

Regular Meeting of the Bicycle and Pedestrian Advisory Committee
July 10, 2025 at 5:30 PM
City Council Chambers, City Hall
200 Lincoln Avenue
MINUTES

1. Call to Order

The Regular Meeting of the Governing Body was called to order by Chair Garcia at 5:39 PM, on Thursday, July 10, 2025, in the Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. Roll Call

MEMBERS PRESENT

Angela Bordegaray
Judith Gabriele
Mark McConnell
Steve Pilcher
Ben Pingilley
Gary Schiffmiller
Helen Wang
Chair Michael Garcia

MEMBERS EXCUSED

Tony Gerlicz

OTHER PARTICIPANTS ATTENDING

Romella Glorioso-Moss, Staff Liason
Lucrecia Diaz, Clerk

3. Approval of Agenda

Motion: Member Bordegaray moved, seconded by Member Pilcher, to amend the agenda moving item 11. Matters from the Chair to right after item 6. Communications from other Agencies, then moving 7.d Bike Racks on the Plaza (Angela Bordegaray) to after 7.b

Vote: The motion was approved on the following Roll Call:

For: Member Bordegaray, Member Gabriele, Member McConnell, Member Pilcher, Member Pingilley, Member Schiffmiller, Member Wang, Chair Garcia

4. Approval of Minutes

a. Request for Approval of June 12, 2025 BPAC minutes.

Motion: Chair Garcia moved, seconded by Member Bordegaray, to postpone approval

of the minutes until the August meeting to allow time for the committee to review.

Vote: The motion was approved on the following Roll Call:

For: Member Bordegaray, Member Gabriele, Member McConnell, Member Pilcher, Member Pingilley, Member Schifmiller, Member Wang, Chair Garcia

5. Communications From the Public

Phillip Crump-Conejo Drive

Recently, I rode my bike through the Plaza to enjoy green, cool, beauty and began to look for a bike rack. It was hard to locate some. I found one at the Five & Dime and the State has thoughtfully provided some by the Fine Arts & History Museum. The silver level of Santa Fe doesn't provide bike racks, and it would be beneficial to have racks rather than trees and post to hold our bikes.

Mr. Sineka

My wife and I bicycled to the Plaza and across from the museum entrance there is a bike rack.

Judy Costlow 250 E Alameda St
Santa Fe, NM. 87501

On Friday, May 23rd, I came very close to being killed. On E Alameda, between Paseo de Peralta and Cathedral place, there is a crosswalk, meant to make sure pedestrians get safely across this street. Heavy users include the older folks at El Castillo, and tourists on their way to Canyon Rd. I use this crosswalk often. I always try to make sure I see no cars coming in either direction.

On Friday, I was waiting to cross the crosswalk from the bus stop to the El Castillo side. I saw a city bus approaching and he asked if I need a bus ride and I said no. He said he was waiting so I could go across. I looked and saw no other cars, so slowly with my cane I started to cross, not realizing that the light at Paseo de Peralta had changed to green. As I slowly walked past the bus, a huge pickup came roaring up behind the bus, passed it and passed me going at least 35 miles an hour less than a foot from my body. He saw me and never slowed down and there was a woman in another car behind him who also continued speeding. I was shaking and have not slept a night since then.

This was not the only time a person has been shaken and hurt. A few weeks ago a man

was waiting to cross at this same crosswalk and a car came and stopped to let him go across. As he was crossing another car drove up behind the stopped car, smashed into it, forcing it to hit the man and the car that hit the stopped car took off. The man was taken to the hospital with broken bones and the smashed car had huge damage. The driver of the other car took off knowing there were no cameras nor witnesses. The hurt man was living at El Castillo, so an administrator went to the city asking that they install a camera or put up a sign with blinking lights that a pedestrian could activate to help cross the street. Even seeing a police patrol from time to time would make it safer. But the city said it was too expensive. My take is that when a person is killed, and someone will be, it is going to cost the city a whole lot more\$ because they will be sued.

NM has one of the highest rates of pedestrian deaths in the USA.

From: Tim Rogers <tim@sfct.org> **Sent:** Tuesday, July 15, 2025 12:07 PM
To: GARCIA, MICHAEL J. <mjgarcia@santafenm.gov> **Cc:** GLORIOSO-MOSS , ROMELLA S. <rsglorioso-moss@santafenm.gov>; Gary Schiffmiller <schiffmiller@earthlink.net>; AUNE, ERICK J. <ejaune@santafenm.gov>; WHEELER, REGINA A. <rawheeler@santafenm.gov>; MORROW, JENNIFER L. <jlmorrow@santafenm.gov>; Info <info@sfct.org> **Subject:** Re: BPAC Regular Meeting

I am very dismayed to learn that the City is choosing to pursue a design alternative for Henry Lynch Rd. that does not include bike lanes. This is counter to professional guidelines, city and county codes, the Metropolitan Bicycle Master Plan, the rest of the Richards Ave. corridor (which will soon have four miles of bike lanes), and the efforts of the advocacy and professional community that has been trying to improve cycling in Santa Fe for the past three decades.

To choose this design alternative is essentially to say that cyclists should ride on sidewalks, or else they can use a "shared lane" on a road that is being characterized as having high traffic volume and speed. We should not even be considering project design alternatives that propose to omit bike lanes on busy roads, let alone choosing them. To support this proposal, consultants are misinterpreting a graphic from AASHTO that shows that, on busy and higher-speed roads, "interested but concerned" cyclists may benefit from provision of buffered bike lanes OR a multi-use path (a/k/a side path). The graphic is NOT saying that side paths are always appropriate along busy roads, nor that they should be used as a substitute for on-road bike lanes.

I have provided the City with substantial input in this area, supported by professional citations, many times, and most recently during the design of Bishop's Lodge Rd. A path along Henry Lynch Rd. that connects the River Trail to the Acequia Trail with minimal cross traffic is an excellent candidate for a side path. It would serve "interested but concerned" cyclists and other trail users, and would also function as a sidewalk, but it does not justify omitting bike lanes on this road, which would be a unique and very

dangerous precedent to set.

Thank you for your efforts and for all of the members of BPAC's efforts to provide proper, safe on-road bike facilities for Santa Feans and their guests.

Regards, Tim
Tim Rogers

6. Communications from Other Agencies

- a. Bike Santa Fe (Aria Chado, Board Member)
- b. Public Safety Advisory Committee (Steve Pilcher, BPAC Vice Chair)

7. Discussion and Possible Action Items

- a. Appointment of Gary Schiffmiller as Chair of Technical Review Subcommittee.
- b. Bicycle Master Plan: Designing for Safer Cycling (Leah Yngve, MPH, SFMPO Senior Transportation Planner)
- c. Descanos for Pedestrian and Bicycle Fatalities Within the City of Santa Fe (Gary Schiffmiller)

Motion: Member Schiffmiller moved, seconded by Member Bordegaray, to refer this to the Policy, Planning and Law Committee to research it and come up with proposed language that can be reviewed by the City Attorney and move the process to the Governing Body.

Vote: The motion was approved on the following Roll Call:

For: Member Bordegaray, Member Gabriele, Member McConnell, Member Pilcher, Member Pingilley, Member Schiffmiller, Member Wang, Chair Garica

- d. Bike Racks on the Plaza (Angela Bordegaray)
- e. BPAC Comments on Santa Fe Forward's Draft Assessment Report (Steve Pilcher)

Motion: Member Bordegaray moved, seconded by Member Gabriele, that BPAC submit recommendations that Member Pilcher and the whole subcommittee have written and the additional comments of subcommittee member Gish

Vote: The motion was approved by the following Roll Call:

For: Member Bordegaray, Member Gabriele, Member McConnell, Member Pilcher, Member Pingilley, Member Schiffmiller, Member Wang, Chair Garcia

1. Throughout the document, when mention is made of bicyclists and pedestrians, the “rolling public” (individuals using wheelchairs, scooters, walkers, etc.) should also be noted. Infrastructure gaps or barriers impacting these users should also be identified.
2. Map figures of the city without street names are very difficult to interpret.
3. There’s a fair number of typos, especially in the middle of the chapter. e.g., Santa Fe is misspelled on p. 40 of booklet (42 in PDF)
4. The report notes in several places that the Santa Fe River Trail (among other trail systems) has gaps. It would be helpful to have further detail or ideally a visual showing where those gaps exist.

Chapter 4, Section 4.8.2

It would be more appropriate to have the discussion of walkability/walk scores located in the Transportation Chapter.

Transportation Chapter 10

1. Implementation of Complete Streets standards should also occur during rebuild/resurfacing of existing streets.
2. Sec. 10.3.5.1, page 20: What is a “typical amount” of crashes?
3. Table 10-2 should include the Bicycle and Pedestrian Advisory Committee’s Strategic Plan.
4. Arterial speed limits should be identified and discussed. A 45 mph speed limit on certain streets (e.g., Airport Rd, Cerrillos) has negative impacts on comfort for bicyclists and pedestrians.
5. Sec. 10.3.4.2: is there an inventory of bicycle racks/parking that is available to the public?
6. Bicycle and pedestrian crash data discussion should also note the severity of injuries or fatalities, for each mode. Also, clarify the source of the data.
7. Sec. 10.4.2.1: it is Villa Linda Park, not Vista
8. Why is there no mention of the River Trail, Acequia Trail, Arroyo Chamiso Trail as transportation facilities? They serve both a recreational and commuter function.
9. Sec. 10.4.2.1: Caja del Rio is not within the City limits, not sure why it is mentioned.
10. Sec. 10.4.2.2: not all of these routes feature signed/striped bike lanes
11. Sec. 10.4.2.2 should reference the BPAC Strategic Plan
12. Santa Fe is a Silver Level Bicycle Friendly Community as awarded by the League of American Bicyclists; that should be noted somewhere in this chapter.

13. The discussion of Rail Runner Stations should note the absence or presence of bicycle racks and lockers and also, how bicycles are accommodated on trains.

8. Subcommittee Communications

- a. Policy, Planning and Law (Steve Pilcher, Chair)
- b. Promotions, Education and Communications (Judith Gabriele, Chair)
- c. Technical Review (Gary Schiffmiller, Chair)

9. Matters from Staff

10. Matters from the Committee

11. Matters from the Chair

12. Next Meeting:

- a. August 14, 2025

13. Adjourn

Adjourn: 7:31pm

ROMELLA GLORIOSO-MOSS

Liaison

Chair

Lucrecia Diaz

Clerk