

## COMMUNICATIONS FROM THE PUBLIC

**From:** [rgwakeland@gmail.com](mailto:rgwakeland@gmail.com) <[rgwakeland@gmail.com](mailto:rgwakeland@gmail.com)>  
**Sent:** Friday, January 16, 2026 8:10 AM  
**To:** GLORIOSO-MOSS , ROMELLA S. <[rsglorioso-moss@santafenm.gov](mailto:rsglorioso-moss@santafenm.gov)>  
**Subject:** Zia Flats, intersection

The present new street and sidewalk construction along this area has been approved by the governing body as part of Zia Flats LLC final development plan, see attached page 12. The time for appeal has passed. No due process or mechanism exists to change the present design. Presently, the land at issue remains owned by the developer, committed to be swapped / transfer ownership (dedicated) to the city upon completion of the new Galisteo Road north of W Zia Rd. (gov. body vote, resolution, etc.). When this occurs, it will become city property and subject to whatever change and process the city allows for any other public street, sidewalk, and sidewalk-to-curb space, with accompanying costs paid for by the city. Are you suggesting converting this strip to asphalt and making it part of the street surface? If so, that would place the sidewalk with zero clearance to the street, which is probably not allowed by existing code. Or, are you suggesting covering the tree/landscaped strip with concrete, and creating a "bike lane" at/on the sidewalk level? I did not find any proposed diagram attached to this email. Is there a motion before the committee regarding any of this? If so, what is it? What do you mean by alternative designs would be more appropriate? What political process are you engaging in? What will the committee do next if it votes that "alternative designs would be more appropriate"? Who cares what the BPAC committee thinks about the appropriateness of the present construction? I certainly don't. Personally, I don't support city employees wasting time. Neither the BPAC committee nor the public works capital projects manager have any authority or jurisdiction to change streets, sidewalks, or bicycle paths or the FPD. The Galisteo Road section at issue is not presently a capital works project, so I don't know why said manager is even getting involved.

According to the city website definition of the BPAC committee, the above-mentioned section of the newly construction Galisteo Rd. does not fall under committee mandate, concern, or jurisdiction for the following reasons. No city, state, city, federal or other public funds are involved; said street does not involve any policies, projects, issues or funding regarding bicycles.

R.G. Wakeland, constituent

**From:** Genevieve Morgan <[ggmorgan25@gmail.com](mailto:ggmorgan25@gmail.com)>  
**Sent:** Friday, January 16, 2026 10:49 AM  
**Subject:** Re: Site Visit

Hello all,

Unfortunately I am out of state for a family emergency so won't be able to attend the site visit today. However, as a daily bike commuter who crosses Zia Road (at St. Francis) twice a day and has lived off Galisteo Road for five years, I have opinions about the discussion that has occurred to date regarding this intersection at the last couple of BPAC meetings. I hope you will consider my comments as part of your discussion today.

As I believe you all are aware, the Rail trail runs parallel to Galisteo Road between St. Francis Drive and Rodeo Road. This portion is used by pedestrians and cyclists predominantly over Galisteo Road. In other words, pedestrians tend to not walk on Galisteo Road and cyclists who use it (myself included) have a generous shoulder to utilize on the majority of Galisteo Road. Most cyclists and pedestrians will use the Rail trail and then cut over to whatever side street they need to access. This seems to work well by keeping bike/ped traffic separate from vehicular traffic.

I find the request by members of the public to remove the median on the short section of Galisteo Road as you enter from Zia Road to be extremely misguided. As has been discussed, the goal of that design was to calm/slow down traffic as drivers enter Galisteo Road from Zia. The median has accomplished this goal incredibly well. The tire scuff marks are an indication that the median is forcing drivers to slow down. While there aren't bike lanes on this short portion of the road, there are sidewalks on each side. Bike lanes on this short portion of road are not practical or necessary. Perhaps sharrows could be painted so cyclists and motorists understand that they may take the entire lane until they are safely able to move into the generous shoulder on Galisteo Road, if they don't feel comfortable riding on the sidewalk.

However, I believe most cyclists will bypass this short section of Galisteo Road from Zia by using the Rail trail and either cutting through the Zia Railrunner station parking lot over to Galisteo Road (as I do daily with no issues), or continue on the Rail trail. Improved signage or painting of the path to indicate the location of the Rail trail from all directions would be a welcome improvement.

Prior to the closing of Galisteo Road during the construction phase, there was regular street racing that occurred on Galisteo Road. Drivers would frequently speed on the stretch between Zia and Rodeo, sometimes up to speeds of what appeared to be 60+ mph. I have noticed a significant improvement in this area with much less street racing. Perhaps some of that can be attributed to the traffic calming at Zia and Galisteo.

Please DO NOT consider making a recommendation to the Public Works Dept. to remove the median on Galisteo Road and Zia. The traffic calming is working and residents of the area are grateful for that.

Thank you very much for your attention to this and I'm happy to respond to any questions.

Genevieve Morgan

**From:** Tony Gerlicz <[tgerlicz@gmail.com](mailto:tgerlicz@gmail.com)>

**Sent:** Monday, January 19, 2026 4:24 PM

**To:** Tony Gerlicz <[tgerlicz@gmail.com](mailto:tgerlicz@gmail.com)>

**Subject:** FYI

Dear BPAC members,

This is a document that Bike SF will present to the public on Saturday and ask for their input. Our hope is to gather this information and to have Bike SF, BPAC, others, and along with the strategic plan, work together to move things forward,

<https://docs.google.com/document/d/1j0MatwpJXpFo63K8NboMw3Y65MywhLdBisGZ522-NUk/edit?tab=t.0>

Hope to see you on Saturday at the Winter Social at Sky Cinemas.

Warmly,

Tony

On 2026-01-28 17:13, [khalil@losalamos.com](mailto:khalil@losalamos.com) wrote:

Dear Bicycle and Pedestrian Advisory Committee

cc: 1st District Councilors, Acting City Manager Moya

The main sidewalk entrance to the Solana Shopping Center has been closed off for a long time. I don't know how long, but weeks if not months. There is nothing wrong with the sidewalk, other than there is construction going on in a building close to it and there has been a lot of junk dumped alongside the sidewalk. Plus, the construction zone is impeding access to the interior of the shopping center.

We pride Casa Solana on being walkable and this sidewalk is a major entrance to the shopping center (even if we have to navigate the construction) as well as part of a School Zone. Can someone find out what the justification is for keeping it closed? This seems thoughtless to let it be closed so long.

Two pictures attached.

Khal Spencer

134 Camino de las Crucitas

Santa Fe, NM



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