

Regular Meeting of the Bicycle and Pedestrian Advisory Committee
April 9, 2026 at 5:30 PM
City Council Chambers, City Hall
200 Lincoln Avenue
MINUTES

1. Call to Order

https://www.youtube.com/watch?v=R_Qr3TKywqM

The Regular Meeting of the BPAC Committee was called to order by Chair Feghali at 5:31 PM, on Thursday, April 9, 2026, in the Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. Roll Call

Present:

Member Angela Bordegaray (Late 5:36 PM)
Member Judith Gabriele
Member Tony Gerlicz
Member Marc McConnell
Member Steve Pilcher
Member Ben Pingilley
Member Gary Schiffmiller
Chair Pat Feghali

Excused:

Member Beatrice Farrell
Member Helen Wang
Clerk Lucrecia Diaz

Others Attending:

Staff Liaison Romella Glorioso-Moss

3. Approval of Agenda

Motion: Member Pilcher moved, seconded by Member Gerlicz, to approve the Agenda.

Vote: The motion was approved on the following:

For: Member Gabriele, Member McConnell, Member Pilcher, Member Pingilley, Member Schiffmiller, Chair Feghali

Against: None

Abstain: None

4. Approval of Minutes

- a. Request for Approval of the February 12, 2026 and March 12, 2026 BPAC minutes.

Motion: Member Gabriele moved, seconded by Member Schiffmiller to approve the minutes.

Vote: The motion was approved on the following:

For: Member Gabriele, Member McConnell, Member Pilcher, Member Pingilley, Member Schiffmiller, Chair Feghali

Against: None

Abstain: None

5. Public Comment

Hubert Van Hecke, 71 Don Cabero

I have a question and observation. It has to do with the advanced pedestrian lights. The pedestrian light turns white 4 seconds before the green. So, my wife and I have been taking advantage of that when we're at the stop light. When we see the pedestrian light we go. Question is ... is that legal? The observation is ... we watched the white light turns white, we go, and the car goes same time because they're watching us. They're not watching the red light. They run a red light at the same time. I don't know if that is solvable.

DISCUSSION SUMMARY:

Member Schiffmiller and Mr. Van Hecke discussed bicycle movement at intersections under the Idaho Stop Law in response to Mr. Van Hecke's comments. Member Schiffmiller explained that bicyclists may proceed through a red light after stopping when cross traffic is stopped, including when the pedestrian walk signal is active. Mr. Van Hecke noted that motorists observing bicyclists proceeding under the Idaho Stop Law may become confused or imitate the behavior improperly. Member Schiffmiller acknowledged the concern and stated that enforcement by law enforcement officers may be the only practical remedy for violations or misunderstandings.

Brooklyn Friedman

I'm a regular user of the Santa Fe Rail Trail and there are several things that are a concern to me which I would hope other people would care about as well. But I would like to state that I would ask you guys to rescind what you are allowing that you're allowing right now, and that is the electric bikes. And I think it's really dangerous and problematic. And in my experience, more often than not, it typically happens to be people of the older age bracket that are using the electric bikes on the Santa Fe Rail Trail, and they're going way too fast. And there's no way they would have that ability to do that on a regular bicycle. And as you age, and I can attest to this myself, I'm a lot different now than I was 20 years ago. My reaction time isn't as good. My balance isn't as good. As great as I'd like to think I am, I'm not all that. So, let me be emphatically

clear. You guys need to. I implore you to rescind that. I don't think electric bikes should be allowed on the Santa Fe Rail Trail. Very dangerous. Most people that use it are generally using it, and they're cranking on the motor. It's just very, very, very dangerous.

One of the other issues is the dog. No different than probably the rest of Santa Fe. The dog issue is a major problem. People do not keep their pets leashed. And even when they are sometimes having their pets leashed, they're not in complete control of their pets. I've literally had dogs lunge out at me while I'm on my bike and startle me to the point where I literally almost fell off the bike. And that's happened in multiple occasions. I literally asked the people, "Please leash your dog.". They completely blow it off. It's irrelevant to them. How do we get that to be enforced? I obviously know I can call animal control, but what am I going to do if I'm out on a mile marker on a dirt path? How do I call up animal control? I'm right here. You know, even if I take a picture, ask somebody for their name, in most instances, we're not going to provide their name willingly. So, wanted to know what you guys could do to enforce those laws because it's a major issue.

DISCUSSION SUMMARY:

Chair Feghali noted that both topics are included on the current agenda and will be discussed later in the meeting, and invited additional public comment at that time. Mr. Friedman recommended widening the Santa Fe Rail Trail, noting that the current width leaves limited space for cyclists traveling in opposite directions and that a wider path would improve safety and usability.

Philip Crump

Last fall, I think it was last fall or in the summer, I was having a conversation with Member Angela Bordegaray about the bike racks on the plaza and that came up in the BPAC meeting. And then chair Mike Garcia said, "Well, maybe I could use discretionary funds." But he seems to have gotten sort of busy these days. I just wanted to ask about the status of any bike racks on the plaza. Where that might be. I see that agenda item 7B talks about bike infrastructure and one thing that I've considered just for note is that space on the northeast corner of the plaza, which has dirt and includes a large electrical box, might be a location, but there may be other other places around the plaza. So, thank you very much. Appreciate the opportunity to speak and I thank you all for your service.

DISCUSSION SUMMARY:

The Chair said they had secured a few thousand dollars for bike racks around town, including some for the plaza. They also said they were working to obtain additional tourism funding for more decorative bike racks on the plaza and hoped that by summer there would be more bike racks available.

6. Communications from Other Agencies

- a. Bike Santa Fe (Genevieve Morgan, Board Member)

Ms. Morgan reported on a successful advocacy effort encouraging attendance at the March 25 City Council meeting to request funding for bicycle infrastructure. An informal membership survey identified protected bike lanes as the top priority, along with improved connectivity and maintenance of bike infrastructure. Ms. Morgan emphasized the need for permanent protected bike lanes, including on Cerrillos Road, citing cyclist collisions and fatalities. Additional updates included upcoming bike valet services and participation in community events.

b. Public Safety Committee (Steve Pilcher, BPAC Vice Chair)

Vice Chair Pilcher reported limited updates due to missing recent meetings but noted that the Public Safety Committee will meet the following week. He expressed interest in discussing police department technologies, including drones and gunshot detection cameras, as potential topics for future committee discussion.

c. Safe Routes to School (Ryan Harris, Coordinator)

Mr. Harris provided a Safe Routes update, highlighting the successful launch of the Ortiz Middle School Bike Club, which currently has nine student participants and combines mountain biking activities with road safety instruction. Mr. Harris also noted the expansion of weekly walk-and-roll programs to 13 elementary schools, including new participation from Cesar Chavez Elementary and Gonzalez Elementary. Plans for an upcoming Family Bike Fiesta at El Camino Real Academy (ECRA) were discussed, including a bike rodeo, group rides along the ECRA Trail, family activities, and volunteer opportunities.

Mr. Harris also shared preliminary findings from a district-wide family survey regarding walking and biking to school. Within the first 48 hours, the survey received 59 responses representing 26 of the district's 32 schools. The survey collected information on transportation methods, commute distances, nearby intersections, and parent concerns about students walking or biking to school. Preliminary results showed that approximately three-quarters of respondents currently rely on personal vehicles rather than carpooling. About 5% of students walk to school, with a higher percentage walking home from school. Mr. Harris noted that 50% of students expressed interest in walking or biking to school.

Survey responses indicated that parents' primary concerns were related to safety, including traffic speed, sidewalk conditions, intersection crossings, and concerns about violent crime and abduction. Parents were divided on the appropriate age for children to walk or bike independently, with responses ranging from elementary school grades through high school, and some respondents indicating that no age was appropriate without adult supervision. Mr. Harris emphasized that 57% of respondents stated they would allow their children to walk or bike to school if conditions improved, and 74% supported additional walking and cycling activities at schools. The speaker concluded that the survey demonstrated strong community interest in creating safer and more walkable and bike-friendly conditions for students.

- d. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, Director/
Leah Yngve, Senior Transportation Planner)

Director Aune began his update with a few announcements. First, he welcomed back Leah Yngve, SFMPO Senior Transportation Planner, who had returned after completing a 1,400-mile bike ride. He also noted that the transportation planning team is now fully staffed, including a new member, Carrie Tremblatt, who has joined the Santa Fe Metropolitan Organization as a transportation planner.

Director Aune then shared transportation-related data and context. He cited that New Mexicans collectively travel about 27.8 billion vehicle miles per year on average. Expanding that to the local metro area, he stated that residents contributed approximately 61.04 billion vehicle miles traveled annually.

This led into a discussion about a recent development proposal involving the Marriott Hotel. Director Aune said the main concern is not the hotel itself but its location and its impact on transportation behavior. He explained their perspective through the lens of reducing vehicle miles traveled (VMT), which he described as a key goal for transportation and urban planning efforts.

He argued that the placement of developments strongly affects whether people walk or drive. For example, he described how evaluating a site within a 5-minute and 10-minute walking radius shows that certain areas naturally support pedestrian activity. These include places like the Railyard train station, and local food spots. Director Aune emphasized that such locations encourage walking and reduce car dependency.

He then raised a concern: if a development like the hotel is relocated farther away (even by about half a mile), it could significantly reduce walkability and increase driving, thereby increasing vehicle miles traveled. He argued that even short trips, especially those under a quarter mile, are often driven locally, and the goal is to reduce this behavior and shift it toward walking.

Director Aune talked about the Mayor allocating \$100,000 for bicycle infrastructure maintenance. While the initial \$100,000 is described as a “starting estimate,” future annual funding levels would need to be determined through coordination with the City Council. Director Aune suggested this will require a more structured and measured approach going forward.

Finally, he mentioned ongoing discussions with Mr. Marcos Esquibel, Interim Complete Streets Division Director about establishing a clearer framework defining what qualifies as “bicycle-related” projects. The goal, he explained, is to ensure consistency and maintain the integrity of bicycle infrastructure planning and funding over time.

7. Discussion and Possible Action Items

- a. Update and Input: Citywide Trail Maintenance Program: BPAC Maintenance

Resolution Follow-Up (Melissa McDonald, Parks and Open Space Division Director)

- b. Discussion: Funding and Budget for Maintenance of Bicycle and Pedestrian Facilities: BPAC Maintenance Resolution Follow-Up (Member Judith Gabriele)
- c. Update and Input: \$25M General Obligation Bond for Citywide Roadway Rehabilitation Projects (Marcos Esquibel, Interim Complete Streets Division Director)
- d. City Dog Bite Ordinance: Discussion of Potential Updates Regarding Pedestrian Safety and Enforcement (Chair Pat Feghali)

Chair Feghali referred this item to Policy, Planning and Law to evaluate and recommend action.

- e. Review of the Zia Station Development Signage Plan Sheets (Gary Schiffmiller, BPAC Technical Review Subcommittee Chair)

Motion: Member Schiffmiller moved, seconded by Member Gerlicz, to recommend the following signage to Director Heather Lamboy for consideration:

1. BMUFL signs on Galisteo St. in both directions. Sharrows may be included in conjunction with BMUFL signs, but sharrows alone should be avoided. Both BMUFL and sharrows is ideal.
2. Right Turn Yield to Bikes signs should be on eastbound Zia Rd west of Galisteo St and westbound Zia Rd east of the turn-in for the development across from Galisteo St.
3. On eastbound Zia Rd west of Galisteo St, Right Turn Yield to Peds; on westbound Zia Rd east of Galisteo St, Left Turn Yield to Peds. This is intended to protect peds crossing Galisteo St. (I believe there is already signage to protect peds crossing Zia)
4. The 5-foot shoulder on east and westbound Zia Rd should include bike lane markings.
5. The Rail Trail crossing of Zia Rd should be green. Possibly also a Right Turn Yield to Peds and Bikes on southbound St. Francis at Zia Rd. (this should be unnecessary because of the red right arrow while trail users have the right of way, but as we know, many drivers ignore the red right arrow).
6. Zia Rd east of St. Francis has no striping or signage for bikes. BMUFL signs in both directions are needed at the least.
7. No Turn on Red sign (and red right arrow?) for eastbound Zia Rd at St. Francis should be considered to protect Rail Trail users.

Vote: The motion was approved on the following:

For: Member Bordegaray, Member Gabriele, Member McConnell, Member Pilcher, Member Pingilley, Member Schiffmiller, Chair Feghali

Against: None

Abstain: None

- f. Results from Bike Santa Fe Priority Exercise (Member Tony Gerlicz)
- g. Discussion: Bike Month Activities and Santa Fe Bike Summit Implementation Plan (Member Judith Gabriele)
- h. Discussion: E-Bike Speed on Trails (Chair Pat Feghali)

Referred to Promotions, Education and Communications Subcommittee to recommend appropriate trail etiquette signage.

8. Subcommittee Communications

- a. Policy, Planning and Law (Steve Pilcher, Chair)
- b. Promotion, Education and Communications (Judith Gabriel, Chair)
- c. Technical Review (Gary Schiffmiller, Chair)
- d. Vulnerable Road User Task Force (Tony Gerlicz, Acting Chair)

9. Matters from Staff

10. Matters from the Committee

11. Matters from the Chair

12. Next Meeting:

May 14, 2026

13. Adjourn

7:45 PM

Romella Glorioso-Moss

Liaison

Chair

