

City of Santa Fe, New Mexico

memo

DATE: May 10, 2018

TO: Bicycle and Trails Advisory Committee

VIA: Leroy N. Pacheco PE, River Watershed & Trails Section Supervisor 

ITEM AND ISSUE:

CIP #454A – RAIL TRAIL EXTENSION PROJECT FROM ALTA VISTA STREET TO PEN ROAD

BACKGROUND & SUMMARY:

Based upon a March 6, 2012 Ballot approved by the voters, the City of Santa Fe issued \$14 million in 2012 General Obligation Bonds per a council approved implementation plan for Parks & Trails based upon the priority list of the MPO Bikeways Master Plan. The plan originally allocated a total of \$883,000 for the Rail Trail, including the extension of the Rail Trail from Alta Vista to Pen Road. This extension completes the city's non-motorized trail from Rabbit Road north to the Rail Yard. The Rail Trail budget was increased by city council on May 28, 2014 for an additional \$326,000, and again by the city manager on September 19, 2017 for an additional \$50,000. All transfers came from voter approved 2012 GO bond funds. The total approved budget for the Rail Trail is currently \$1,259,000.

The attached spreadsheet describes the history of the Rail Trail budget (BU 426005). Total expenditures to date of \$478,191.02 have included \$210,831.93 for the design of the Rail Trail Extension Project from Pen Road to Alta Vista, and \$267,809.09 for pavement rehabilitation on segments of the existing Rail Trail, and for construction of a retaining wall along the eastern edge of the Rail Trail under I-25.

The extension project's full scope was awarded by city council for construction to GM Emulsion of Santa Fe on June 28, 2017 per RFB 17/16/B. On February 28, 2018, city council directed staff to reduce the construction scope due to cost concerns. On March 26, 2018 via email, NMDOT informed the city that partial construction of the trail would create a safety issue, and that the city's contractor would not be permitted to enter NMDOT Rail right-of-way for construction of the reduced scope. A meeting was held with attorneys from NMDOT and city staff on April 13, 2018 to discuss moving the project forward, and it was agreed to return to the city council to present NMDOT Rail Bureau concerns. The issue was discussed at Public Works Committee on May 7, 2018, and the committee directed staff to take a recommendation to the full city council (see attached PWC Memo, Exhibits and Minutes).

This issue was discussed on May 7, 2018 at the Public Works Committee and staff was directed to take a recommended action to city council on May 30, 2018.

426005 Rail Trail Total Budget - All Segments				%
TOTAL 2012 GO BOND BUDGET TO DATE	PO#	Project Type	TOTALS	
2012 General Obligation Bond - Original Budget			\$ 883,000.00	
BAR (trans from 426003)	City Council 05/28/2014		\$ 326,000.00	
BAR (trans from 426003)	City Manager 9/19/17		\$ 50,000.00	
TOTAL BUDGET TO DATE			\$1,259,000.00	100%
EXPENDITURES TO DATE				
Retaining Wall on trail @ I-25 and Pavement Rehab			\$ 267,809.09	21%
HDR Engineering (Design Fees, Rail Trail - Pen Rd/Alta Vista)	13145010	Rail Trail Pen Rd to Alta Vista	\$ 210,381.93	17%
EXPENDITURES TO DATE			\$ 478,191.02	38%
CONSTRUCTION PHASE COSTS - ESTIMATED				
HDR INC	13145010	ITEM #17-1315	\$ 39,267.32	3%
SOUDER MILLER & ASSOC.	Pending	ITEM #18-0004	\$ 46,416.59	4%
GM EMULSION	17182650	ITEM #17-0666	\$ 651,941.17	52%
CONSTINGENCY FUNDING			\$ 43,183.90	3%
CONSTRUCTION PHASE COSTS - ESTIMATED			\$ 780,808.98	62%
AVAILABLE BUDGET				
			\$ -	

BTAC DISCUSSION ONLY (NO ACTION REQUIRED):

Because this project completes the city's urban Rail Trail link between Alta Vista and Pen Road, and the remaining approved funds budgeted would cover the approved city contracts to complete the work including a small amount for contingency, and because NMDOT will not permit partial construction of the trail due to safety concerns, Public Works staff recommends the following:

- City Council approval to move forward with construction of the entire Rail Trail Project contracted under Item #17-0666 and previously approved in June 2017; and
- Approval of the use of all remaining funds in the project budget 426005 using previously approved contracts as described above to complete the extension project.

Attachments: May 7, 2018 Public Works Committee Packet
March 6, 2012 Santa Fe Opportunity Bonds Packet
August 13, 2015 Santa Fe MPO Pedestrian Master Plan

City of Santa Fe, New Mexico

memo

DATE: April 27, 2018

TO: Public Works Committee

VIA:


John J. Romero PE, Acting Public Works Department Director
Leroy N. Pacheco PE, River Watershed & Trails Section Supervisor 

ITEM AND ISSUE:

CIP #454A – RAIL TRAIL EXTENSION PROJECT FROM ALTA VISTA STREET TO PEN ROAD - REQUEST FOR DIRECTION BASED UPON NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) RESPONSE TO PROJECT SCOPE REDUCTION

BACKGROUND & SUMMARY:

The City of Santa Fe 2012 General Obligation Bond Implementation Plan for Parks & Trails funded the Rail Trail Extension Project from Alta Vista to Pen Road. This link completes the city's non-motorized trail from Rabbit Road north to the Rail Yard.

The attached spreadsheet describes the contractual history of the project since design inception on November 4, 2013. To date \$210,831.93 has been expended for project design. The project's full scope was awarded for construction to GM Emulsion of Santa Fe on June 28, 2017. On February 28, 2018, city council directed staff to reduce the construction scope. On March 26, 2018 via email, NMDOT informed the city that partial construction of the trail would create a safety issue. In turn the city's contractor would not be permitted to enter NMDOT Rail right-of-way for construction of the reduced scope. A meeting was held with attorneys from NMDOT and city staff on April 13, 2018 to discuss moving the project forward, and it was agreed to return to the city council to present NMDOT Rail Bureau concerns.

RECOMMENDED ACTION:

Staff requests direction for project completion based upon NMDOT response to scope change.

Attachments:

1. Project Contract History
2. NMDOT response to scope reduction

Phase	Firm	Contract	Full Project Scope		Reduced Project Scope Bid Alt A	
			Cost	Percent of Project Value	Cost	Percent of Project Value
Design	HDR Inc.	Item #12-0971 (expired 11/15/16)	\$210,831.93	22%	\$210,831.93	39%
Total Expended to Date			\$210,831.93		\$210,831.93	
Construction	GM Emulsion	RFB 17/16/B Awarded by city council on 6/28/17; Item #17-0666	\$651,941.17	69%		
		Reduced Scope Bid Alt A by city council on 2/28/18; Item #17-0666			\$244,409.00	45%
Construction Engineering	HDR Inc.	Item #17-1315 (expires 12/31/18)	\$39,267.32	4%	\$39,267.32	7%
Construction Observation	SMA via CES procurement approved by city council 2/28/28	Item #18-0004 (expires 10/15/18)	\$46,416.59	5%		
Construction Observation	HDR Inc.	Item #17-1315 (expires 12/31/18)			\$45,571.34	8%
Total Project Cost			\$948,457.01	100%	\$540,079.59	100%

From: [Craven, William, NMDOT](#)
To: [PACHECO, LEROY N.](#)
Cc: [Moyers, William T., NMDOT](#); [WORD, RICHARD B.](#); [Fine, Robert, NMDOT](#)
Subject: RE: Railroad Right-of-Entry Application - City of Santa Fe Rail Trail Extension Project
Date: Monday, March 26, 2018 5:55:34 PM

Leroy,

My apologies for not replying sooner to your email. We needed to discuss the implications of the City's change in the scope of the project internally before responding.

NMDOT is very concerned about the safety impacts of constructing only a portion of the rail trail extension project that was designed. When NMDOT worked with the City in the design phase for the project it was with the understanding that the entire project would be constructed. No mention was made of potentially constructing only a portion of the project until after design was completed, and even after this was raised as a possibility, NMDOT was informed by the City that after reviewing the bids the City did have sufficient funds to construct the entire project.

NMDOT's focus during the design of the rail trail extension was to maximize the safety of the final trail design for all modes. The end result of this was a design that minimized the expected conflicts between trail users (especially bicyclists) and both Rail Runner and Rail Runner riders. It did this by providing a trail that passed the South Capitol Station platforms at a different height from the platforms and with no easy access between the trail and the platforms. From a safety standpoint, the portion of the trail between Alta Vista Street and Cordova Road is the critical component of the rail trail extension project. The City's scope revision to delete the portion of the trail's construction between Alta Vista Street and Cordova Road would eliminate the continuous trail link past the station and result in an increase in conflicts between bicyclists and both Rail Runner and Rail Runner riders.

NMDOT will not be granting a right of entry agreement to the City's contractor for only partial construction of the project. We are not willing to allow the project to be built in pieces when that segmentation would channel more bicyclists into the South Capitol Station area but not provide them a safe way past that area. NMDOT is, however, very interested in seeing that the entire trail connection from Alta Vista Street to Pen Road be constructed as a single construction project. NMDOT would be willing to discuss with the City how the entire project as designed will be constructed as a single project.

Bill

From: PACHECO, LEROY N. [<mailto:lnpacheco@ci.santa-fe.nm.us>]
Sent: Thursday, March 15, 2018 3:51 PM
To: Fine, Robert, NMDOT
Cc: Erik Trujillo; Moyers, William T., NMDOT; Craven, William, NMDOT; WORD, RICHARD B.; gabriel@gmemulsion.com; michelle@gmemulsion.com; karen@gmemulsion.com
Subject: RE: Railroad Right-of-Entry Application - City of Santa Fe Rail Trail Extension Project
Importance: High

Dear Rob,

Based upon budget considerations the City of Santa Fe's governing body directed city staff at its February 28, 2018 city council meeting, to proceed with construction services for the Rail Trail Extension under its contract with GM Emulsion, **but only for work on Bid Alt A.**, which is the trail segment along Pen Road, the Cordova Road pedestrian crossing, and the neighborhood connection to Santa Rosa Drive. Attached are the related right-of-way license agreements for the approved work on Pen Road and on the Santa Rosa connection and that permit this work to continue.

The council direction has removed from this construction contract with GM Emulsion, the non-motorized trail segment between Cordova Road and Alta Vista, and the pedestrian crossing improvements on Alta Vista. The city retains its right to construct the non-motorized segment of the Rail Trail between Cordova and Alta Vista, and the pedestrian crossing improvements on Alta Vista in the future per the Rail Trail Agreement, and the city attorney's office will continue to work in good faith with NMDOT legal counsel and Rail Bureau staff on the proposed crossing agreement of the existing crossing of the rail road on the south side of Alta Vista street.

I am in process of setting up a pre-bid meeting as early as next week, and to which NMDOT Rail Bureau will be included. In light of this recent development please proceed with GM Emulsion's RR right of entry application for the work included in Bid Alternate A.

Thank you,

Leroy Pacheco
505-955-6853

From: Fine, Robert, NMDOT [<mailto:Robert.Fine@state.nm.us>]
Sent: Friday, February 02, 2018 10:05 AM
To: Gabriel Martinez <gabriel@gmemulsion.com>
Cc: Michelle Martinez <michelle@gmemulsion.com>; GM Emulsion <karen@gmemulsion.com>; llnpacheco@ci.santa-fe.nm.us; Craven, William, NMDOT <William.Craven@state.nm.us>
Subject: Railroad Right-of-Entry Application - City of Santa Fe Rail Trail Extension Project

Good morning Gabriel,

I am in receipt of your application for entry into New Mexico Dept. of Transportation (NMDOT)'s NMRX Railroad right-of-way dated January 23rd in order to construct the City of Santa Fe's Rail Trail extension from Alta Vista Street to Cerrillos Road/St. Francis Drive.

Unfortunately we are unable to move forward on processing your application until the City of Santa Fe executes a pedestrian trail railroad crossing agreement with NMDOT as part of this project. The project plans call for crossing the Santa Fe Rail Trail from its existing location on the west side of the railroad to the proposed construction location on the east side of the railroad adjacent to Alta Vista Street as part of this project. NMDOT has been attempting to negotiate a crossing agreement with the City for about a year now. NMDOT has also set aside federal aid funding for installation of flasher lights and gate arms for this Rail Trail crossing to aid the City's effort in completing this

remaining segment of the City's Rail Trail. We will also be unable to obligate those federal funds (with a State funding match) until a crossing agreement is established.

Until this issue is resolved between NMDOT and City of Santa Fe, GM Emulsion will not be granted authorization to begin work within NMDOT's railroad right-of-way for this project.

Please let me know if you have any questions.

Thank you.

Rob Fine | Rail Facilities Manager
NMDOT | Rail Bureau | Mobile: 505.629.2830

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

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

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)

Public Works Department
2012 General Obligation Bond - Parks & Trails Implementation Plan Summary

Park Improvements	
Description	Amount
Southwest Activity Node (SWAN)	\$ 5,000,000
Subtotal:	\$ 5,000,000
Districts & Regional Parks	
District 1	\$ 148,526
District 2	\$ 531,853
District 3	\$ 543,866
District 4	\$ 485,985
Franklin E. Miles	\$ 163,815
Ragle	\$ 611,576
Salvador Perez	\$ 514,379
Subtotal:	\$ 3,000,000
Trails Grand Total:	\$ 8,000,000
PARKS GRAND TOTAL: \$8,000,000	

Trail Improvements	
Description	Amount
River Trail Underpass @ St. Francis/West Alameda	\$ 2,000,000
Subtotal:	\$ 2,000,000
MPO Bicycle Master Plan - Phase A Projects	
Acequia Trail	\$ 315,400
Arroyo Chamiso Trail	\$ 1,637,000
Arroyo Mascaras Trail	\$ 94,600
Rail Trail	\$ 883,000
River Trail	\$ 1,040,000
City-Wide Bike Lanes & Wayfinding	\$ 30,000
Subtotal:	\$ 4,000,000
Trails Grand Total:	\$ 6,000,000
TRAILS GRAND TOTAL: \$6,000,000	

TOTAL PARKS & TRAILS BOND: \$14,000,000	
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SANTA FE METROPOLITAN BICYCLE MASTER PLAN - TRAILS IMPLEMENTATION PLAN - Option C
(Highlighted Projects Approved By BTAC 11/15/2012)

Table 8. Phase A: Recommended Improvements**(1) City-Lead Trail Construction (in rough order of priority)**

	Type of Improvement	Improvement	Miles	Cost Estimate
1	Multi-Use Trail	RIVER TRAIL: Don Gaspar to Camino del Campo, w/underpasses	0.40	\$ 682,000
2	Multi-Use Trail	RIVER TRAIL: Connection/Crosswalk to Campo	0.01	\$ 21,560
3	Multi-Use Trail	RIVER TRAIL: Connections/Crosswalks to Candelario	0.01	\$ 21,560
4	Multi-Use Trail	RAIL TRAIL: St. Francis Dr. to Cordova (along Pen Rd.)	0.20	\$ 176,000
5	Multi-Use Trail	RIVER TRAIL: Connection to Cam. De Chelly	0.02	\$ 15,840
6	Multi-Use Trail	RIVER TRAIL: Connection to La Madera St.	0.02	\$ 59,400
7	Multi-Use Trail	RIVER TRAIL: Connection to Cam. de la Conq.	0.01	\$ 6,600
8	Multi-Use Trail	RAIL TRAIL: Cordova to Alta Vista (S. Capitol Station)	0.20	\$ 176,000
9	Multi-Use Trail	ACEQUIA TRAIL: Hmnos Rodriguez Park to Harrison	0.10	\$ 66,000
10	Multi-Use Trail	ACEQUIA TRAIL: Bridge to Oñate	0.05	\$ 88,000
11	Multi-Use Trail	ACEQUIA TRAIL: Bridge to Kathryn	0.05	\$ 88,000
12	Multi-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Widen connector, install ADA ramp to mall road at Villa Linda playground	0.05	\$ 27,500
13	Multi-Use Trail	ACEQUIA TRAIL: Connection to Larragoite Park (w/ X-Walk) & Agua Fria St.	0.10	\$ 73,370
14	Multi-Use Trail	RIVER TRAIL: Camino del Campo to St Francis Dr. (widen existing trail)	0.40	\$ 234,667
15	Multi-Use Trail	ACEQUIA TRAIL: Otowi Dr. to Maclovio Park (w/ Otowi improvements @ C. de Chelly & San Felipe)	0.10	\$ 83,820
16	Multi-Use Trail	RIVER TRAIL @ C Colon: Widen connection	NA	\$ 5,500
17	Multi-Use Trail	TIERRA CONTENTA (N. Arroyo Chamiso): Buffalo Grass Rd. to S. Meadows	0.38	\$ 247,500
18	Multi-Use Trail	ACEQUIA TRAIL: Rufina to San Felipe, with connector and crosswalk at Agua Fria	1.00	\$ 660,770
19	Multi-Use Trail	LA TIERRA TRAILS: Connection from Camino de los Montoyas via NM599 Underpass (to be completed w/alternative funding)	0.40	\$ 264,000
19.1	Multi-Use Trail	MRC TRAIL: River Trail to JCT Caja del Rio Rd./NM599 frontage rd (via exstg underpass)	0.50	\$ 385,000
20	Multi-Use Trail	SFUAD ROADBED along E. Boundary Ditch, w/tie-ins to Llano @ DV MS & La Farge Library	0.70	\$ 737,000
21	Multi-Use Trail	RAIL TRAIL CONNECTION: Monterrey	0.05	\$ 33,000
22	Multi-Use Trail	ARROYO CHAPPARAL TRAIL: from Ragle Park to Zia Station via Candelero Park, with tie-in to ped bridge to Zia	0.50	\$ 660,000
23	Multi-Use Trail	NM CENTRAL / KENNEDY LINE: Pinon ES to Pueblos del Sol trails	0.20	\$ 132,000
24	Multi-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Extend connector trail from Villa Linda Park soccer field to transit stop	0.13	\$ 82,500
25	Multi-Use Trail	Railyard Park & Plaza, West Railyard Connections (see Bikeways Mapping Project)	NA	\$ 63,580
26	Multi-Use Trail	NM CENTRAL / KENNEDY LINE: AC Trail / GCCC to Rodeo Rd. (w/X-walk to sidewalk to front entrance)	0.30	\$ 198,385
27	Multi-Use Trail	PUEBLOS DEL SOL: N-S Connector across Gov. Miles (w/related improvements)	0.10	\$ 128,370
28	Multi-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Connection south to Richards Ave.	0.10	\$ 66,000
29	Multi-Use Trail	ARROYO MASCARAS TRAIL: From San Francisco St. to Las Mascaras St., including speed table at San Francisco (Villa Alegre)	0.10	\$ 94,600
30	Multi-Use Trail	ACEQUIA TRAIL: Maclovio Park to Hnos. Rodriguez Park	0.20	\$ 139,370
31	Multi-Use Trail	CAÑADA RINCON TRAIL: Calle Mejia to Zocalo	0.20	\$ 132,000
32	Multi-Use Trail	RAIL TRAIL CONNECTION: Calle Sombra	0.10	\$ 66,000
33	Multi-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: NM14 to Entrada Contenta (to meet Las Soleras)	0.20	\$ 132,000
34	Multi-Use Trail	ARROYO EN MEDIO TRAIL: completing route from Zia to Sawmill	0.25	\$ 192,500
35	Multi-Use Trail	GAIL RYBA TRAIL: East to Botolph Side Path, w/ St. M's connection	0.40	\$ 264,000
36	Multi-Use Trail	GAIL RYBA TRAIL: Zia to Zia Connection	0.20	\$ 132,000
37	Multi-Use Trail	RAIL TRAIL CONNECTIONS: Rodeo Park E. (x2-3)	0.10	\$ 66,000
38	Multi-Use Trail	SARAH WILLIAMS TRAIL: Gonzales Rd. to Dale Ball Trails along Hyde Park Rd.	0.90	\$ 44,550
39	Soft-Surface Trail Easement	LA TIERRA TRAILS: Connection from Cañada Rincon Trail (s. of Tano Rd.)	0.30	\$ -
40	Soft-Surface Trail Easement	ARROYO POLAI: Formalize connection from Upper Canyon Rd. to Dale Ball and D Stewart Trails	0.20	\$ -
Subtotal (1) City-Lead Trail Construction			1.89	\$ 1,946,597

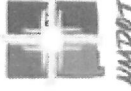
SANTA FE METROPOLITAN BICYCLE MASTER PLAN - TRAILS IMPLEMENTATION PLAN - Option C
(Highlighted Projects Approved By BTAC 11/15/2012)

(2) City-Lead Trail Maintenance Projects (in rough order of priority)				
	Type of Improvement	Improvement	Miles	Cost Estimate
1	Repave M-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Repave from Yucca St. to Rodeo Rd.	2.00	\$ 880,000
2	Repave M-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Repave from Siringo Rd. to Yucca St.	0.75	\$ 330,000
3	Repave M-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Repave from Siringo to bridge over Arroyo Chamisos	0.50	\$ 220,000
4	Repave M-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Repave along Nava Ade	0.60	\$ 264,000
5	Maintenance	RAIL TRAIL: Build retaining wall south of I-25	NA	\$ 55,000
Subtotal (2) City-Lead Trail Maintenance Projects			3.35	\$ 1,529,000
(3) City-Lead Trail Crossing Improvements (in rough order of priority)				
	Type of Improvement	Improvement	Miles	Cost Estimate
1	Crossing	ACEQUIA/RAIL TRAIL: St. Francis-Cerrillos Intersection Improvements, Phase I (inc. w-bound bike lane)	NA	\$ 201,080
2	Crossing	ARROYO DE LOS CHAMISOS TRAIL: Crossing at Yucca St: Remove gates, build median refuge	NA	\$ 27,500
3	Crossing	ARROYO DE LOS CHAMISOS TRAIL: Crossing at Cam. Carlos Rey: remove gates, related improvements	NA	\$ 27,500
4	Crossing	ARROYO DE LOS CHAMISOS TRAIL: Crossing at Ave de las Campanas: remove bollards, rebuild median refuge	NA	\$ 27,500
5	Crossing	RAIL TRAIL: Mark Crossings at Alta Vista, 2nd St., Siringo; Improve Paseo de Peralta markings; consider Manhattan, Alcala	NA	\$ 3,080
6	Crossing	ST FRANCIS DRIVE TRAIL: St. Francis-Siringo Intersection Improvements	NA	\$ 220,000
7	Crossing	RAIL TRAIL: Crossing at St Michael's Dr., Consider Pedestrian Hybrid Signal	NA	\$ 220,000
8	Crossing	RAIL TRAIL: Crossing at Cordova Rd., Consider Pedestrian Hybrid Signal	NA	\$ 220,000
9	Crossing	ACEQUIA / CHILE LINE (Railyard Pk.): X-walk across Cerrillos to Gilmore St.	NA	\$ 12,540
Subtotal (3) City-Lead Trail Crossing Improvements				\$ 525,580
(4) City-Lead On-Road Bikeway Improvements (in rough order of priority)				
	Type of Improvement	Improvement	Miles	Cost Estimate
1	Bike Lanes	W. San Francisco: Contra-flow bike lane from plaza to Galisteo	0.10	\$ 1,870
2	Bike Lanes	Siringo: Study and Implement Bike Lanes where feasible (Ave de las C to Botolph)	2.50	\$ 115,500
3	Bike Lanes	W. Alameda: Stripe bike lanes between Alire and Defouri St. (restrict some parking; consider sharrows @ major intersections) Possibly CIP funded.	1.20	\$ 37,510
4	Bike Lanes	Galisteo: Stripe bike lanes from St. Michael's/Harkle to Hospital	0.40	\$ 14,438
5	Bike Lanes	Galisteo: Widen by 5 ft. from San Mateo to Hospital	0.05	\$ 6,875
6	Bike Lanes	Widen Camino de las Crucitas: 5 ft., Michelle to Buckman	0.20	\$ 55,000
7	Bike Lanes	San Mateo: Study and Implement Bike Lanes where feasible (Galisteo to 2nd St.)	1.00	\$ 46,200
8	Bike Lanes	Widen Old Santa Fe Trail: Sun Mtn Rd. to E. Zia Rd. and beyond within city limits	0.75	\$ 206,250
9	Bike Lanes	Paseo de Peralta Road Diet: Palace to Old Santa Fe Trail	0.60	\$ 27,720
10	Bike Lanes	Siler Road Diet (completed under alternative funding)	0.40	\$ 18,480
11	Bike Lanes	Pacheco St.: Study and Implement Bike Lanes where feasible (n. of San M to Siringo)	1.00	\$ 30,800
12	Bike Lanes	Wagon Rd.: Restripe with Bike Lanes (if not sharrows) Possibly CIP funded.	0.10	\$ 4,620
13	Bike Lanes	Cerrillos Rd.: Reconstruct with Bike Lanes, Maez Rd. to Llano St. (to be completed w/alternative funding)	0.60	-
14	Sharrows	Osage: Sharrows bet. Agua Fria and San I Possibly CIP funded.	0.10	\$ 550
15	Sharrows	Paseo de Peralta: Sharrows bet. Washington and Palace Possibly CIP funded.	0.30	\$ 1,650
16	Sharrows	Tierra Contenta: Sharrows as needed where road narrows on Jaguar, Paseo del Sol, etc. Possibly CIP funded.	1.00	\$ 5,500
17	Sharrows	Wagon Rd.: Sharrows Possibly CIP funded.	0.10	\$ 550
Subtotal (4) City-Lead On-Road Bikeway Improvements			0.15	\$ 8,745
(8) Other Phase A and Ongoing (in rough order of priority)				
	Type of Improvement	Improvement	Miles	Cost Estimate
1	Bike Share System	Bike Share System	NA	\$ 550,000
2	Wayfinding	City Wayfinding: Various Bike Routes along Trails and Roads	NA	\$ 22,000
3	Wayfinding	County Wayfinding: Various Bike Routes along Trails and Roads	NA	\$ 11,000
4	Wayfinding	State Highway Wayfinding: State Bike Routes 9 and 66	NA	\$ 1,100
Subtotal (8) Other Phase A and Ongoing			NA	\$ 22,000

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN



PRODUCED FOR THE SANTA FE METROPOLITAN PLANNING ORGANIZATION



design office . AOS ARCHITECTS

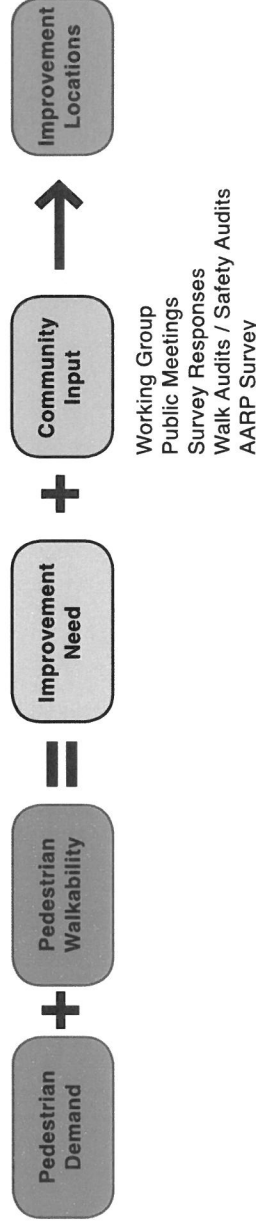
AUGUST 13, 2015

3. PLAN RECOMMENDATIONS

- The following section highlights locations in the Santa Fe area that have been prioritized for pedestrian improvements. As the first effort to collect pedestrian-focus feedback in a comprehensive manner, the Santa Fe Metropolitan Pedestrian Master Plan process identified a long list of pedestrian environment locations in need of improvement.
- In all, just over 250 locations were identified through public input and data analysis. These improvement needs have been categorized as follows:
- **Areas of Critical Concern**
Roughly a quarter of the identified improvement locations fall within 10 designated zones, or “Areas of Critical Concern” that call for a multi-disciplinary planning effort to address issues for multiple modes of transportation, including pedestrian.
 - **Rural Projects**
Rural pedestrian improvement projects are located outside the ‘Urban Planning Area’ boundary.
 - **School Area Improvements**
With high concentrations of pedestrian-oriented populations, areas within walking distance of schools need well-designed, safe walking paths.
 - **Other Improvement Locations**
Improvement needs that do not fall in the above categories are identified by type. These have been rated according to their ability to address local pedestrian issues such as connectivity and safety.

Prioritization	Improvements
Improvement needs and areas of critical concern were identified through a technical analysis of existing conditions to determine the improvement need, from input from pedestrian focused organizations, and by validation from the general public. Selected improvement locations and pedestrian improvement areas are representative of pedestrian issues that occur throughout the city and MPO area. The full list of pedestrian improvement locations can be found in Appendix D.	Suggested improvements to recommended project areas follow recommendations set forth in the Design Toolbox presented in Chapter 5. The primary focus of improvements is to create safe, walkable environments and encourage residents to integrate walking into their daily activities.

Figure 3. 1: Pedestrian Improvement Need - Identification / Prioritization Process



PLAN RECOMMENDATIONS

3.1 RATING SYSTEM

Criteria to evaluate and rate improvement locations were generated for Santa Fe with input from City and County Staff and the PMP Working Group. Five key factors highlight the need for pedestrian improvements:

- **Safety**
improvements that reduce ped/vehicle crashes or address the perception of safety
- **Connectivity**
improvements to sidewalk system gaps or crossings
- **Demand**
potential to increase access based on projected demand
- **Improvement Need**
areas of high pedestrian demand and low walkability, as indicated on the analysis map 'Pedestrian Improvement Need' (see Figure 3.3)
- **Feasibility**
level of project complexity with regard to land ownership and jurisdictional oversight

Each location under consideration receives a score for each of the above factors according to its potential for improving the pedestrian environment. The final score is a sum of the scores for each factor.

Comparisons of the ratings are more important than the rating themselves, as the criteria are intended to show the advantages and disadvantages of the proposed solutions relative to each other. Higher rated locations are typically located in areas with a high improvement need, will address a major identified safety issue and create a new connection. Lower rated locations will upgrade existing infrastructure to enhance the existing pedestrian environment.

This rating system serves as a tool for the City and County of Santa Fe to evaluate and determine the relative importance of improvement needs.

Figure 3.2: Score Card: Pedestrian Improvement Need

SAFETY How will the proposed project increase safety for all users? Does it alleviate a known issue?

- 4 Will resolve major identified safety issue (4+ crashes)
- 3 Will resolve a documented safety issue (1-3 crashes)
- 2 Will resolve an identified safety issue (3+ public comments)
- 1 Will resolve an undocumented safety issue (2 or fewer public comments)

SAFETY How will the proposed project increase safety along or across an existing roadway?

- 4 Will address a safety issue along or crossing a higher speed (40-45 mph) / high volume roadway (15,000 - 40,000 ADT)
- 3 Will address a safety issue along or crossing a medium speed (25-40 mph) / high volume roadway (15,000 - 40,000 ADT)
- 2 Will address a safety issue along or crossing a medium speed (25-40 mph) / medium volume roadway (5,000 - 15,000 ADT)
- 1 Will address a safety issue along or crossing a low speed (<25 mph) / medium volume roadway (5,000 - 15,000 ADT)
- 0 Will address a safety issue along or crossing a low speed (<25 mph) / low volume roadway (less than 5,000 ADT)

CONNECTIVITY How well will the proposed project improve the connectivity of the pedestrian network?

- | | Sidewalk Connection | Crossing / Intersection |
|---|---|---|
| 4 | Fills a major gap or creates a more convenient connection (missing connection along a collector roadway or higher classification) | Creates a new crossing at a major roadway |
| 3 | Creates a new connection or fills a minor gap (missing connection along a neighborhood / residential street) | Creates a new crossing at a minor roadway |
| 2 | Upgrades an existing sidewalk / path or introduces sidewalk to a new residential area (maintenance improvement, widens sidewalk, restripes crossing, etc) | Upgrades an existing crossing (restriping, new pedestrian activated signal, etc.) |
| 1 | Will have minimal impact on network connectivity | Has minimal impact on network connectivity |

DEMAND How will the proposed project increase access in a pedestrian use area? *

- 4 Will improve access within an area of high pedestrian use
- 3 Will improve access within an area of medium pedestrian use
- 2 Will improve access within an area of low pedestrian use
- 1 Will minimally change or improve pedestrian access

IMPROVEMENT NEED Does the proposed project fall within a designated Area of Critical Concern?

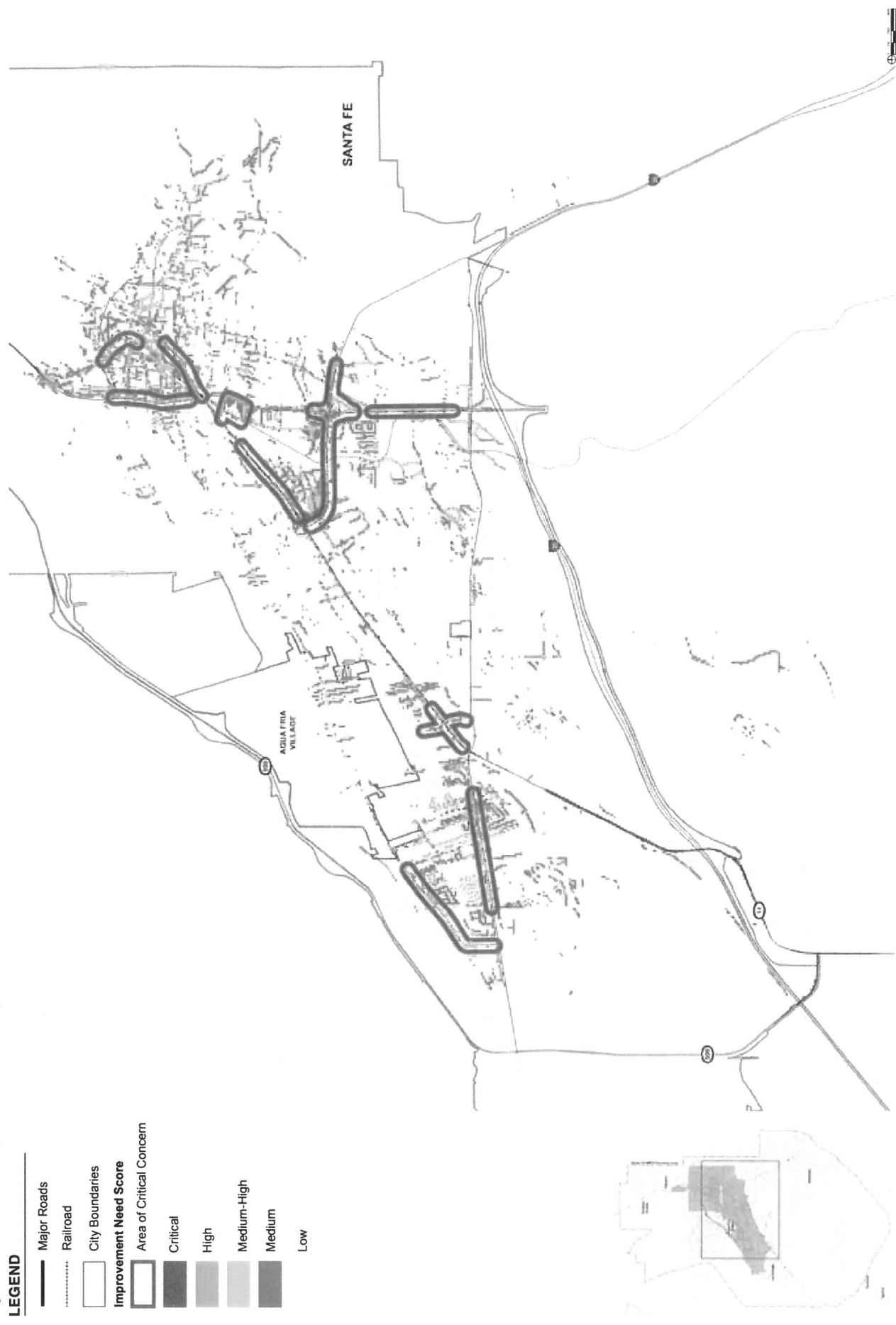
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FEASIBILITY Is the project in an area that can easily be developed by the City / County / State?

- 4 Land is owned by the City / County / State / publicly owned or within the Right-of-Way
- 3 Land has jurisdictional conditions (i.e. County land within FEMA flood plain or Federal Funding is used)
- 2 Land is privately owned
- 1 Land is privately owned and has jurisdictional conditions

* Currently data is lacking on pedestrian counts within improvement locations relative to area destinations. For the purposes of rating improvement locations, a relative observation and sense of potential counts was utilized. A recommendation of this plan includes obtaining pedestrian count data within the MPO area (see Chapter 6: Implementation).

Figure 3.3: Pedestrian Improvement Need Map



PLAN RECOMMENDATIONS

3.2 IMPROVEMENT LOCATIONS

3.2.1 AREAS OF CRITICAL CONCERN

A series of 'Areas of Critical Concern' were identified through a technical analysis of existing conditions, input from the Pedestrian Working Group, and validation from the general public.

'Areas of Critical Concern' are areas with the highest concentration of high pedestrian demand potential and low walkability. There are ten of these areas distributed throughout the City of Santa Fe. Each of these areas is along a major roadway corridor with a large average daily volume of vehicle traffic. Many of them are along roadways under jurisdiction of the NM DOT and will require interagency collaboration to plan improvements, pursue funding, and obtain necessary approvals.

Before pedestrian improvements can be implemented, detailed plans must be developed for these areas. It is important that these areas are studied through a holistic lens. The needs of cyclists, public transit users, and vehicles, in addition to pedestrians should be taken into consideration in these areas.

Mid-Cerrillos Corridor

The Mid-Cerrillos Corridor area of critical concern is the segment of Cerrillos Road between Baca Street and Llano Street. This mixed-use area is comprised of businesses, restaurants, shops, hotels, and the Santa Fe Indian School, a large landowner on Cerrillos Road. This relatively narrow 4-lane with center median segment of Cerrillos Road is a major thoroughfare connecting Santa Fe's downtown and railroad districts to the more commercial big box segment of Cerrillos Road.

Long sections of sidewalk within this zone are absent or interrupted by frequent driveways and strip commercial parking areas. Along the Indian School property there are no sidewalks, only a dirt path between the property fence and street curb. The many commuting students attending the school walk along this dirt path to the intersection at Baca Street where they cross to head to the rail station.

There are also very few signalized crossings, making it difficult for pedestrians to cross the roadway. Fast driving speeds also make this stretch of roadway dangerous.

Pedestrian Issues

- missing sidewalks
A 2,500 ft stretch of sidewalk is missing along the SF Indian School property edge. With a population of almost 100 commuting students using the nearby Rail Runner station, this is the dominant route of travel.
- obstructed sidewalks
Sidewalks along the south side of Cerrillos are interrupted by frequent driveways and front end parking for strip shopping centers. This blurs and expands the vehicular zone beyond the defined roadway and obstructs a clearly defined pedestrian route.
- pedestrian environment
High traffic volumes and speeds along Cerrillos with narrow sidewalks and no landscape buffer make walking along this stretch uncomfortable.
- distance between crossings
Between the lighted intersections at Baca St. and 2nd Street, a 2,900 ft section of roadway, no mid-block pedestrian crossings exist to connect neighborhoods to Ashbaugh Park, or the Indian School to facing businesses.

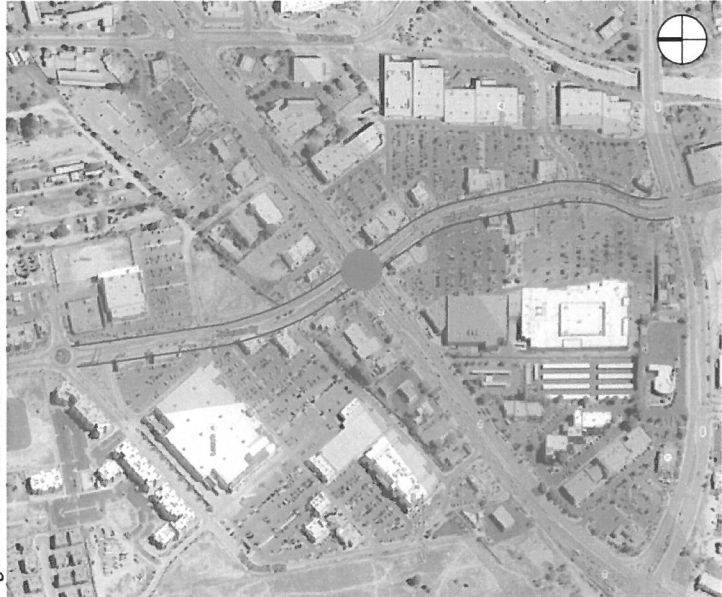
select data

- | | |
|------------------|---|
| • jurisdiction | NM 14 / NMDOT |
| • traffic volume | 32,000 AADT |
| • speed (posted) | 35 mph |
| • roadway | 4 lanes w/ center median bike lanes, both sides |

Figure 3.4: Mid - Cerrillos Corridor



Figure 3.5: Lower Cerrillos Corridor



Lower Cerrillos Corridor

The Lower Cerrillos Corridor area of critical concern is comprised of Zafarano Dr. from Rodeo Road and to San Ignacio Road and Cerrillos Road from Rodeo Road to Vegas Verde Drive. With the continued buildout of shopping and entertainment centers along Zafarano Road both south and north of Cerrillos, this area has become a prime shopping destination. Designed largely for cars, Zafarano Road, Cerrillos Road, and the internal shopping center parking areas are difficult and unsafe for pedestrians.

Pedestrian Issues

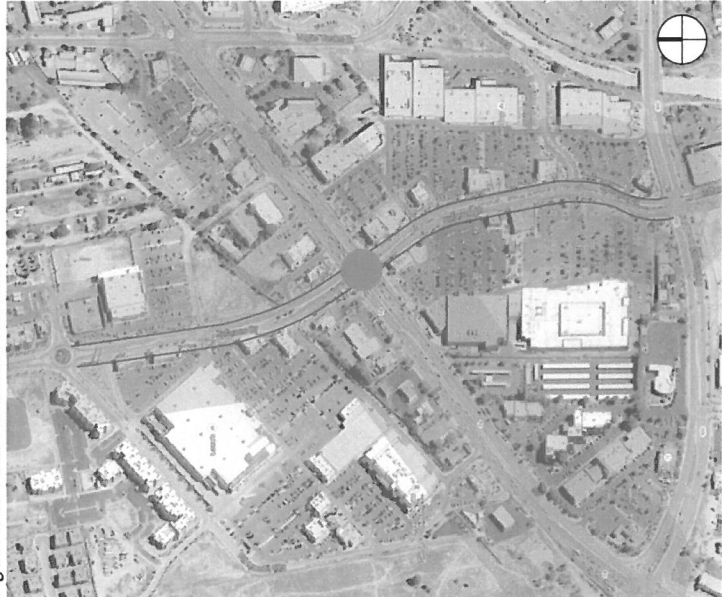
- crossing distance
Cerrillos Road is 10 lanes wide (130 ft.) at the Zafarano intersection and 6-7 lanes wide (90 ft.) crossing Zafarano. There is no dedicated center median refuge for pedestrians crossing either Zafarano or Cerrillos, leaving them vulnerable to vehicle traffic.
- crossing locations
Zafarano Drive is difficult for pedestrians to navigate. The only crossing points between San Ignacio Road and Rodeo Road are Cerrillos Road and Camino de los Arroyos. This leaves pedestrians with very few access points to destinations across Zafarano.

- crossing markings
Not all pedestrian crossings within this area are marked. Without markings drivers have little notification that pedestrians will be crossing.
- pedestrian environment
Stretches of sidewalk without a buffer between high traffic volumes at high speeds and pedestrians.

select data

- jurisdiction
NM 14 / NMDOT
- traffic volume
42,000 AADT
- speed (posted)
40 mph
- roadway (Cerrillos)
8 lanes w/ 2 lane center median bike lanes, both sides

Figure 3.6: South Capital Complex



South Capital Complex

With the advent of the NM Rail Runner Express commuter train and the adjacent bus transit hub in 2008, the South Capital Complex area has changed dramatically. This NM State administrative campus employs over 1,800 people in a 1/4 square mile area. A high density of adjacent businesses, grocery stores, schools, a park, urban trails, and residential areas contribute to the high volume of pedestrians in this area. Major roadways including Cerrillos Road, St. Francis and cross streets Cordova Rd and Alta Vista St. describe the perimeter of this busy area and have been locations of multiple ped/vehicle accidents.

Pedestrian Issues

- crossing distance
Long crossing distances (90 - 150 ft.) with no or inadequate median refuge islands and poor markings at St Francis Dr, Cordova Rd, and Cerrillos Rd are difficult for pedestrians to cross
- pedestrian environment
High traffic volumes and wide roadways, combined with narrow sidewalks with some or no landscape buffer create an uncomfortable walking environment for pedestrians

- disconnect of rail trail
The rail trail segment of the urban trail between Alta Vista and Pen Road is missing, forcing bike commuters and pedestrians on to adjacent roadways without sidewalks

select data

- jurisdiction
NM 14, US 84/285, City roads
- traffic volume
32,000 AADT - NM 14
41,000 AADT - US 84/285
- speed (posted)
35 mph
- roadway (St Francis)
6 lanes w/ center median
- roadway (Cordova)
4 lanes w/ center median