



Agenda

DATE 6/14/17 TIME 2:17p
RECEIVED BY Leroy Pacheco
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BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING

Wednesday, June 21, 2017, 5:30 p.m. – 7:30 p.m.

City Hall, 200 Lincoln Ave

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES FROM May 17, 2017
5. CITIZEN COMMUNICATIONS FROM THE FLOOR
6. COMMUNICATIONS FROM OTHER AGENCIES
7. INFORMATION, DISCUSSION & ACTION
 - a. Bus Pass Rebate Update – (Keith Wilson)
 - b. BTAC Committee terms and appointments – (Councilor Maestas)
 - c. Cañada Rincon Trail – Discussion of final design alignment alternatives–
(Leroy Pacheco)
8. BTAC SUBCOMMITTEE UPDATES
 - a. On Road Subcommittee (Joe Abbatacola)
 - b. Off-Road Trails (Frank Herdman/Ron Pacheco)
 - c. Going for the Gold (Gretchen Grogan)
9. STAFF COMMUNICATIONS
10. COMMITTEE COMMUNICATIONS
11. COMMUNICATIONS FROM THE CHAIR
12. ADJOURNMENT

Next Scheduled Meeting for BTAC is July 19, 2017. Agenda & Packet Material due no later than July 10, 2017. Please submit via email lnpacheco@santafenm.com

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

Bicycle and Trails Advisory Committee
Meeting Index
June 21, 2017

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Call to Order	Frank Herdman was asked to Chair the meeting tonight. The meeting of the Bicycle and Trails Advisory Committee was called to order at 5:38 p.m. at the City Council Chambers.	1
Roll Call	Roll call constitutes a quorum.	1
Approval of the Agenda	Mr. Pacheco moved to approve the agenda as presented with a second from Ms. Grogan which passed by voice vote.	1,2
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c.) Canada Rincon Trail Discussion of final design alignment alternatives	Mr. Rivera recommends BTAC present to City Council they pursue the option on the east side and have City staff look into an alternate easement if deemed necessary, Ms. Grogan seconds the motion. Mr. Herdman requested a roll call vote. The motion carries 5-1.	4,5,6,7
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Adjournment	There being no further business to discuss, the Bicycle and Trails Advisory Board adjourned at 8:08 p.m.	8
Signatures		8

**BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING
City Council Chambers 200 Lincoln Ave. Santa Fe
June 21, 2017 – 5:30 PM – 7:30 PM
MEETING MINUTES**

1. CALL TO ORDER

Frank Herdman was asked to Chair the meeting tonight. The meeting of the Bicycle and Trails Advisory Committee was called to order at 5:38 p.m. at the City Council Chambers in Santa Fe, New Mexico. Roll call constitutes a quorum.

2. ROLL CALL

Present:

Frank Herdman
Shelley Robinson
Gretchen Grogan
James Ronald Pacheco
Tomas Rivera
Jennifer Wellington

Excused:

Councilor Joseph Maestas, Chair
Joseph A. Abbatacola
Paul Cooley

Staff & Others Present:

Leroy Pacheco, Staff Liaison
Thomas Holzer, Resident
Tim Rogers, Santa Fe Conservation Trust
Matt Kriteken, Resident
Howard Turner, Resident
Stephen Newhall, SF Cycle Adventures
Lynette Guevara, Resident
Frances Parker, Resident
Jennifer Jenkins, The Reserve
Oralynn Guerrero Ortiz, Engineer
Linda Vigil, Stenographer
Several concerned citizens

3. APPROVAL OF AGENDA

Mr. Herdman stated he would allow those here for public comment on the Canada de Rincon project may comment after they discuss that item.

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

4. APPROVAL OF MINUTES FROM May 17, 2017

MOTION: Mr. Rivera moved to approve the minutes from May 17, 2017 as presented with a second from Ms. Grogan which passed by voice vote.

5. CITIZEN COMMUNICATIONS FROM THE FLOOR

Mr. Thomas Holzer (1010 Velarde Road) spoke about a situation he encountered on a trail connection on March 5, 2017: On that morning, Mr. Holzer was on his scooter on his way to his dentist's office. He caught the end of a trail connection near Otowi to Montano when he was attacked by a dog owner and two dogs. The dog owner told him he was not going to use the trail. A police report was made and a meeting with the Parks Director was held. There should be signage that a portion of that is a true trail. There are signs banning use of motorized vehicles. Mr. Holzer has clarified with NMDMV that his scooter is not considered a motor vehicle due to the weight etc. Several kids use that trail connections and many have motor powered bikes they should feel safe on that trail and avoid the busy streets. He would like to see that part of the trail connection clarified and signage.

Marcy (last name not given-SF Resident) reported the Alta Vista Street bump outs placed. They are dangerous, now bicyclists have to maneuver around them and get in the street. She nearly got hit on that street.

Mr. Matt Kriteaman (no address given -SF Resident) also voiced his concerns with Alta Vista Street. That street is on the bike map as slow traffic and the bike lane was wide. The recreation center has added 46 new parking spots and there is more parking by the soccer field. There is two pedestrian crossings and one ends with a fence. When they approve projects like do they take into account the amount of pedestrians that use it? This will cause problems for bicyclists.

Mr. Stephen Newhall (601 West San Mateo Unit 2) also informed BTAC that Alta Vista is part of the Route 66. This will not help with the application. Mr. Newhall explained to Mr. Herdman the exact improvements they are making in that area.

Mr. Pacheco stated this project never came through BTAC it must have gone through Parks. Mr. Herdman suggested it get placed on the next agenda for further discussion.

6. COMMUNICATIONS FROM OTHER AGENCIES

Mr. Rogers passed out his report (See Exhibit A). The tasks and promotional activities for bike month were busy and there several field trips. Mr. Rogers reported 14 field trips so far, they brought kids from the Southside schools to the trails. Saturday was take a kid hiking day and it went well. There has been more work done to Dale Ball Trail.

Mr. Rogers forgot to mention the Rt. 66 bike ride with some BTAC members. Part of that ride is on Alta Vista Street where the curb extensions are 9 feet out. This makes it difficult and not comfortable.

Mr. Rogers received an email from a citizen on the construction on West Alameda where a nice wide shared lane has turned into a conflict zone. He will try to work with John Romero and the on road subcommittee on this.

Mr. Rogers discussed the application and the portion he is working on. One question on the application asks within 5 years have they removed a facility without a replacement? West Alameda and Alta Vista are all examples. There are comments on the Canada Rincon Trail. If the agreement is made and the West Side alignment is chosen perhaps his group can build the dirt trail under the professional services agreement.

Mr. Rogers asked about the bridges projects. Mr. Pacheco stated they were awarded on Wednesday.

Mr. Rogers discussed his preparation for the application, he revisited the bike master plan project list to see what has been done. There is a summary at the end of the report.

Mr. R. Pacheco thanked Mr. Rogers for all his work.

7. INFORMATION, DISCUSSION, AND ACTION

A. Bus Pass Rebate

Mr. Wilson explained his role in Transit and the MPO. The original resolution (See Exhibit B) explained the money set aside for the Bike Share Program. There was \$50,000 in the CIP funds for the program. The Councilors came up with the idea to have an incentive for transit. If residents buy a new bicycle or volunteer at Chainbreakers they can take a receipt and get a bus pass. Since then 331 bus passes have been given.

There is still \$20,000 left to use up and once that ends they will need to have City Council pass it again. Mr. Rivera explained how Chainbreakers calculated the time volunteered on their receipts.

B. BTAC Committee Terms and Appointment

Mr. Pacheco clarified Councilor Maestas requested this be on the agenda because some of the member's terms have expired. (See Exhibit C) There has been mention of a County member which is mentioned in the Resolution. It may be time to bring in new members. A press release would have to be done and then resumes sent in and reviewed. Any comments would go to the Councilor.

A brief discussion was held about the terms and how they are staggered. Mr. Pacheco will email the bylaws to the members.

Ms. Robinson discussed having each district represented and how difficult it was to find representation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DISCUSSION:

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

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

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

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

Mr. Rivera withdraws his motion.

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

NO SECOND, DISCUSSION:

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

Mr. Rivera restated his motion.

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

ROLL CALL VOTE:

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

The motion carries 5-1.

8. BTAC SUBCOMMITTEE UPDATES
A. On Road Subcommittee

Mr. Abattacola was not here to report.

B. Off Road Subcommittee

Mr. Herdman did not have a report.

C. Going for the Gold

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

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

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

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

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

9. STAFF COMMUNICATIONS

Mr. Pacheco reported that the bridge on Onate was awarded. The Rail Trail underpass is needing the planting done. He suggests BTAC support it, the plants will be good for drainage and aesthetics.

10. COMMITTEE COMMUNICATIONS

Ms. Wellington would like to re-emphasize the information given by Mr. Newhall.

Mr. Rivera discussed the bus pass rebate and the work the volunteers did at Chainbreakers. The rebate helped hundreds of people and is a great program.

Ms. Robinson informed Mr. Rivera that the enforcement section of the application spoke very highly of Chainbreakers.

A discussion was held about Alta Vista and how to bring it to the attention of City Council. Mr. Pacheco will send out the contact information to the proper districts.

Mr. Kriteaman stated he and Bike Santa Fe have already written a letter to each Councilor.

Mr. Herdman called to Mr. Pacheco's attention the bridge near Gonzales elementary is still in need of dire repair. Mr. Pacheco will look into it.

11. COMMUNICATIONS FROM THE CHAIR

12. ADJOURNMENT

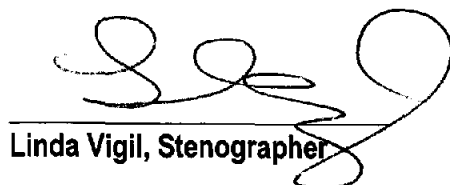
There being no further business to discuss, the Bicycle and Trails Advisory Board adjourned at 8:08 p.m.

SIGNATURES



Councilor Joseph Maestas, Chair

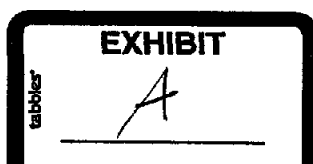
(Frank Herdman
for Councilor Maestas)



Linda Vigil, Stenographer

SANTA FE CONSERVATION TRUST
REPORTING FOR CITY TRAIL VOLUNTEER COORDINATOR
May 2017

TASKS TO BE COMPLETED	NOTES	Staff
1) <u>NEEDS ASSESSMENT</u>	Assess Dale Ball Trails - South erosion control needs; discussion with Alan Karp on needs for Atalaya Trail	Rogers
2) <u>RESEARCH & FUNDING</u>	Support for busses for 14 field trips from Partners in Education (\$1890 value); Bike to School event support from Betterday (coffee) and the Co-op (bananas); collect goathead pinata stuffings from REI, BTI, Broken Spoke, Rob and Charlie's, and Santa Fe Trails; program Larson funding for archaeological review of Dog Park Connector	Rogers
3) <u>STEWARD RECRUITMENT</u>	Attend Trails Alliance of Santa Fe meeting; confer with volunteers on proposed Trail Work days and locations; schedule and publicize trail work days via e-mail and on SFCT and TAOSF web sites	Rogers
4) <u>TRAIL MAINTENANCE</u>	Coordinate and lead trail work days on May 8 (Dale Ball Trails - South) and May 30 (Atalaya Trail)	Rogers
5) <u>TRAINING & EDUCATION</u>	Prepare information on GUSTO demonstration projects and integrate into GUSTO display for Bike to Work Day et al.	Rogers
6) <u>COMMUNITY EVENTS / PROMOTION</u>	Prepare for, coordinate and lead 14 field trips to Dale Ball Trails, Central Section, and the Santa Fe Canyon Preserve, serving 301 school children, and 47 school staff, volunteers, or parents, May 3-18; research, publicize, coordinate, and lead three promotional bicycle rides (River and Acequia Cruise, May 13; Caja del Rio Gravel Grinder, May 19; Magical History Cruise, May 20); plan and coordinate Bike to School Celebration in Alto Park, May 16; participate in Bike to Work Day, May 19, including arranging for goathead pinata; various planning meetings and communication with partners organizing Bike to Work Week and Bike & Brew events. Communications and preparation for Take a Kid Hiking Day to be held on June 17 at Dale Ball Trails, Sierra del Norte Trailhead; discuss walking and bicycling as transportation in Santa Fe for "Climate Masters," May 24; provide Folk Art Market organizers with proposed routes for cycling from S Capitol Station to Folk Art Market, May 12; David Wilson bench dedication with County, Little Tesuque Open Space, May 12	Rogers



SANTA FE CONSERVATION TRUST
REPORTING FOR CITY TRAIL VOLUNTEER COORDINATOR
May 2017

7) CITY CONTACTS	Present to / attend BTAC May 17; BFC Application process review with BTAC "Going for the Gold" Subcommittee on May 30; Comment on Acequia Trail bridges as prioritized for Bike Master Plan to Leroy Pacheco and Councilor Villarreal on May 31; share various comments with City staff and BTAC members on issues with trail designs and bike lanes; review specifications of Alta Vista St. (a/k/a "Bike Route 66") traffic calming and share findings with BTAC On Road Subcommittee members and with Councilor Maestas; other discussion with BTAC On-road subcommittee on bike lane priorities and signage needs; publicize various public meeting dates and participate in City Parks Recreation Trails and Open Space Master Plan Revision on May 30; discuss RTP award for MX track with R Thompson and D Coriz; share comments on proposed City Bicycle-Pedestrian Coordinator w Councilor Maestas, N Schiavo, and J Alejandro	Rogers
8) PLANNING / COORDINATION	Coordinate with TPL regarding GIS assistance for GUSTO; re-flag Dog Park Connector for archaeological review; review and take GPS data of proposed Arbolitos Trail; respond to and forward comments on Relief Route underpass and on old carpet in La Tierra Trails	Rogers
9) REPORTS	Prepare April report for BTAC and City; update GUSTO materials on web; enter volunteer hours for Trail Work Days and community rides and events in spreadsheet and on TAOSF web site; create web material on work days and events	Rogers

Also see:

Follow Up Input on Canada Rincon.pdf

Bridges at Kathryn and Onate.pdf

Comment on W Alameda median.pdf

River Trail at St Francis Dr.pdf

www.sfct.org/trails/sfct-trail-events-in-2017/bike-route-66-ride-with-btac-on-road-subcommittee-april-23

www.sfct.org/trails/sfct-trail-events-in-2017/trail-work-in-dale-ball-trails

www.sfct.org/trails/sfct-trail-events-in-2017/field-trips-for-camino-real-academy-and-nina-otero-community-school

www.sfct.org/trails/sfct-trail-events-in-2017/river-and-acequia-cruise-may-13-2017

www.sfct.org/trails/sfct-trail-events-in-2017/bike-to-school-celebration-may-16

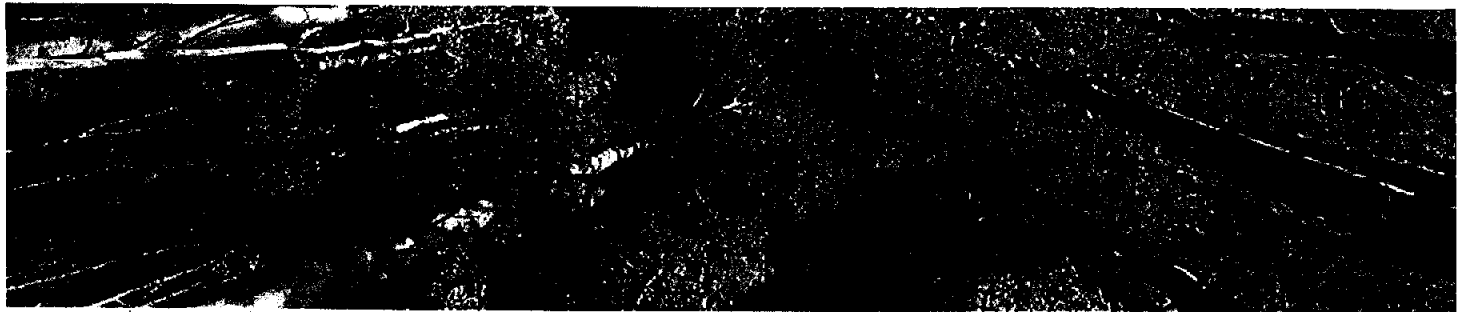
www.sfct.org/trails/sfct-trail-events-in-2017/caja-del-rio-gravel-grinder

www.sfct.org/bike-to-work-day-may-19-2017

www.sfct.org/trails/sfct-trail-events-in-2017/magical-history-cruise

www.sfct.org/trails/sfct-trail-events-in-2017/atalaya-trail-work

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Field Trips to Dale Ball Trails for Camino Real Academy and Nina Otero Community School

In May 2017, the Trails Program Manager led 14 field trips to Dale Ball Trails, Central Section, and the Nature Conservancy's Santa Fe Canyon Preserve. Over 300 4th and 5th Graders from Camino Real Academy and Nina Otero Community School came out on the trips, along with nearly 50 teachers, parents, and volunteers. ...All figures represent new records for the Passport to Trails program!

Fifth Graders who completed all four trail sections in their "Passport to Trails" were awarded with hydration packs thanks to past support from the S.L. Gimbel Foundation and ongoing support from the Lineberry Foundation.

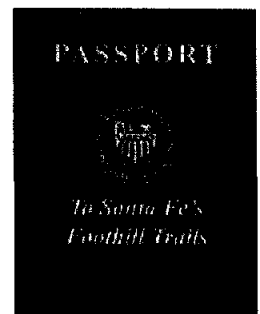
Support for school buses was provided this year by Partners in Education.

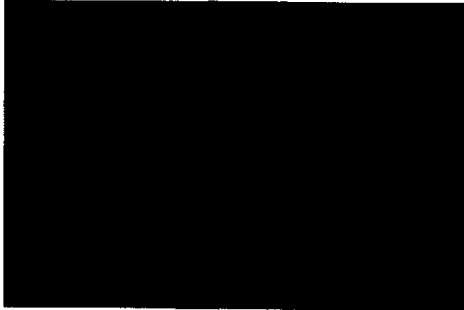
El Camino Real Academy – Fourth Graders, May 17-18, 2017

El Camino Real Academy – Fifth Graders – May 3-4, 2017

Nina Otero Community School – Fourth Graders – May 9-10, 2017

Nina Otero Community School – Fifth Graders, May 10-11, 2017





John Parker stands in the part of the trail that is protected from erosion by the newly improved water bar in the foreground, April 27.



Building up a grade reversal on top of a wooden water bar near Junction 38 on May 8; model work up the hill in the background was built in 2014 under supervision of volunteer Henry Lanman

On May 8 we visited the same section of Dale Ball Trails with seven volunteers, but accessed it via the Arroyo Polay, off of Upper Canyon Rd. In addition to de-berming, removing a few more un-needed water bars, and bolstering grade reversals north of Junction 39, we did similar work in the vicinity of Junction 38. Since we were



Standing on top of the final product – built to last!
(photo by Paul Butt)

within view of a previous year's work up the hill from Junction 38, we felt obligated to match the quality of that work by burying a few wooden water bars with enough rocks and dirt to make the grade reversals "built to last."



New volunteer Heather Weir de-berms and buries a wooden water bar to improve storm water run-off from the trail.

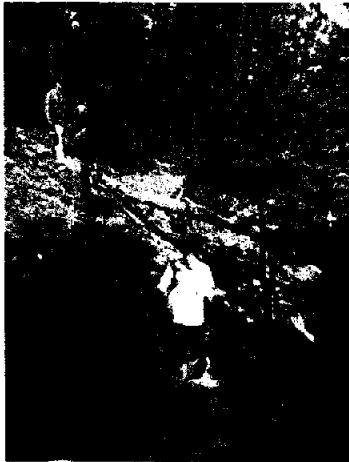
Santa Fe Conservation Trust 

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Atalaya Trail Work



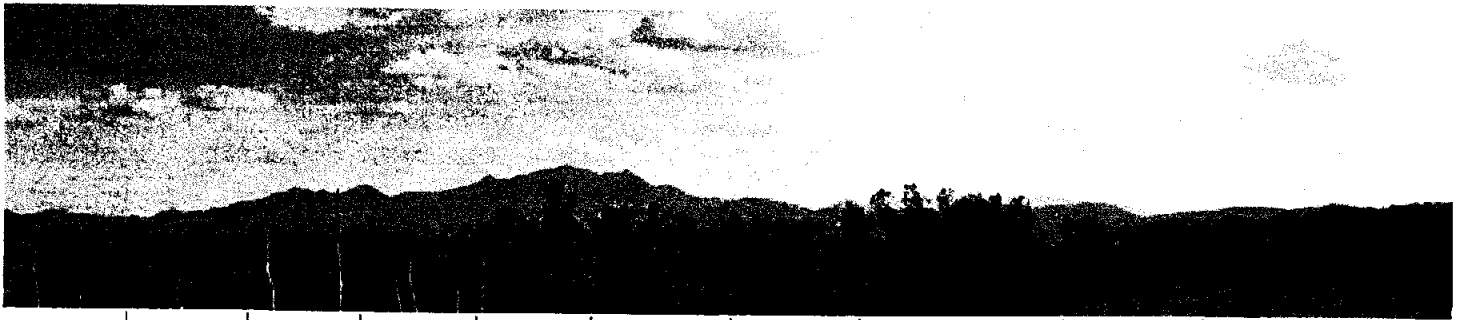
Henry Lanman pauses to let one last hiker go under the tree before it is removed.



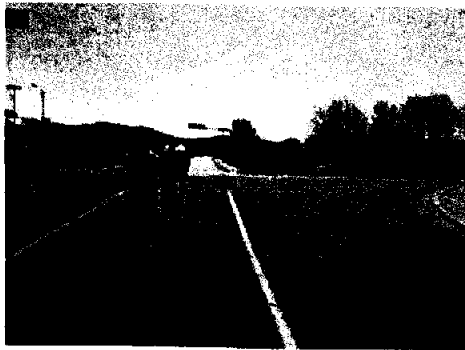
De-berming a spot well up Atalaya Mountain that not many volunteer crews get up to.

On May 30, the Trails Program Manager met with four volunteers to resume trail maintenance work on the Atalaya Trail, which we adopted on behalf of the Santa Fe National Forest in 2014. Thanks to certified sawyer Henry Lanman we were able to remove fallen trees near the top of the Atalaya that had resulted in several communications from concerned citizens. While we were up there, we also pruned branches and de-bermed gully-prone trail treads where we could.

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Bike Route 66 Ride with BTAC On-Road Subcommittee



BTAC On-Road Subcommittee Members head east on Alta Vista St. – the Chicago-bound path of Bike Route 66 and a good candidate for retrofitting with bike lanes.

On April 23, the Trails Program Manager took a tour of parts of “Bike Route 66” through Santa Fe with members of the Bicycle and Trails Advisory Committee’s “On-Road Subcommittee.”

Bike Route 66 is a long-distance bicycle touring route that has been mapped and promoted by Adventure Cycling Association. It is the newest of three ACA routes that pass through New Mexico.



Eastbound Alta Vista St.: Much of the parking that occurs on this side of the street is not legal (e.g. the white car). Alta Vista St. could be retrofitted with bike lanes on both sides of the street between St. Francis Dr. and just short of Luisa St. at the expense of at most just three legal parking spaces (occupied by vehicles in background). Meanwhile all of the properties on this side of the street have their own, ample off-street parking. Does the City have the political will required to stripe in bike lanes for Bike Route 66 and local cyclists, possibly at the expense of three parking spaces? (see next photo)



Bike Route 66 is a real thing! This pair of long-range bike tourists we encountered on Alta Vista St. is headed coast-to-coast via Bike Route 66 and then ACA's Transamerica Route from Missouri east.



From US285 near Eldorado all the way to the Plaza, ACA's "Bike Route 66" and the Historic Route 66 "Byway" are now one and the same.



The westbound route of Bike Route 66 uses the Rail Trail and Arroyo Chamiso Trail from Alta Vista St. to Richards Ave., where a formal trail connection identified in the Bicycle Master Plan is still sorely needed. In the foreground, the Rail Trail is identified via a community-based signage initiative that took place years ago, but remains as the only information available for those who are not already familiar with the trail.



A few weeks later, two more Bike Route 66 users from Arkansas were encountered on Malaga St. They were following the old route of Bike Route 66 – which "short-circuited" on itself here, to skip the Plaza!



The pair asked about services in Pecos, but we encouraged them to follow the new alignment of Bike Route 66 and visit the plaza first – they did, and in the end they decided to stay in Santa Fe! Alta Vista at Galisteo, in the background, would make a good spot for wayfinding signage to the plaza – for local cyclists as well as for these long-range tourists.

Santa Fe Conservation Trust 

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Subject: new medians on W Alameda

Date: 2017-05-25 12:21

From: Tim Rogers <tim@sfct.org>

To: Beth <bethkeough@comcast.net>

Cc: joe abbatacola <joejturn@hotmail.com>, Paul Cooley <onequietbreath@gmail.com>, Sfnnewhall <sfnewhall@gmail.com>, "ROMERO, JOHN J" <jjromero1@ci.santa-fe.nm.us>, "MAESTAS, JOSEPH M." <jmaestas@ci.santa-fe.nm.us>

Hello Beth - I am writing back to you to apologize, I should have simply forwarded your question to John Romero of the City, who is now cc'd. I was under the impression based on conversations last Fall that the City was going to stripe bike lanes on W Alameda in this area. But contrary to what I wrote, the new medians, which were designed and approved by the City well over a year ago, preclude any such thing since they leave only 13 ft. width for eastbound traffic.

The older median with the crosswalk to Villa Alegre does leave 15 ft. width, which is actually enough for a bike lane and travel lane side by side. The newer ones, like some suddenly appearing on Alta Vista St. now, preclude bike lanes and force cyclists to merge with motorists.

We (the BTAC On-Road Subcommittee) are still working with John Romero to see if something can't be salvaged closer to St. Francis Dr. where a striped shoulder or bike lane might serve eastbound cyclists AND help River Trail users where the River Trail is located directly on the curb (directly next to travel lanes, that is, in the absence of a striped shoulder). But that is not going to take care of the squeeze that you and other cyclists will experience further east.

Thanks for expressing your concern and again I apologize for my mis-characterization of what is going on.

Regards, Tim

On 2017-03-13 11:11, Tim Rogers wrote:

Hi Beth - the pieces of built median are intended to improve pedestrian (or bicycle) crossings of Alameda at crosswalks by providing a "median refuge" that makes the crossing much easier to manage. They are fairly narrow (perhaps 6 ft. - not a full lane's width) and were designed (or should have been designed) to accommodate planned bike lanes on Alameda, or striped shoulders, which is what City Traffic Engineer John Romero is working toward for later this year as far as I know.

The sidewalk was rebuilt as a 10 ft wide multi-use path that allows for two-way traffic of pedestrians, bikes, strollers, people walking dogs, wheelchairs, grocery carts, etc. , etc. As far as cyclists go, their needs and desires vary greatly, some people (e.g. with kids) would never use the road while others (road bikers, commuters) may have no interest in the trail. Where there is a long stretch of trail along an independent alignment (River) that does not have multiple driveway conflicts, that also is along a road (Alameda), it is always best to accommodate cyclists on BOTH facilities rather than think that there might be a one

size fits all. As I implied, for the trail cyclists are just one of many different user groups sharing the space.

This will make more sense once the River Trail crosses the River on an envisioned pedestrian bridge e of Defouri and is extended across Defouri and further upstream. I am not sure how the current sidewalk / trail will look when the Defouri St. bridge reconstruction is finished, but for now this location will be the east end of the true "multi use trail."

A striped shoulder or bike lane on Alameda should help make it clear to all users that there is in fact enough space for a motor vehicle to pass a bike. However I might agree that is gets pretty tight at the pre-existing crosswalk that lines up with the bridge into the park by the Boys and Girls Club. The situation is not unlike the "squeezes" at three locations west of St. Francis to Camino Alire, where the striped shoulder is not quite up to "bike lane" standards (min. 4 ft.).

I am cc'ing members of BTAC On-road subcommittee who are working with John Romero on the bike lanes so they know about the situation and your valid concerns. Thanks for chiming in! - Tim

On 2017-03-13 10:13, Beth wrote:

tim,

i am wondering why there are now four barriers on alameda in the turning lane where they are putting in the new sidewalk- past st. francis drive heading towards the plaza.

there was already one where there is a crosswalk, but now they have put in three more and it makes it very, very unsafe to ride on the road. the car/bike passing ability is non-existent where these barriers are.

i could handle the one that existed where the crosswalk is, but now three more... very scary. have had some very terrifying near misses and now i take the whole road to ride past these barriers, otherwise the cars will try to pass and it could be a disaster.

the cars do not like this and hardly slow, so i am thinning it is just a matter of time before a bicyclist is hit.

the sidewalk that is supposed to be the bike trail is impeded by a phone pole and narrows, has a railing etc. and also feels very tight- this is the new sidewalk that cost 450k or so and makes no sense to me since the road was so safe to ride on in that area.

can you tell me why there are these three additional road barriers now in the center turning lane of this section of alameda?

i find i am really nervous four times rather than once when i ride on this section of alameda.

thanks tim- sincerely, beth mcdonald

As built in Spring of 2017

River Trail at St. Francis Dr.



River Trail east of St. Francis Dr.



With Striped Shoulder / Bike Lane as proposed by BTAC On-Road Subcommittee

River Trail at St. Francis Dr.



River Trail east of St. Francis Dr.



LAB Bicycle-Friendly Community Application: Draft response June 21, 2017

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

☒ Yes

☐ No

If yes, please explain.

W Alameda and

W Alameda and Alta Vista St. are recent examples of wide shared lanes compromised by wide curb extensions, built medians, and new on-street parking; Rail Trail project design will eliminate bike lanes at Alta Vista St.; Acequia Trail underpass construction underway has reduced Acequia-Rail Trail connector along St. Francis Dr. from 10' trail with 5' buffer to 8' back-of-curb sidewalk

----- Original Message -----

Subject: Re: Canada Rincon Trail - Alternative Alignment

Date: 2017-06-08 11:11

From: Tim Rogers <tim@sfct.org>

To: Patrick Sinnott <psinnott@do-designoffice.com>

Cc: "PACHECO, LEROY N." <lnpacheco@ci.santa-fe.nm.us>, Claudia Horn <chorn@do-designoffice.com>, Jmaestas <jmaestas@santafenm.gov>, Margaret Alexander <cmmalexander@cybermesa.com>, Robert Hiller <robertlouishiller@gmail.com>, Shelley Robinson <robinsonmade@att.net>, "THOMPSON, RICHARD C." <rcthompson@ci.santa-fe.nm.us>, Brent Bonwell <brent@bonwell.org>, Lynette Guevara <nettybeans@gmail.com>, Sarah Noss <sarah@sfct.org>

Hi Leroy, Patrick, and Claudia - I hope the post public meeting process is going well. I had meant to add some comments since we were only given a short time frame to analyze and comment on the Reserve's proposed design in the course of a BTAC agenda item as public hearing. I would also like to comment in light of further discussion at the BTAC meeting. In any case, this input is for the City's consideration at any point, since that is part of what our PSA with the City is for. I would be happy to meet and discuss any time but here are a few points that I left out, or would otherwise add to my statement at the meeting:

1. Problems with south end of Reserve alignment: The alternative proposed by the Reserve is not only less direct, less convenient, and requires more climbing and more use of street, to continue the alignment north, as discussed, but also:

- on the south end, the Reserve design positions the trail on the west side of Calle Mejia. The future continuation south of the multi-use trail toward Viento and beyond to the River Trail, however, would clearly be on the east side of Calle Mejia. Thus the design necessitates an additional street crossing for the Canada Rincon Trail that would not be required under the City's proposed design.

- the location of the trail's entry to Calle Mejia within the cul de sac is not ideal: it confuses an area of conflict, where trail traffic arriving at cul de sac will have limited visibility to motor vehicle traffic leaving the Reserve through gate, and vice versa. What is the pedestrian route, and how would this trail integrate with a street crossing location for pedestrians or bikes transitioning to and from Calle Mejia, or the future Canada Rincon trail to the south? What is the northbound route on Mejia onto the trail, how are trail users expected to navigate the cul de sac? Given the built island of the cul de sac, the only convenient transition from road to trail would likely route pedestrians and cyclists toward oncoming traffic (coming out of the Reserve) rather than circling the island.

2. Alternative trails: One paved, one dirt. One commenter proposed separate trails for bikes and pedestrians. That is not generally desirable, justifiable, nor enforceable however certainly there could be two separate trails: one dirt and one paved/ADA-accessible.

The only scenario I see where the City could go ahead with the Reserve's proposal in general is one where the City's proposal also be built, but as a dirt trail only. This would preserve the most convenient alignment, ensure public access to city-owned open space, and eliminate the need for substantial construction and particularly the expensive and controversial ramp up to Zocalo's road (see next point on how a dirt trail might have access

to Ave Rincon). Meanwhile, the Reserve's alignment would provide the accessible route that is needed for this connection.

Building a natural-surface trail in City Open Space along the Canada Rincon on the behalf of the City would be a great job for volunteers working under our PSA with the City, and I am sure our various community partners working together on GUSTO would be very happy to support this development (cc'ing some of them).

3. The Ramp: For City design with accessible trail along Canada Rincon, perhaps the ramp can be moved northward and turn left with a transition to retaining wall as top of ramp, to arrive at Ave Rincon west of jersey barriers, which is closer to the intersection with legal crosswalk, and more directly across from the existing continuation of the trail alignment north.

I understand there are right of way issues at that location, but I think the Reserve might ultimately prefer and support this alternative, compared to the ramp as designed, because it would eliminate a lot of the issues expressed around view and privacy, and could reduce some of the other concerns such as safety/liability. (Note that there are no north-facing windows from Reserve units). It might cost less, too.

That's it, thanks for taking this worthy project on! - Tim

Tim Rogers
Trails Program Manager
Santa Fe Conservation Trust

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The Land Beneath Our Feet, the Skies Above, and the Trails that Connect Our Communities.

Please consider the environment before printing this e-mail.

----- Original Message -----

Subject: Re: CIP #438B - Acequia Trail Structure Crossings at Kathryn Ave and Onate St
Date: 2017-05-31 12:53
From: Tim Rogers <tim@sfct.org>
To: "PACHECO, LEROY N." <lnpacheco@ci.santa-fe.nm.us>
Cc: "AUNE, ERICK J." <ejaune@ci.santa-fe.nm.us>, "SCHIAVO, NICK A." <naschiavo@ci.santa-fe.nm.us>, "VILLARREAL, RENEE D." <rdvillarreal@ci.santa-fe.nm.us>, "MAESTAS, JOSEPH M." <jmaestas@ci.santa-fe.nm.us>, "THOMPSON, RICHARD C." <rcthompson@ci.santa-fe.nm.us>, Sarah Noss <sarah@sfct.org>

First of all you were right to say connectivity is good everywhere. Absolutely if there is interest in connecting to more city streets at Franklin and Cortez, it is quite appropriate, starting with simply taking down the unsightly fence that divides the Acequia Trail from the Acequia itself - which might be the most effective and least costly way to improve overall access to the Acequia Trail.

Improved connectivity at the specific spots proposed for bridges was indeed based on pre-existing access at these points, and not at others, but ALSO to reflect that:

(1) Onate is the first street w. of St. Francis Dr., and for several blocks provides a kind of local street / "bike boulevard" to use instead of St. Francis Dr., to get to as far as Agua Fria St. It is a great local alignment but also part of a significant longer-range route, connecting Rail and Acequia Trails to the River Trail, via Urioste (albeit partly one-way) and the "El Rio Rd. Trail." That is a function that is going to be greatly enhanced by the underpass under construction, and the Bike Master Plan even calls for specific wayfinding along this route.

(2) Kathryn not only provides pre-existing access but the perfect mid-point between Onate and the next access point to the trail to the west, which is at Felipe St. Given the small grid of streets to the north, which is a rare thing in Santa Fe, Kathryn provides improved direct access to the trail for many neighborhood residents many blocks north to Agua Fria and beyond, as well as part of a more convenient and less trafficked through route to various points northwest.

If there are concerns about cost and scale, among the two locations, Kathryn could certainly be scaled down. Local citizen-volunteers have expressed interest in building a bridge there themselves, and even providing materials to do so - a modest wooden deck bridge could in fact be a sufficient link for most users and not unlike what we have done for City Parks in open space context (cc'ing Richard Thompson) as shown at

[Calle Lorca Park Bridge Re-Build, Feb. 16, 2015](#)

[Camino de las Animas Footbridge, May 17, 2016.](#)

Naturally, accessibility considerations would apply on Kathryn that would go beyond these open space type applications. But it is not out of the question for the volunteers to create a

more substantial and "reasonably accessible" route at this location, given their own skills and resources, with support of Parks Dept., and working with Public Works (e.g. for a curb ramp to Kathryn). But the need to adhere to ADA absolute "best practices" could be slightly tempered in combination with the facts that (1) Onate will (and Felipe also does) provide a 100% "Accessible route" from elsewhere in the neighborhood, and (2) with volunteers we could do this for far less than the \$5,000 which is the expressed threshold for ADA review.

Certainly, meeting ADA in these kinds of projects typically puts them in the realm of the engineers, and so I am simply offering this up as an alternative for discussion.

I hope that this is a decent explanation, and thanks for asking! - Tim

On 2017-05-30 18:09, PACHECO, LEROY N. wrote:

Hi Tim/Eric

Councilor Villarael asked a historical question at Public Works tonight about the structure crossing projects at Kathryn and Onate that you may have better information than I was able to provide. She asked why Kathryn Ave. and Onate St. were selected in the Bikeway's Master Plan as the two connections to the Acequia Trail at this location. Do you know the background as to why these two streets were specifically chosen? My answer was connectivity in general is a good thing everywhere, but that by the time these became funded public works projects, the locations were already identified by the master planning process which I wasn't involved with. Any additional information regarding this history would be much appreciated.

Councilor, attached is a drawing depicting connections to the Acequia Trail in the vicinity of the Baca/Railyard and these include Onate, Kathryn, Pablina (not Cortez), Fayette, and Potencia, to name a few.

Thanks,

Leroy Pacheco

Leroy N. Pacheco, PE

City of Santa Fe Public Works Department

River, Watershed & Trails Section Supervisor

Office 505-955-6853

lnpacheco@santafenm.gov

Trail and Bikeway Projects Completed in Santa Fe NM, 2012-2017

Draft: June 20, 2017

BMP City Multi-Use Trails Completed in 2012-2017 (paved)			miles
BMP Rank			
2	RIVER TRAIL: Connection/Crosswalk to Campo		0.01
3	RIVER TRAIL: Connections/Crosswalks to Candelario		0.01
5	RIVER TRAIL: Connection to Cam. De Chelly		0.02
6	RIVER TRAIL: Connection to La Madera St.		0.02
7	RIVER TRAIL: Connection to Cam. de la Conquistadora		0.01
9	ACEQUIA TRAIL: Hmnos Rodriguez Park to Harrison		0.10
14	RIVER TRAIL: St. Francis Dr. to Camino del Campo (widen existing trail)		0.40
Not Proposed in BMP	RIVER TRAIL: Camino del Campo to Guadalupe (w/side path condition at DeFouri)		0.20
19	LA TIERRA TRAILS: Connection from Camino de los Montoyas via NM599 Underpass		0.27
24	Arroyo Chamiso Trail: Extend connector trail from Villa Linda Park soccer field to transit stop at Santa Fe Place		0.13
29	ARROYO MASCARAS TRAIL: From San Francisco St. to Las Mascaras St., including		0.10
25	Railyard Park / Plaza: Narrow trail/sidewalk w. of track @ SF Clay, W-21		0.16
26	NM CENTRAL / KENNEDY LINE: AC Trail to GCCC (partial)		0.05
B-6	CAÑADA RINCON TRAIL: Alameda to Camino de las Crucitas (Gonzales School)		0.20
DD	ARROYO DE LOS CHAMISOS: West to Swan Park		0.10
Total			1.77
Trail Crossing Improvements: Completed by 2017			
1	Arroyo Chamiso Trail Crossings: fix gates, median refuges (Yucca)		NA
2	Arroyo Chamiso Trail Crossings: fix gates (Cam. Carlos Rey)		NA
3	Arroyo Chamiso Trail Crossings: fix gates, median refuges (Ave de las Campanas)		NA
B1	ACEQUIA TRAIL: Grade Separated St. Francis Crossing		0.20
NMDOT-Lead Multi-Use Trail: Built in 2012-2017			
3	Diverging Diamond Interchange (I-25/NM14): Beckner to Rancho Viejo Blvd.		1.20
Private-Lead Multi-Use Trail: Built in 2012-2017			
Not Proposed in BMP	St. Vincent Hospital Loop from Hospital Dr. to Hospital Dr. (Partially completed)		0.69
BMP City Soft-Surface Trails Built in 2012-2017			
NA	FLOW TRAIL (La Tierra Trails)		1.00
19	LA TIERRA TRAILS: Dog Park Connection (partial)		0.60
NA	DALE BALL TRAILS: Cerro Gordo Trailhead Connector		0.40
Total			2.00
BMP City Multi-Use Trails: Designed by 2017			
4	RAIL TRAIL: St. Francis Dr. to Cordova (along Pen Rd.)		0.20
8	RAIL TRAIL: Cordova to Alta Vista (S. Capitol Station)		0.20
10	ACEQUIA TRAIL: Bridge to Oñate		0.05
11	ACEQUIA TRAIL: Bridge to Kathryn		0.05
17	TIERRA CONTENTA (N. Arroyo Chamiso): Buffalo Grass Rd. to S. Meadows		0.38
18	ACEQUIA TRAIL: Rufina to San Felipe, with connector and crosswalk at Agua Fria		1.00
21	RAIL TRAIL CONNECTION: Monterrey		0.05
19.1	MRC Trail: River Trail to NM599 Underpass		0.50
31	CAÑADA RINCON TRAIL: Calle Mejia to Zocalo		0.20
B10	MRC TRAIL: From NM599 to MRC entrance & paved path around soccer fields		1.30
Total			3.93

Trail and Bikeway Projects Completed in Santa Fe NM, 2012-2017

Draft: June 20, 2017

**BMP
Rank**

City-Lead Trail Maintenance Projects: Completed in 2012-2017

1	Repave Arroyo Chamiso Trail, Yucca St. to Rodeo Rd.	2.00
2	Repave Arroyo Chamiso Trail, Siringo Rd. to Yucca St.	0.75
3	Repave Rail Trail, Siringo to bridge over Arroyo Chamiso	0.50
4	Repave Arroyo Chamiso Trail along Nava Ade (<i>City paved route to Gov Miles Rd.</i>)	0.60
5	Rail Trail: Build retaining wall s. of I-25	0.25
NA	Repave Rail Trail between St. Michael's Dr. and Siringo	0.50
Total		4.60

Bike Lanes: Completed in 2012-2017

2	Siringo: Restripe Bike Lanes where feasible (Ave de las C to Botolph) (partial)	1.41
6	Widen Camino de las Crucitas: 5 ft., Michelle to Buckman	0.20
10	Siler Road Diet (already under way in 2012)	0.40
13	Cerrillos Rd., Camino Carlos Rey to Llano St.	0.60
*	Green Lanes: Camino Carlos Rey et al. (various treatments)	NA
B-6	Osage s. of San Ildefonso	0.40
Total		3.01

Bike Lanes: Improved by 2017

8(a)	Widen Old Santa Fe Trail: Sun Mtn Rd. to E. Zia Rd.	0.71
Not lstd	Old Pecos Trail, Cordova to Coronado	0.28
Total		0.99

NMDOT-Lead Bike Lanes: Improved in 2012-2017

S3	Diverging Diamond Interchange (I-25/NM14): Beckner to Rancho Viejo Blvd.	1.20
Total		1.20

* Supported by general recommendations in BMP

Multi-Use Trails: Mileage in 2012-2017*Includes NMDOT & Soft Surface*

	Built	Designed	Maintained
Core Trails	1.0	2.0	4.6
Connectors	2.9	2.0	-
Total	3.9	3.9	4.6 miles

Crossing Improvements in 2012-2017

	Built	Designed	
At-Grade	10	3	
Grade-Separated	4	1	<i>Includes NMDOT, MRC Trail</i>
Total	14	4	

Bike Lanes in 2012-2017

Improved Bike Lanes via Road Widening / Reconstruction 2.2

New Bike Lanes via Road Widening / Reconstruction 0.8

New Bike Lanes via Restriping 2.4

includes Siler Rd.

New Bike Lanes: Total 3.2

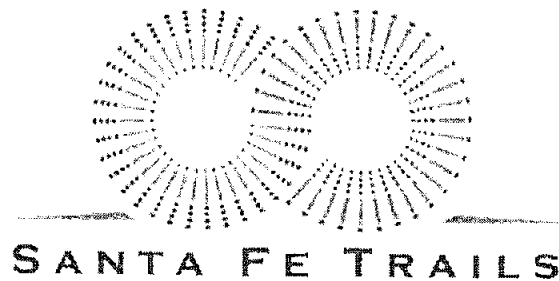
Restriping Bike Lanes: 2007-2012 (pre-BMP)

Project	Miles	
Rufina St., Siler to Richards	0.5	
Don Gaspar, Paseo de Peralta to Coronado	0.4	
Cordova Road Diet (Old Pecos Trail to Don Diego)	0.8	
Siler Road Diet	0.6	
Richards Ave. near GCCC	0.1	
5 Roads	2.4	miles

Restriping Bike Lanes: 2013-2017 (with BMP + CIP)

Project	Miles	
Siringo Rd., Various locations	1.4	
Osage	0.4	
2 Roads	1.8	miles
Galisteo, Harkle to Hospital (anticipated July 2017)	0.3	miles

TRAIL NAME	SEGMENTS	MILEAGE	ownership	Unpaved r	Paved mile	Other belonging to City
Diverging Diamond Trail (I-25/NM14)		1.170	State	paved		1.170
DALE BALL TRAILS		23.750			23.750	
DOROTHY STEWART TRAIL	5	1.640			1.640	
LA TIERRA TRAILS		25.945			25.945	
LAS ESTRELLAS	5	1.276		1/2 paved	0.638	0.638
TIERRA CONTENTA TRAILS	12	3.399		2/3 paved	1.133	2.266
ACEQUIA TRAIL, Guadalupe to St Francis (Railyard Park)		0.332			0.332	
ACEQUIA TRAIL, Paved Sections, St Francis to Otowi		0.936		paved		0.936
ACEQUIA TRAIL, W Railyard Spurs		0.345		paved		0.345
ACEQUIA TRAIL, Otowi to Maclovio		0.123			0.123	
ACEQUIA TRAIL, La Cieneguita to Harrison		0.045		paved		0.045
ARROYO DE LOS CHAMISOS	20	4.367		paved		4.367
ARROYO DE LOS CHAMISOS: addition to Santa Fe Place		0.103		paved		0.103
ASHBAUGH PARK	3	0.326		paved		0.326
BOTULPH ROAD SIDE PATH	1	0.432		paved		0.432
COUNTRY CLUB ROAD SIDE PATH	1	0.294		paved		0.294
CROSS OF THE MARTYRS	4	0.378		paved		0.378
EL RIO	1	0.059		paved		0.059
FORT MARCY	4	0.485		paved		0.485
FRANKLIN MILES	1	0.082		paved		0.082
FRANKLIN MILES PARK	5	0.756		paved		0.756
FRENCH'S PARK	1	0.748		paved		0.748
GAIL RYBA	3	0.316		paved		0.316
LARRAGOITE PARK	6	0.421		paved		0.421
MUSEUM HILL	1	0.374		paved		0.374
NAVA ADE	41	2.611		paved		2.611
PUEBLOS DEL SOL	20	3.080		paved		3.080
RAGEL PARK	11	1.158		paved		1.158
RAIL TRAIL		5.000		paved		5.000
River TRAIL, St Francis to Camino Carlos Rael crossing		2.280		paved		2.280
River TRAIL, San Ysidro Crossing to Romero Park		0.803	County		0.803	
River TRAIL, Agua Fria to Constellation		1.000	County	paved		1.000
LA PIEDRA TRAIL CONNECTION		1.910	County		1.910	
SIRINGO	1	0.478		paved		0.478
VILLA SONATA S/D	2	0.773		paved		0.773
ZIA TRAIL	3	0.369		some pave	0.281	0.089
CHILI LINE	1	0.179			0.179	
HYDE PARK ROAD	4	0.657			0.657	
MUNICIPAL REC CENTER	24	10.840		some paved		9.464 1.376174
SANTA FE ESTATES	3	0.916			0.916	
ST. VINCENT HOSPITAL FOOTPATHS	2	0.298	St V		0.298	
ST. VINCENT HOSPITAL Paved Trail - built		0.339	St V	paved		0.339
ST. VINCENT HOSPITAL Paved Trail - to be built next		0.349	St V	paved		0.349
ZOCALO	4	1.304			1.304	
Sun Mtn. Trail		2.000			2.000	
NO NAME	16	2.512			2.512	
Total		106.957	Soft Surface Paved	Soft surface Paved in C MRC	Soft : MRC Paved	
			71.372 33.073	61.908 31.697	9.464 1.376	
			(total)	(in City Limits)	(MRC)	

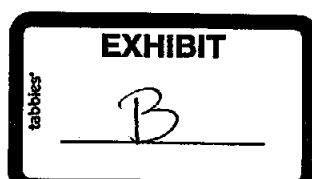


Bus Pass Rebate Program: Rules and Regulations

The Bus Pass Rebate Program was established through City Council Resolution 2013-60 and provides for the provision of bus passes for the acquisition of a bicycle, or bicycle equipment, through purchase or by recording volunteer hours at a participating bicycle vendor.

The following rules apply for the pilot program which will begin on September 1, 2013:

1. A "participating bicycle vendor" must be located within the city limits; be a for profit or non-profit entity that sells bicycles or bicycle equipment or allows for the provision of volunteer services in return for a bicycle or bicycle equipment; provide bicycle maintenance and a schedule of repair services offered; complete the registration form and deliver it to the Transit Division office on or before the close of business on August 31, 2013.
2. Individuals who wish to receive a bus pass rebate through the program must acquire a bicycle or bicycle equipment from a participating vendor, complete the rebate application form provided by the city Transit Division and also available at participating bicycle vendors, submit the completed application form along with the original detailed receipt within thirty-days of purchase, to staff at the Transit Division for processing.
3. Detailed receipt, from the participating vendor, must show value equal to or greater than the value of the annual or 31-day bus pass rebate requested.
4. In lieu of purchasing a bicycle or bicycle equipment, individuals may obtain a detailed receipt from a participating bicycle vendor that indicates a value to volunteer time provided in return for a bicycle or bicycle equipment. Volunteer services must likewise show value equal to or greater than the value of the annual or 31-day bus pass rebate requested.
5. One rebate per person per rebate category.



1. TITLE OR BRIEF DESCRIPTION OF THE AGENDA ITEM:

Bus Pass Rebate Update

2. INTRODUCTION TO THE TOPIC: A brief statement regarding origin of the agenda item and its relevance to the current activity of BTAC.

In 2013 BTAC supported and city council passed a resolution creating a program that grants annual or monthly bus passes as a rebate for bicycles or gear purchased from a local shop or attained through Chainbreaker's Bicycle Resource Center. The program has been very successful helping hundreds of people use bikes and buses as primary sources of transportation.

3. BTAC ACTION BEING SOUGHT: Most BTAC deliberation is intended to achieve one of three outcomes. If appropriate be prepared to suggest a formal motion to the meeting floor for debate, discussion and vote.

***To inform:** The purpose is to inform board members of the actions/thoughts of the presenting group and to provide an opportunity for discussion and questions. (E.g., an update from a standing or ad-hoc subcommittee) **No action from BTAC is sought.**

***To discuss:** BTAC agrees that a preliminary proposal is worthy of further discussion. **A possible motion to direct** an individual to review the issue and return at a specified time with a formal proposal for action is sought.

***To act:** BTAC supports a plan that requires outlining actions and obligations for Board members and/or Staff. **A motion clarifying objectives, expectations and obligations of Board and/or Staff** is sought.

To Inform. No action sought.

4. ESTIMATION OF COST AND/ TIME: Who would be responsible for costs and/or BTAC or staff time? Has affected BTAC member or staff been apprised of the proposal and do they understand the obligations?

Keith Wilson from the MPO has been apprised and is expecting to give a presentation at the next BTAC meeting on June 21.

1 **CITY OF SANTA FE, NEW MEXICO**

2 **RESOLUTION NO. 2013-60**

3 **INTRODUCED BY:**

4
5 Councilor Dominguez
6 Councilor Bushee

7
8
9
10 **A RESOLUTION**

11 **RELATING TO HEALTHY LIFESTYLES AND A CLEAN ENVIRONMENT; DIRECTING**
12 **STAFF TO DESIGN A BUS PASS REBATE PROGRAM FOR RESIDENTS OF SANTA FE**
13 **WHO ACQUIRE, BY PURCHASE FROM A PARTICIPATING BICYCLE VENDOR OR**
14 **ACQUIRE BY PROVIDING VOLUNTEER SERVICES TO A PARTICIPATING BICYCLE**
15 **VENDOR A BICYCLE AND/OR BICYCLE EQUIPMENT AND REALLOCATING \$50,000**
16 **FROM THE CIP FUND DESIGNATED FOR A BIKE SHARING PROGRAM TO THE**
17 **TRANSIT DIVISION TO BE DESIGNATED FOR CAPITAL EXPENDITURES IN ORDER**
18 **TO ALLOW A BUDGET TRANSFER FROM THE GENERAL FUND TO BE USED FOR**
19 **COSTS ASSOCIATED WITH THE BUS PASS PROGRAM.**

20
21 **WHEREAS,** the continuing increase in gasoline prices has created an economic burden to
22 Santa Fe residents which has resulted in an increased use of bicycles and increased ridership on the
23 Santa Fe Trails transit system; and

24 **WHEREAS,** on January 9, 2013, the Governing Body adopted the Airport Road Overlay
25 District Ordinance, Ordinance No. 2013-1 ("Ordinance"); and

1 **WHEREAS**, the purpose and intent of the Ordinance includes the promotion of a healthy and
2 safe environment through less dependence on the automobile; and

3 **WHEREAS**, the City of Santa Fe is a bicycle friendly community and has been recognized
4 as such by the League of American Bicyclists; and

5 **WHEREAS**, the cost of purchasing a bicycle and safety and commuter equipment are often
6 barriers that keep people from using a bicycle as a means of transportation, however, over time using
7 a bicycle will far outweigh the cost of using an automobile; and

8 **WHEREAS**, establishing a bus pass program that will provide a free bus pass incentive in
9 exchange for a bicycle and/or bicycle equipment acquired by purchase from a participating bicycle
10 vendor or acquired by providing volunteer services to a participating bicycle vendor will encourage
11 residents to live automobile-free which is in the best interest of the public health and the environment
12 of the city of Santa Fe; and

13 **WHEREAS**, such an initiative will support local businesses help keep money circulating in
14 Santa Fe which benefits our local economy.

15 **NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE**
16 **CITY OF SANTA FE** that staff is directed to:

- 17 • Design a bus pass rebate program for residents of Santa Fe who acquire by purchase
18 from a participating bicycle vendor or acquire by providing volunteer services to a
19 participating bicycle vendor a bicycle and/or bicycle equipment:
- 20 ▪ The program shall define a participating bicycle vendor as a for profit or non-
21 profit entity that sells or allows for the provision of volunteer services in return
22 for a bicycle or bicycle equipment;
- 23 ▪ The entity shall apply to the City to become a participating bicycle vendor in
24 accordance with City application procedures to be developed by staff and brought
25 back through the committee and Council process for approval;

- The program shall require that the bus pass rebate shall be equal to or less in value to the bicycle or bicycle equipment acquired;
- The program shall be designed to incentivize new ridership for the Santa Fe Trails.

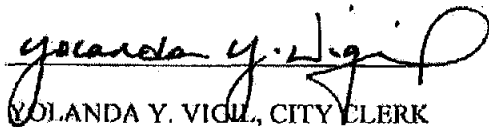
BE IT FURTHER RESOLVED that \$50,000 from the CIP fund currently designated for a bike sharing program shall be reallocated to the Transit Division for capital expenditures in order to allow a budget transfer from the general fund for costs associated with the bus pass program..

PASSED, APPROVED, and ADOPTED this 12th day of June, 2013.



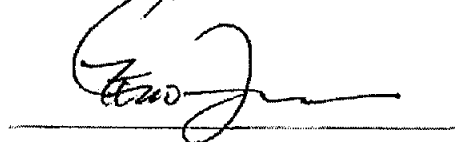
DAVID COSS, MAYOR

ATTEST:



YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:



GENO ZAMORA, CITY ATTORNEY

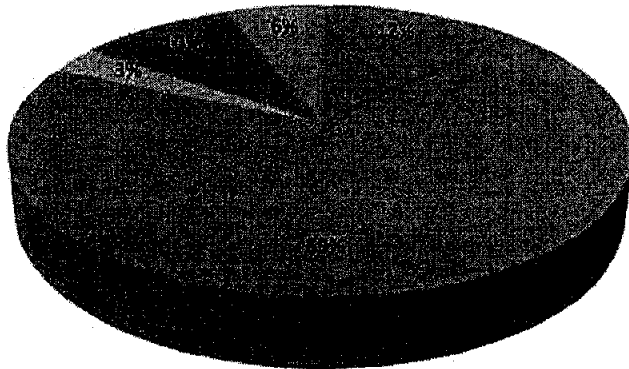
Bike/Bus Pass Program

Participating Bike Shop/Organization	2013*			2014			2015			2016			2017 (thru 06/13)			Total to Date		
	Monthly Passes	Annual Passes	Total	Monthly Passes	Annual Passes	Total	Monthly Passes	Annual Passes	Total	Monthly Passes	Annual Passes	Total	Monthly Passes	Annual Passes	Total	Monthly Passes	Annual Passes	Total
Broken Spoke	2	2	4	8	11	19	3	4	7	5	1	6	2	3	5	20	21	41
Chainbreaker	0	21	21	0	88	88	0	47	47	0	52	52	0	20	20	0	228	228
Mellow Velo	0	1	1	2	2	4	1	2	3	1	1	2	0	0	0	4	6	10
Rob and Charlie's	2	2	4	10	7	17	5	3	8	1	2	3	0	0	0	18	14	32
Sirius Cycles	0	0	0	2	4	6	1	7	8	2	2	4	1	1	2	6	14	20
Total	4	26	30	22	112	134	10	63	73	9	58	67	3	24	27	48	283	331
Cost	\$6,320.00			\$24,520.00			\$12,800.00			\$11,780.00			\$4,860.00			\$60,280.00		

FUNDING SUMMARY	
*Program Began September 2013	\$50,000.00
Additional Funding was added May 24, 2016	\$30,000.00
Total Funding	\$80,000.00
Cost as of 06/13/17	\$60,280.00
Balance Remaining	\$19,720.00

PASS COSTS	
Monthly Pass	\$20.00
Annual Pass prior to 5/13/14	\$240.00
Annual Pass after 5/13/14	\$200.00

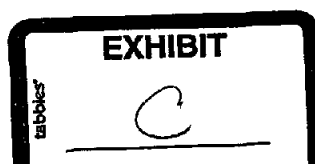
**Bike/Bus Pass Program 2013 - 2017
Participating Bike Shop/Organization**

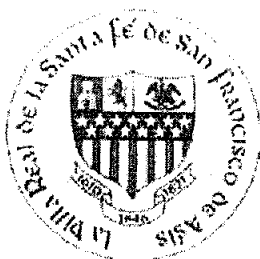


- Broken Spoke
- Chainbreaker
- Mellow Velo
- Rob and Charlie's
- Sirius Cycles

Current Membership City of Santa Fe
Bicycle Trails Advisory Committee
June 14, 2017

	<u>TERM OF OFFICE</u>	
Abbatacola, Joseph A.	06/2013 (04/30/2014)	06/2015
Maestas, Councilor Joseph, Chair	03/2016	03/2018
Cooley, Paul	06/2014 (01/14/2015)	06/2016
Grogan, Gretchen	06/2014 (08/13/2014)	06/2016
Herdman, Frank	06/2014 (08/13/2014)	06/2016
Pacheco, James Ronald	06/2013 (04/30/2014)	06/2015
Rivera, Tomas	06/2014 (08/13/2014)	06/2016
Robinson, Shelley	06/2013 (04/30/2014)	06/2015
Wellington, Jennifer L.	06/2015 (02/24/2016)	06/2017





BTAC AGENDA ITEM SUBMISSION FORM

Please use the template below to submit agenda items for BTAC deliberation. The objective is to assure that deliberations are guided by an understanding of the action sought of BTAC, the pertinence of the proposal to BTAC's mission and objectives, and ultimately the expectations and obligations to which BTAC is agreeing when it takes action on an agenda item.

1. TITLE OR BRIEF DESCRIPTION OF THE AGENDA ITEM:

BTAC Membership – Call for appointment of four new members

2. INTRODUCTION TO THE TOPIC: A brief statement regarding origin of the agenda item and its relevance to the current activity of BTAC.

BTAC memberships need to be renewed. A press release to inform public interested in serving will be released soon.

3. BTAC ACTION BEING SOUGHT: Most BTAC deliberation is intended to achieve one of three outcomes. If appropriate be prepared to suggest a formal motion to the meeting floor for debate, discussion and vote.

***To inform:** The purpose is to inform board members of the actions/thoughts of the presenting group and to provide an opportunity for discussion and questions. (E.g., an update from a standing or ad-hoc subcommittee) **No action from BTAC is sought.**

***To discuss:** BTAC agrees that a preliminary proposal is worthy of further discussion. **A possible motion to direct** an individual to review the issue and return at a specified time with a formal proposal for action is sought.

***To act:** BTAC supports a plan that requires outlining actions and obligations for Board members and/or Staff. **A motion clarifying objectives, expectations and obligations of Board and/or Staff is sought.**

Inform BTAC of current status of membership, inquire of current members interested in renewing their service commitments, and of plan to issue press release to elicit interest from others for up to four new members in FY 17/18.

4. ESTIMATION OF COST AND/ TIME: Who would be responsible for costs and/or BTAC or staff time? Has affected BTAC member or staff been apprised of the proposal and do they understand the obligations?

Staff will manage process which will occur in July 2017 with possible terms commencing soon thereafter.

1 CITY OF SANTA FE, NEW MEXICO

2 RESOLUTION NO. 2017-__

3 INTRODUCED BY:

4
5 Councilor Joseph M. Maestas

6 Councilor Peter Ives

7
8
9
10 A RESOLUTION

11 AMENDING RESOLUTION NO. 2010-64 REGARDING THE BICYCLE AND TRAIL
12 ADVISORY COMMITTEE TO PERMIT A RESIDENT OF SANTA FE COUNTY TO
13 SERVE ON THE COMMITTEE.

14
15 WHEREAS, the Governing Body updated the Bicycle and Trail Advisory Committee on
16 August 11, 2010 by adopting Resolution No. 2010-64 authorizing subcommittees; and

17 WHEREAS, Santa Fe's bicycle and pedestrian trails are used by city and county
18 residents alike; and

19 WHEREAS, it is the desire of the Governing Body to include the voice of a Santa Fe
20 county resident in the future of city bicycle and pedestrian trails.

21 NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE
22 CITY OF SANTA FE that the Membership of the Bicycle and Trail Advisory Committee is
23 amended to read:

24 Section 5. MEMBERSHIP: The Committee shall consist of a member of the City
25 Council who shall also serve as its chair, along with eight members of the public, of whom seven

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

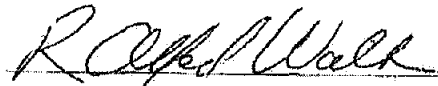
10 PASSED, APPROVED, and ADOPTED this ____ day of _____, 2017.

11
12
13 _____
JAVIER M. GONZALES, MAYOR

14
15 ATTEST:

16
17 _____
18 YOLANDA Y. VIGIL, CITY CLERK

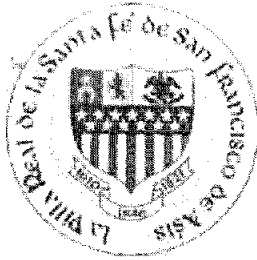
19 APPROVED AS TO FORM:

20
21 

22 KELLEY A. BRENNAN, CITY ATTORNEY

23
24
25 M/Legislation/Resolutions 2017/Bicycle and Trail Advisory - County Member

6/14/2017



BTAC AGENDA ITEM SUBMISSION FORM

Please use the template below to submit agenda items for BTAC deliberation. The objective is to assure that deliberations are guided by an understanding of the action sought of BTAC, the pertinence of the proposal to BTAC's mission and objectives, and ultimately the expectations and obligations to which BTAC is agreeing when it takes action on an agenda item.

1. TITLE OR BRIEF DESCRIPTION OF THE AGENDA ITEM:

Canada Rincon Trail - Discussion of Final Design Alignment Alternatives

2. INTRODUCTION TO THE TOPIC: A brief statement regarding origin of the agenda item and its relevance to the current activity of BTAC.

At the May 2017 BTAC meeting, The Reserve at Santa Fe Condominium community requested consideration of an alternative alignment of the proposed Cañada Rincon Trail. BTAC requested that city staff review and provide an evaluation of both options for discussion.

3. BTAC ACTION BEING SOUGHT: Most BTAC deliberation is intended to achieve one of three outcomes. If appropriate be prepared to suggest a formal motion to the meeting floor for debate, discussion and vote.

***To inform:** The purpose is to inform board members of the actions/thoughts of the presenting group and to provide an opportunity for discussion and questions. (E.g., an update from a standing or ad-hoc subcommittee) **No action from BTAC is sought.**

***To discuss:** BTAC agrees that a preliminary proposal is worthy of further discussion. **A possible motion to direct** an individual to review the issue and return at a specified time with a formal proposal for action is sought.

***To act:** BTAC supports a plan that requires outlining actions and obligations for Board members and/or Staff. **A motion clarifying objectives, expectations and obligations of Board and/or Staff is sought.**

Staff seeks to inform and facilitate a discussion of its evaluation of the alternative alignments under consideration.

4. ESTIMATION OF COST AND/ TIME: Who would be responsible for costs and/or BTAC or staff time? Has affected BTAC member or staff been apprised of the proposal and do they understand the obligations? **Staff has been assigned to manage the project process.**

