Issues - extreme siltng	
Santa Fe River	Santa Fe County line	Annexation Area line	Erosion / Major Flooding / Structure Issues	\$500,000.00
				\$2,000,000.00