



AGENDA

BICYCLE AND TRAILS
ADVISORY COMMITTEE
SEPTEMBER 10, 2020 AT 5:30
PM
ATTEND VIRTUALLY

SPECIAL PROCEDURES FOR BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING

Attendance: In response to the State’s declaration of a Public Health Emergency, the Mayor’s Proclamation of Emergency, and the ban on public gatherings of more than five (5) people, the Bicycle and Trails Advisory Committee meeting will be conducted virtually.

Viewing: Members of the public may stream the meeting live on the City of Santa Fe’s YouTube channel at <https://www.youtube.com/user/cityofsantafe>. The YouTube live stream can be accessed at this address from most smartphones, tablets, or computers.

The video recording of this meeting will also remain available for viewing at any time on the City’s YouTube channel at <https://www.youtube.com/user/cityofsantafe>. Staff is available to help members of the public access pre-recorded meetings on-line at any time during normal business hours. Please call 955-6521 for assistance.

Agenda: The agenda for the meeting will be posted at <https://santafe.primegov.com/portal/search>.

Written Comments: The public may submit written comments for *Citizen Communications from the Floor* through 3:30 p.m. the day of the meeting, via the virtual comment “button” at <https://santafe.primegov.com/portal/search>.

Public Comment: To provide live public comment during *Citizen Communications from the Floor* you must join the Zoom meeting by internet or phone, as follows:

Internet: To join the Zoom meeting on the internet using a computer, laptop, smartphone, or tablet, use the following link: <https://santafenm-gov.zoom.us/j/91290533881?pwd=eVRGdGFWYU1ZWHNScExmQ1BQb1o5UT09>. **Passcode: 947985**

Attendees should use the “Raise Hand” function to be recognized by the Chair to speak at the appropriate time.

Phone: To join the Zoom meeting using a phone, use the following phone numbers and Webinar ID: **US: (669) 900-6833 or (253) 215-8782 - Webinar ID: 912 9053 3881 - Passcode: 947985**



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Phone attendees should press *9 to use the “Raise Hand” function to be recognized by the Chair to speak at the appropriate time.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF AGENDA**
4. **APPROVAL OF MINUTES**
 - a. February 19, 2020
5. **CITIZEN COMMUNICATIONS FROM THE FLOOR**
6. **PRESENTATION**
 - a. Santa Fe Metropolitan Planning Organization (MPO Erick Aune, AICP)
 - b. Santa Fe Police Department (Deputy Chief Paul Joye)
7. **DISCUSSION AND POSSIBLE ACTION ITEMS**
 - a. Nomination and appointment of the Vice-Chair
 - b. Amendments to Resolution No. 2017-46 regarding the Bicycle and Trails Advisory Committee to update its name and clarify the Committee’s purpose, duties, and responsibilities in order to enhance the Committee’s ability to support the City of Santa Fe in its efforts to make bicycling and walking safe, viable, and comfortable modes of transportation (Romella Glorioso-Moss, Staff Liaison)
 - c. Reorganization of Bicycle and Trails Advisory Committee sub-committees including purpose/mandate formulation; chair and membership appointments (Romella Glorioso-Moss, Staff Liaison)



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- d. Review of Ordinance No. 2011-23 amending various sections of the City of Santa Fe Uniform Traffic Ordinance related to bicycles
 - i. Section 12-8-15 “Riding on Sidewalks” (Romella Glorioso-Moss, Staff Liaison)
 - ii. E-Bikes (Yolanda Eisenstein, BTAC Member)
 - e. Underpass safety risk mitigations and corrective actions for St. Francis-Cerrillos Tunnel and future St. Michael’s Drive-Rail Trail Underpass (Khal Spencer, BTAC Member)
- 8. **MATTERS FROM STAFF**
 - 9. **MATTERS FROM THE COMMITTEE**
 - 10. **MATTERS FROM THE CHAIR**
 - 11. **NEXT MEETING: Thursday, October 8, 2020**
 - 12. **ADJOURN**

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

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BICYCLE AND TRAILS ADVISORY COMMITTEE
FEBRUARY 19, 2020**

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**MINUTES OF THE CITY OF SANTA FE
BICYCLE AND TRAILS ADVISORY COMMITTEE
FEBRUARY 19, 2020 – 5:00 PM**

1. CALL TO ORDER

A regular meeting of the City of Santa Fe Bicycle and Trails Advisory Committee was called to order by Michael Garcia, Chair, on the above date at approximately 5:00 p.m. in the Council Chambers at City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. ROLL CALL

Roll Call indicated the presence of a quorum as follows:

PRESENT

Councilor Michael Garcia, Chair
Robert Morlino
Tom Sharpe
Khalil Spencer (arrived at 5:27 pm)
Sky Tallman
Rachel Wexler

ABSENT (excused)

Bruce Finger
Sidney Redner
Tripp Stelnicki

OTHERS PRESENT:

Romella Glorioso Moss, Staff Liaison
Melissa Byers, Stenographer

3. APPROVAL OF AGENDA

Ms. Glorioso Moss stated that Item 6(b) was removed because Mr. Aune could not attend the meeting.

Motion: Member Tallman moved, seconded by Member Sharpe to approve the agenda, as amended.

Vote: The motion passed unanimously by voice vote.

4. APPROVAL OF MINUTES FROM JANUARY 15, 2020

Ms. Glorioso-Moss requested that the following amendments be made to the minutes:

- Page 5, item b, 6th paragraph - *out of compliance* should be "*in compliance*"
- Page 8, Section 4, 9, prioritize *bicycle and pedestrian related projects* should read "pedestrian trails related projects."
- Page 9, first paragraph, *should read* "The committee has the authority to create subcommittees."
- Page 9, fourth paragraph, 4th line, *organize media and educational complaints* should be "educational campaigns", not complaints.

Motion: Member Morlino moved, seconded by Member Wexler to approve the Minutes of January 15, 2020, as amended.

Vote: The motion passed unanimously by voice vote.

5. CITIZEN COMMUNICATIONS FROM THE FLOOR

Joe Hay said he contacted Councilor Garcia last month and the Chair invited him to the meeting. He recently moved back to Santa Fe and is without a car, so he uses public transit and bikes. Santa Fe is a great place for biking, but he wanted to share his frustrations on the bicycle infrastructure and perceived safety as a cyclist. He finds it difficult to cross Cerrillos Road near Whole Foods where he lives. He agreed the distance between crosswalks on Cerrillos is a problem and having to maneuver around Cerrillos adds significant time to his commute. He suggested a bike lane between that area of town and Downtown and public pedestrian/bike access is also missing at Ft. Marcy. He thought with a traffic light or cross walk at Whole Foods, it would be safer.

Elena Kayak from Santa Fe Public Schools (SFPS) is in the Facilities Department and works on sustainability projects in the district. She said the schools are grateful to be able to refer their comments, suggestions, and recommendations to the Committee. She had three items she wanted to bring to their attention:

1. An invitation for any BTAC member to attend the Safe Routes to School New Mexico State Summit, Friday, April 17, in Albuquerque, coordinated by stakeholders in the State. She offered to send an email with more information.
2. Bike Week for Santa Fe is May 9 - May 17 and various activities are being organized. Many schools plan to walk /bike to school all week.

3. She asked the Committee to consider a start time for the meeting at 5:30 p.m.

Chair Garcia asked Ms. Kayak to send the invitation to Ms. Glorioso-Moss to distribute. He noted the start time will be discussed under Matters from the Chair.

Clemente McFarland, owner of Sirius Cycles referred to item (e). He wasn't sure if the Committee has discussed the adoption of electric cargo bicycles for multimodal transportation and City vehicles. He is interested in adding something like that.

Chair Garcia explained the process depended on this Committee which would then forward to other appropriate committees and go on to the Governing Body.

6. COMMUNICATIONS FROM OTHER AGENCIES

a. Santa Fe Conservation Trust (SFCT); Reporting for City Trail Volunteer Coordinator (Tim Rogers)

Mr. Rogers provided his report on the SFCT activities. The report for January was sent to Ms. Glorioso-Moss outlining nine tasks. He provided highlights of the report.

Active trail maintenance - This is not done in winter and natural surface trails maintenance begins in late March. He described his work with the Parks Department that includes an interpretive trail and part of a trail along Hyde Park Rd. SFCT will work with the Land Conservancy on a trail across from SFCC and with the Santa Fe Estates subdivision to complete trail connections. He continues to work on MPO projects and the Agua Fina Subdivision.

Community Events/Promotion - Spring field trips are being planned with El Camino Real Academy, Pinon Elementary and Nina Otero Community School to go to Dale Ball Trails south towards Picacho Peak. Vamanos Santa Fe Walks will take place May - October. The next meeting of the Arroyo Chamiso Crossing is March 10th, it was snowed out twice. He will mostly comment on trail connections that could be possible depending on alignment.

Mr. Rogers reported the offramp from the Relief Route onto St. Francis Drive project includes closing Viento Drive. He has commented to consultants that doing that will create congestion and conflicts between motorists, bicyclists, and pedestrians.

He said the second page of the report has dates of interest. He highlighted the BANFI Film Festival on March 16-17th; the Acequia and River cruise in April and a flyer for the Safe Routes to School Summit.

He met with City staff of Public Works on basic wayfinding. The focus is on existing bike routes signage that have no wayfinding information. They will start with the Plaza, the Railyard, and the River Trail. He provided the details of where signage is proposed and currently exists. Since meeting with staff, he developed the next phase and how to connect the Rail Trail and the Acequia Trail via Monterey Drive. Improving the connection is pending the upcoming Rail Trail project.

Mr. Rogers passed out copies of a map requested by City Engineer John Romero. The map shows current wayfinding proposals and proposals for the next phases. They would start with downtown destinations in phases 1A, phase 1B and the next phase (in blue) would incorporate routes ready, such as connecting Rufina to the River Trail via Siler. Phase 3 (in red) is pending improvements and upcoming engineering work.

Member Wexler voiced her concern with equity noting that all of the green is on the east side and in one part of town. She was worried, given the history of the Southside and people who felt their needs are not being met.

She said she heard him say the City has already spent money in the green area in the past. Now they are going to spend more in the same area. She asked how much money was spent on pieces of the system not close to downtown. The signs there are worthless, but for some reason they choose to replace the eastside signs first.

Mr. Rogers replied they chose to replace signs on the east side first because the purpose of providing wayfinding is to indicate preferential routes for cyclists. The roads on the Southside such as Rodeo, Airport, and Cerrillos, and Richards Avenue have bike lanes, but are not preferential. The blue routes are ready to go. Many residents know how to get around the City, but visitors do not.

Member Wexler pointed out they built up the resources and infrastructure on the eastside. Because there are no trails to connect to doesn't mean people do not need wayfinding on the Southside. She thought this compounded the equity issue.

Mr. Rogers respectfully disagreed, stating this is a tiny project compared to investments in infrastructure. He said he and Mr. Romero were sensitive to her point and why the map was created.

Chair Garcia echoed Member Wexler's point, but should ensure while making Santa Fe a more bike friendly city, to grow the infrastructure in the greater downtown

area. He asked if there is a clear path from Santa Fe or Capital High School to downtown. He agreed the resources need to be concentrated downtown for tourism economy. But they cannot forget the parts of town that may have less adequate infrastructure if they want to promote biking as a way of life for young folks.

Member Tallman thought the problem on the Southside was not signage, but more the need to use the busy arterials to get anywhere on the Southside. You have no choice but to use Airport Road, South Meadows, or Agua Fria. The block structure is a problem.

Member Spencer said they were talking about two different things. One is an educational program - wayfinding, to best use the resources that exist. The other is accessibility. The bigger issue is the design. The areas of the city more recently developed with things like cul-de-sacs and arterial design is a huge impediment to multi-modal transportation. They need to build to incorporate multi-modal for safe transportation for everyone regardless of the part of the City.

Chair Garcia clarified his comment was more around the signage and that most on the eastside know how to get to downtown and may not necessarily be a priority as it would be for those on the Southside. They need to step back and look at the ultimate priority. He asked Mr. Rogers the reason he prioritized the areas in phase one.

Mr. Rogers explained Phase 1A is existing bike routes. They want to enable cyclists to connect trails and roads to get to destinations. That is why they have Acequia Trail. It is an alignment that is a combination of trails and roads.

Member Wexler said there are locations like where the Acequia Trail ends by Ashbaugh Park that has strange signage. That isn't part of this plan, but it is a connection of a road to a path. She said stood by her comment about the green lines on the map.

Mr. Rogers said he was not mapping all of the wayfinding in town. He was showing where destination wayfinding is needed, and he agreed it could be improved. The map is about adding new wayfinding signage and phase 1B, has wayfinding signage that is up but sometimes misleading or wrong.

b. Santa Fe Metropolitan Planning Organization Transportation Plan Update (Erick Aune, MPO)

Removed from agenda.

7. DISCUSSION AND ACTION

- a. **Discussion and action regarding the resignation of BTAC Member Mr. Tripp Stelnicki representing District 1, and the appointment of Atty. Yolanda Eisenstein (District 1) to fill unexpired term ending June 30, 2021 (Romella Glorioso-Moss, BTAC Staff Liaison).**

Ms. Glorioso-Moss stated that Mr. Stelnicki submitted a letter of resignation as a member of BTAC. Ms. Glorioso-Moss noted that staff reviewed all of the resumes that had been previously submitted and chose Ms. Eisenstein to fill the vacancy because of her background as an avid biker/hiker and she will bring a female perspective.

Ms. Eisenstein had accepted the nomination and was present. Staff recommended the Committee accept the resignation of Mr. Stelnicki and recommend to the Mayor and City Council the appointment of Yolanda Eisenstein.

Chair Garcia asked Ms. Eisenstein if she wanted to address the Committee.

Ms. Eisenstein commented she had applied last June. She thought this the perfect committee for her. She has been biking, hiking, and running in Santa Fe for over 15 years. She is very interested in the Committee and believes she can bring a different perspective. Although she is a licensed attorney in Santa Fe, she has the time and interest to devote to the Committee.

Motion: Member Sharpe moved, seconded by Member Spencer to accept the resignation of Tripp Stelnicki, and recommend the appointment of Yolanda Eisenstein as a member of Bicycle Trails Advisory Committee.

Vote: The motion passed unanimously by voice vote.

- b. **Discussion regarding trails signage project, maintenance condition of selected trails, and an update on Trails Rules and Etiquette concerning the shared use of Multi-Modal Trails (Richard Thompson, Parks Division Director).**

Mr. Thompson said he was looking forward to bringing forth information on the etiquette and an action item at the next meeting. He noted the discussion is on a way to standardize wayfinding and the urban trail system. Public Works oversees trail construction design, information, and placement of signage and Parks maintains trails and signage. Parks has requested an increase in service contracts, operating supplies, and remodeling for FY 2020/202 that should go a long way in signage and maintenance.

Parks is also considering an offer from the Mayors Youth Advisory Board (MYAB), who is looking for a project and has funding. Parks will present a proposal to see if they would be interested in participating in the etiquette signage effort. Parks has received approval from Public Works and the Finance Committee for a grant for Safe Routes to Schools through NMDOT. Safe Routes and MPO will also be asked to devote some funds to the etiquette signage program.

Mr. Thompson reported the cost of striping trails was researched and found to be about \$920 a mile, but he thought they could reduce to about \$600 a mile.

On maintenance, Parks has inherited a number of neighborhood trail systems. They are largely asphalt, which are generally narrower and lack base course, which causes upheaval, separation, and deterioration. Equipment has been requested to mend asphalt trails and they will continue to request concrete trails, 5 ft. wide with a stabilized base, underlayment, and striping. Also, Public Works, Facilities Development Division has contracted the re-decking of seven of the multimodal bridges and they expect five more bridges in the next fiscal year.

The wayfinding standardization for signage started about four years ago and is recognized as critical for visitors and new residents and deficient signs will be priority. Parks and the Education Committee discussed interest in branding and possibly a mascot type logo. Research shows people traveling at high speeds react to a color pattern, geographical or animated symbol better than wording. The branding and a mascot type logo will be easily identifiable and a reminder for riders and pedestrians to share the use of the trail.

Member Wexler thanked Mr. Thompson. She is excited about the idea of striping and appreciated the research.

c. Discussion and action to re-examine the purpose of establishing the Education Sub-Committee (Rachel Wexler, BTAC Member).

Member Wexler stated she actually wanted to discuss the make-up of the Education Subcommittee and its purpose. She understood the *Bikes Can Use Full Lanes* study had language that was to be used to develop a marketing plan. She said she has volunteered to be on the subcommittee but has received no response from Jennifer, the chair.

She asked to clarify the makeup of the Education Subcommittee and their work.

Chair Garcia explained subcommittees can have no more than four members of BTAC and 3 members from the public. He suggested an update at the next meeting of the subcommittee's work and goals. He noted that BTAC can dissolve a subcommittee should they determine there is no value.

Member Wexler reiterated her frustration because she wants to be engaged with the subcommittee and there is no communication.

Member Tallman asked about the guidelines for communication and thought that was for the Committee to determine. At minimum the subcommittee should provide a clear picture of their purpose at the next meeting.

Members discussed the subcommittee and current members. Member Wexler understood the Education Subcommittee was charged with an aspect of communication on the ordinance regarding bikes using the full lane. There was to be a marketing plan but confusing how City staff was to be engaged, and there was no budget. The previous chair suggested the subcommittee work on the etiquette project, but she and others met with Mr. Thompson and Jennifer never attended the meetings.

Members discussed the resolution as it related to the subcommittee. The ordinance does not stipulate the chair must be a Committee member. The Committee has to approve the subcommittee development and determine their purpose. The purpose outlines the parameters; they may engage in investigating and assembling facts for the Committee and are advisory in nature. They cannot formulate public policy on behalf of the Committee.

Ms. Glorioso-Moss indicated BTAC has only two subcommittees.

Chair Garcia asked that the Committee members to review the purpose of the Education Subcommittee in March or April and set expectations. The subcommittee could then work toward a common goal and provide information to the Committee.

Mr. Newhall provided history on five or six subcommittees over the years.

Elena Kayak indicated she specifically asked the former chair for a new subcommittee for Safe Routes to Schools. She wanted that to remain on the table and be separate from the Education Subcommittee, which does signage and other things.

Chair Garcia asked Ms. Kayak to email him. He would be happy to explore that and bring it to the Committee and it would be up to the will of the body.

d. Discussion and action to fund the participation of a City staff to the League of American Bicyclists National Bike Summit in 2021 (Rachel Wexler, BTAC Member).

Member Wexler explained at the last meeting there was a question of whether a Committee member could attend the Summit and it was suggested City staff attend. She thought a Parks & Recreation staff member should go to increase their understanding of the work in outdoor recreation. They could report back.

Member Morlino supported that but suggesting adding a strategy for reporting and disseminating the attendee's findings and policy proposals. He wanted to ensure the expense paid by taxpayers is leveraged meaningfully.

Member Wexler said she found cost would be about \$2300 and suggested it be added in the Recreation Division budget for the next fiscal year.

Motion: Member Spencer moved that BTAC advise the Governing Body to fund the participation for a City staff member of the Recreation Division to attend the League of American Bicycle National Bike Summit in 2021. Member Sharpe seconded the motion.

Member Tallman suggested it be to attend any type of bicycle/pedestrian summit. The intent is for professional development among City staff.

Member Spencer and Member Sharpe accepted the friendly amendment.

Member Morlino recommended the attendee be required to present the information to BTAC.

Member Spencer and Member Sharpe accepted the friendly amendment.

Vote: The motion passed unanimously by voice vote.

e. Discussion and action to adopt electric cargo bicycles as an alternative mode of transportation in the City of Santa Fe (Clemente McFarlane, Sirius Cycles Owner & Operator).

Ms. Glorioso-Moss noted Mr. McFarlane had left the meeting. She offered to call and see if he could present at the meeting.

f. Discussion and action to amend Resolution No. 2010-64 in order to make Bicycle and Trail Advisory Committee's Purpose, Duties and

Responsibilities internally consistent (Khalil Spencer, BTAC Member).

Motion: Member Spencer moved to amend Resolution 2010-64 to make the Bicycle and Trail Advisory Committee's purpose, duties, and responsibilities internally consistent.

Chair Garcia noted that the Committee could not amend the resolution, that is up to the Governing Body.

Member Spencer amended his motion to recommend to the Governing Body they amend Resolution 2010-64 with the intent to amend the purpose of the Bicycle and Trail Advisory Committee's purpose, duties, and responsibilities internally consistent. Member Morlino seconded the motion.

Member Spencer explained he had specific recommendations he wanted to discuss and forward those to the Governing Body. At least one staff member had questioned at the last meeting if the Committee was within their authority to discuss things outside of trails. He thought the problem was in the purpose in Section 3, page 24 that states *the Committee's purpose is to ensure implementation of the City's plans and policies related to bicycle and pedestrian trails and to advise the Governing Body on such matters.*

He thought the intent of the resolution was apparent. BTAC authorizes subcommittees and clarifies duties related to cycling and pedestrian and the safe alternative means of transportation. That includes both on and off-road bicycling/pedestrian facilities. He read on page 23, lines 3-5, *many existing streets are used as bicycle routes* and further on, *street improvements can be made to provide safe accommodations by applying road design standards which meet the intent of complete streets.* He noted on lines 18-21, the Santa Fe MPO, of which the Governing Body is a member, in its 2010/12 unified planning work, *will undertake planning tasks, develop a Bikeways Master Plan, a Pedestrian Master Plan and a form of Safe Routes to School's program for the MPO.* He noted a subcommittee had worked to get Santa Fe as a Silver Level bicycle friendly community.

Lastly in the Duties and Responsibilities, line 22, 23, the City states *to advise on policies, projects, ordinances, and funding as they*

relate to cycling and pedestrians as a safe, alternative means of transportation on roads and trails.

Member Spencer said the implied purpose is that the Committee is to advise on many things related to bicycle planning and implementation, but the purpose seems to be self-limiting if the duties and responsibilities in the resolution are not read.

He recommended the City at least amend their purpose to something along the lines of: *The purpose of the Bicycle Trails Advisory Committee is to ensure implementation of the City's plans and policies related to bicycle and pedestrian transportation within the City , including responsibility to deliberate on plans and policies that impact both trail and road resources, and to advise the Governing Body in all such matters.*

Chair Garcia said Member Spencer was proposing to change the resolution but did not have the language. He suggested it best if they have the motion with specific language.

Ms. Glorioso-Moss informed the Chair that resolutions are drafted by the City Attorney's office. She advised them to refrain from a motion until she could work with the City Attorney liaison on the language. She will present the amended resolution at the next meeting for the Committee to recommend to the Governing Body to adopt.

Chair Garcia suggested approving Ms. Glorioso-Moss to work with the City Attorney to draft language and bring that back to the Committee.

Member Tallman said key points in Member Spencer's suggestion is to change the resolution from just trails to bicycle and pedestrian transportation. Legal could develop language to shift their purpose from trails to transportation and any other purposes bicycling may have.

Chair Garcia suggested Bicycle Trails and Transportation Advisory Committee.

Members discussed the renaming of the Committee and what the committee is called in other cities. Member Tallman suggested the

revision include the City's goal to become carbon neutral by 2040 and facilitate alternative modes of transportation.

Chair Garcia said the motion by Member Spencer is to recommend to the Governing Body they amend Resolution 2010-64 with the intent to amend the purpose of the Bicycle and Trail Advisory Committee's purpose, duties, and responsibilities internally consistent. The motion was seconded by Member Morlino.

Vote: The motion passed unanimously by voice vote.

8. BTAC SUBCOMMITTEE COMMUNICATIONS

On-Road:

Stephen Newhall said he was the only one who showed the last two months. He congratulated Mr. Thompson on the good job by Parks plowing the various trails. He said his answers to the maintenance questions were answered and he has noticed the City is sweeping. He congratulated the person responsible because it is important to a cyclist.

Education:

Mr. Newhall indicated he has been working with Nina Otero School who received a grant for 25 bikes in 2018. They are now receiving smaller to midsize adult bikes for the 5th to 8th graders. The upcoming bike to school event will meet at Swan Park and ride to Nina Otero. Jennifer worked with El Camino Real School on a grant for kindergartners and second graders. They received about 20 bikes and have a seven-week program.

They need to pursue the status of the grant money available for a Safe Routes to School coordinator. He suggested the April agenda include a report on the National Bike Summit. He will attend and would be happy to provide that.

Ms. Glorioso-Moss reported the project went before the Public Works Committee led by Parks & Recreation. The Public Works Committee will recommend approval to Finance and the Governing Body and the Mayor will sign the agreement which goes to DOT for approval. She noted that DOT has already funded the grant and PWC has already approved the matching funds of \$40,000 (14.56%). She would give an update at the March meeting.

9. STAFF COMMUNICATIONS

Ms. Glorioso-Moss provided an update on the Presbyterian trail that is unfinished. The developer had to redesign the trail because the grade is higher and creates a 3-foot drop to the connecting street. Removal of the existing asphalt and regrading began Monday. They plan to repave today depending on temperature and possibly finish this week. She thanked the Land Use Department and their engineer Dee Beingessner who worked hard to make this happen.

She stated that Mr. Isaacson, Land Use Director, is drafting an RFP for the Land Use Code rewrite. He will request input from BTAC once they have a consultant and offered to present to BTAC after the RFP is completed, possibly in March.

Member Tallman had requested easier website navigation for information about BTAC. The City website designer, Marco DeWaart, said he can create a webpage for them that will show the agenda, packet information, meeting schedule, purpose and duties, committee members, educational materials, etc.

Ms. Glorioso-Moss asked if the Committee wanted her to work with the designer on the webpage or preferred to create a subcommittee to develop a web page. Marco told her they could easily do a webpage for BTAC and has great ideas for promoting events and to encourage youth to bike and adding photographs. The website would be on the homepage with a link to BTAC.

Chair Garcia confirmed Committee consensus was for Marco and Ms. Glorioso-Moss to take charge.

Ms. Glorioso-Moss said the Public Works Department Director has requested the Division sweep when there is a week between snowfalls.

She said the MPO Plan was adopted in June of 2019. She found two things important to share. Santa Fe Bicycle Crash Analysis in 2018 revealed the main contributing factor is a failure to yield on behalf of both the bicyclist and motor vehicles (33%) and second was driver inattention (19%). Bicycle crashes are predominantly at intersections (64%); incidents are disbursed across town but generally on arterials: Cerrillos Road 45%; Airport Road 17%; St. Francis Dr. 13%; and St. Michael's Dr. 9.4% and primarily on weekdays.

Secondly is the MPO project priorities. The Bicycle Map divides project implementation into three phases: A, B, and C. Most important for BTAC is A: implementation from 2019-2024. Roadway and Trails will be working on 6 projects this year of 30, listed on page 28 of the packet.

10. COMMITTEE COMMUNICATIONS

Member Tallman said in response to an item in the minutes a few months ago, on page 9, he had proposed that pedestrians should not have to push a button to get a pedestrian signal when time is sufficient. He did not mention how long a pedestrian has to wait or that they become impatient. He said when a person has to push a button that creates an extra barrier for crossing. He thought Mr. Romero misunderstood what he had stated. Also, Mr. Romero had mentioned it was not because of the long wait at intersections, but because of intoxication that New Mexico has a high pedestrian fatality rate. Mr. Tallman believed that is not true and improving pedestrian signalization reduces the crash reduction factor about 15 percent. So, the design of intersections and design of signalization is a safety factor.

Member Morlino added Mr. Romero had stated that pedestrians and vehicles wait the same amount of time. He found no evidence of that. It depends on the timing of when the pedestrian comes up to the button. He would request a study be cited to support a claim that pedestrian fatalities of this type are because of intoxication.

Member Tallman said agreed it is misleading.

Ms. Glorioso-Moss said that was why she reported what she read in the MPO on the crash analysis. She reminded them that Mr. Romero was happy to return to explain his perspective if they were not satisfied with her explanation.

Member Tallman was not satisfied. Ms. Glorioso-Moss said she would ask Mr. Romero to attend the March meeting.

11. COMMUNICATIONS FROM THE CHAIR

Chair Garcia suggested working with Ms. Glorioso-Moss and the City Clerk, if approved, to schedule the March or April meeting to start at 5:30 p.m.

He suggested they refrain from using the meeting agenda request form. Ms. Glorioso-Moss commented she asked a number of committees and none require the form, only an agenda caption.

13. ADJOURNMENT

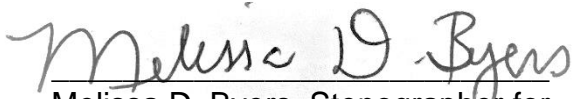
With all business of the Committee being completed, Member Morlino moved to adjourn the meeting and Member Sharpe seconded.

Chair Garcia adjourned the meeting at 7:05 pm.

Approved by:

Michael Garcia, Chair

Submitted by:



Melissa D. Byers, Stenographer for
Byers Organizational Support Services

SANTA FE CONSERVATION TRUST
REPORTING FOR CITY TRAIL MAINTENANCE, CONSERVATION, AND DEVELOPMENT
February 2020

TASKS TO BE COMPLETED	NOTES	Staff
1) <u>NEEDS ASSESSMENT</u>	Review last season's grade reversals in La Tierra Trails; provide information to Elena Kayak of SFPS on pump tracks and other dirt tracks for bicycles in Santa Fe	Rogers
2) <u>RESEARCH & FUNDING</u>	Review AASHTO Bike Guidelines to road-trail interface, Pedsafe on Effective Curb radius, send references to MPO re Siler Rd. at River Trail; Pursue funding for Community Conservation programs (Passport to Trails and Vamonos/Santa Fe Walks); Coordinate with City Parks re city contract billing and reimbursement; review Safe Routes to School item on City Council agenda; share information on Railyard presentation with staff and Railyard Park Conservancy	Rogers, Yeomans, Noss
3) <u>STEWARD RECRUITMENT</u>	Trails Alliance of Santa Fe meeting, Feb. 3; E-mails to Outside Magazine, REI, Journey Montessori; add BTAC, Bike Week Planning, REI and other contacts to e-mail list; create and edit trail volunteer work description to share with prospective recruits; prepare volunteer stats for party; Volunteer Party, Feb. 26	Rogers, Smogor, Noss, Kirby
4) <u>TRAIL MAINTENANCE</u>	La Tierra Trails: Mitigate trench dug near Junction 24 grade reversal	Rogers
5) <u>TRAINING & EDUCATION</u>	Share "Nature Fix" with staff and SFPS contacts; Publicize and RSVP for NM SRTS summit (4/17); RSVP for NM Planners meeting (3/13)	Rogers
6) <u>COMMUNITY EVENTS / PROMOTION</u>	Update 2020 dates to include SFFTS events in Oct-Nov; Update flyer and event entry for Earth Day cruise to include stop at Meow Wolf; Vamonos/ Santa Fe Walks: organizational meeting, Calculate and share Larragoite Park-based Walking Distances; Passport to Trails: 2nd Call Doodle Poll for teachers, schedule field trips; Schedule Climate Masters presentation in April; communicate with Ashleigh Curry re SRTS NM Summit in April; Banff Film Selection Committee; Invitations to Volunteer Party & Communicate with responders; prepare and do Public Lands Podcast interview with Hadley Nellis a U. of Minn. (2/20); update calendar with SFFTS trail event dates in Oct - Nov; Bike Week planning including discuss Vamonos with Creative Santa Fe and City Wellness Coordinator, send "Whereas" statement to Elena Kayak of SFPS; Research/Send map information to Steve Bushey of Adventure Maps, visit to provide corrections and improvements; Multi event email	Rogers, Noss, Smogor, Kirby
7) <u>CITY CONTACTS</u>	Create Report to City for January activities, add links and info on 2020 dates including Acequia and River Cruise flyer, send to Parks and for BTAC packet; communicate with MPO and County re foothill trail maps; Meet with MPO staff at River Trail/Siler; Visit Richard Thompson of Parks to discuss La T and DB Trails; email exchange w MPO re Hyde Park Rd. shoulders; Present on Bike Wayfinding to John Romero, Sarah Anderson, Romella Glorioso-Moss of City Public Works, and Leah Yngve of MPO; Prepare Wayfinding Maps for BTAC and send to Romella Glorioso-Moss for packet; meet with Jesse Roach, Water Division Director; BTAC meeting, including preparation of overall wayfinding phase map; Email Romella Glorioso-Moss with links to photos for BTAC web site, question about El Camino Real Academy trail	Rogers, Yeomans

SANTA FE CONSERVATION TRUST
REPORTING FOR CITY TRAIL MAINTENANCE, CONSERVATION, AND DEVELOPMENT
February 2020

8) PLANNING / COORDINATION	Comm w MPO, County on name of Diverging Diamond Interchange Trail; Research and communication w Brent Bonwell of SFFTS on Cañada Ancha in Dale Ball Trails; meet neighbors to hike / review Piñon Ridge Trail alignment, set up meeting with D Gurule of Las Estrellas ; go to Arroyo Chamisos Crossing meeting (Cancelled); start La Tierra Chili Line Trail map, request / research Chili Line data, visit La Tierra trails to GPS Chili Line trail options, download tracks, create map, calculate distances, annotate pdf and send all to contract archaeologist; GPS N + S sections of NMLC/Petchesky Ranch trail, scope middle, make map and send info to Connor Jandreau of NMLC; GUSTO signage - put into portrait, add logos, create new options	Rogers
9) REPORTS	Report to City Parks and BTAC (above); sfct hours; report on wayfinding to City staff (above)	Rogers

Also see:

<https://sfct.org/event/happy-earth-day-cruise-2>

5. CITIZEN COMMUNICATIONS FROM THE FLOOR

Name: Jacob Heiser

Comment - 09/09/2020 02:55 PM: (No Vote)

Could bike lanes be swept more often than they get swept currently? The debris greatly reduced the size and safety of the bike lanes.

Name: Nathan Lemons

Comment - 09/10/2020 01:48 PM: (Against)

Regarding the request to prohibit bicycling on sidewalks in Santa Fe:

I also live in downtown Santa Fe and often bicycle on the very stretch of sidewalk Ms Ann Young refers to (East Alameda between Delgado and Guadalupe). I have 2 young kids (age 6 and 9) and we bicycle on this sidewalk to get to the Railyard, to the River and Rail Trails, and to my parents house in Casa Solana from our house. I believe asking our kids (or any kids) to ride their bikes on the street would be extremely irresponsible. Little kids have little bikes. I doubt most drivers would even see a six year old in the street from inside a huge truck or SUV which dominate the streets these days. The city should understand that shared bike lanes, while certainly better than nothing are really dangerous for many riders. The result is that all but the most confident bicyclists do not feel comfortable using them. I myself do not ride on the sidewalk unless I am with my kids, but my wife does not feel comfortable riding her bike in the street and I understand why. Riding on East Alameda in particular is quite stressful as there is a lot of traffic, a lot of parked cars, a lot of tourists, who do not know their way around the city, and there is no room for cars to safely pass bicyclists. Going east on East Alameda with my kids would be particularly interesting if forced to use the street. I estimate we go uphill at a speed of approximately 3 to 6 miles per hour. It is difficult to imagine cars putting up with a family doing that in front of them in the street.

I agree that pedestrians should be able to feel safe on sidewalks. We have tried to teach our kids to be cognizant of pedestrians and to yield to them on trails and sidewalks. I think it is unfair to punish the whole bicycling community because some people do not follow the rules. We do not ban cars from streets even though plenty of drivers do not follow the speed limit, ect.

Rather, the solution is to provide larger sidewalks and or dedicated bike lanes as well as to better educate the public on who has the right-of-way as Ms Ann Young requested. Forcing bicyclists onto the road will increase bicycle fatalities, reduce the number of kids and adults who bike as a form of transportation, and lead to increased tensions between bicyclists and motorists.

Nathan Lemons

112 Camino Escondido #8

Santa Fe, NM 87501

City of Santa Fe, New Mexico

memo

DATE: September 2, 2020

TO: Councilor Michael Garcia
Chair, Bicycle and Trail Advisory Committee (BTAC)

VIA: John Romero, PE *JR*
Acting Public Works Department Director

FROM: Romella Glorioso-Moss, PhD, AICP *RGM*
Staff Liaison, Bicycle and Trail Advisory Committee (BTAC)
Projects Administrator, Public Works – Roadway and Trails

ITEM AND ISSUE

Amendments to Resolution No. 2017-46 regarding the Bicycle and Trails Advisory Committee to update its name and clarify the Committee's purpose, duties, and responsibilities in order to enhance the Committee's ability to support the City of Santa Fe in its efforts to make bicycling and walking safe, viable, and comfortable modes of transportation.

BACKGROUND AND SUMMARY

At the February 19, 2020 BTAC meeting, a motion to amend Resolution No. 2017-46 purpose, duties, and responsibilities was approved. Specific issues that led to amending the resolution were: a) lack of clarity with Committee's stated purpose whether or not on-road bicycle infrastructure is within their mandate, which led to; b) inconsistencies in the Committee's duties and responsibilities.

The Staff Liaison was directed to work with the City Atty's. Staff Liaison, Mr. Jesse Guillen in drafting the amendments. In this process, inputs from BTAC Members, Public Works Department Director, Engineering Division Director, Land Use Department Director and the Metropolitan Planning Organization Officer were solicited. The result is a more encompassing purpose that clearly mandates the Committee to work on improving on- and off-road bicycle and pedestrian infrastructure. The goal is to make bicycling and walking safe, viable, and comfortable modes of transportation. Due to clearly defined purpose, it became apparent that the name of the Committee needed to be changed – from Bicycle and Trails Advisory Committee to Bicycling and Pedestrian Advisory Committee.

RECOMMENDED ACTION

In regards to practicality in implementing these policies, the Staff Liaison recommends to adopt the amendments to Resolution No. 2017-46 with the following changes:

- a) Delete Section 4.b “Review all phases of a project’s design and construction”. The Staff Liaison’s concern is the Committee has no member who is a Professional Engineer and qualified to review roadway and trails design plans and construction management. The City hires professional engineers to do the engineering design plans for all roadway and trails projects, which NMDOT reviews before beginning construction. Likewise, the City hires a professional construction manager for major projects. BTAC’s purpose is policy and advocacy in nature rather than a technical one.

Attachments:

- 1) Proposed amendments to Resolution 2017-46
- 2) Fiscal Impact Report

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2020-__

INTRODUCED BY:

Councilor Michael J. Garcia

A RESOLUTION

AMENDING RESOLUTION NO. 2017-46 REGARDING THE BICYCLE AND TRAIL ADVISORY COMMITTEE TO UPDATE ITS NAME AND CLARIFY THE COMMITTEE'S PURPOSE, DUTIES, AND RESPONSIBILITIES IN ORDER TO ENHANCE THE COMMITTEE'S ABILITY TO SUPPORT THE CITY OF SANTA FE IN ITS EFFORTS TO MAKE BICYCLING AND WALKING SAFE, VIABLE, AND COMFORTABLE MODES OF TRANSPORTATION.

WHEREAS, the Bicycle and Trail Advisory Committee ("BTAC") was created by Resolution No. 2003-87 on September 24, 2003; and

WHEREAS, Resolution No. 2003-87 was subsequently amended by Resolution No. 2010-33, Resolution 2010-64, and Resolution 2017-46; and

WHEREAS, in 2007, the Santa Fe Metropolitan Planning Organization (SFMPO) Policy Board, of which the City of Santa Fe is a member, adopted a Complete Streets Policy, directing transportation planners and engineers to routinely plan, design, construct, operate and maintain the entire right of way for safe access of all users, including pedestrians, bicyclists, motorists and transit

1 riders regardless of age, ability and mode of transportation; and

2 **WHEREAS**, in 2013, the City of Santa Fe was recognized by the League of American
3 Bicyclists as a Silver-level Bicycle Friendly Community, and the Committee and the MPO continue
4 to work to achieve the Gold-level by 2024 by considering the infrastructure needs of pedestrians
5 and bicyclists in all City-led transportation projects; and

6 **WHEREAS**, the City’s Land Use Development Code requires the accommodation of
7 bicycle and pedestrian traffic along City streets as well as through off-road trails and requires all
8 new public streets to provide adequate pedestrian and bicycle facilities; and

9 **WHEREAS**, a bicycle-friendly Santa Fe can help promote improved public health through
10 active living, stimulate local and regional economic development, and achieve carbon neutrality by
11 2040 as adopted by the Governing Body in 2017; and

12 **WHEREAS**, the SFMPO’s 2019 Bicycle Master Plan, which is updated every 5 years, has
13 recognized the Committee’s critical role in identifying, prioritizing, and implementing 26 on-road
14 bicycle facilities projects including designated bike lanes, striped shoulders, lanes shared with
15 motor vehicle traffic, and ~~8180~~ off-road or trails improvement projects including paved multi-use
16 trails and formal or informal soft-surface paths, for all of which the City serves as the lead agency;
17 and

18 **WHEREAS**, the New Mexico Department of Transportation has defined “bicycle and
19 pedestrian infrastructure” to include bicycle lanes including protected and buffered lanes, bicycle
20 parking and storage facilities, curb extensions, intersection treatments such as bicycle boxes, stop
21 bars, lead signal indicators, landscaping, paved shoulders, pedestrian- and bicyclist-scale lighting,
22 pedestrian overpasses or underpasses, separation/buffers, shared-lane markings or sharrows,
23 sidewalks, signage especially high-visibility signage, signalized pedestrian crossings and mid-
24 block crossings, and trails or shared-use paths.

25 **NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE**

1 CITY OF SANTA FE, NEW MEXICO that:

2 **Section 1.** The Bicycle and Trail Advisory Committee was established in 2003 and
3 continues to serve in an advisory capacity.

4 **Section 2.** **NAME:** The advisory committee shall be called the Bicycle-Bicycling and
5 Trail-Pedestrian Advisory Committee ("Committee").

6 **Section 3.** **PURPOSE:** The purpose of the Bicycle-Bicycling and Trail-Pedestrian Advisory
7 Committee is to ~~[assure]~~ provide input and advice that supports the ongoing development and
8 maintenance of a transportation infrastructure that makes bicycling and walking in the City of
9 Santa Fe safe, viable, and comfortable modes of transportation, commuting, and recreation.
10 provide input to support development of a network of bicycle and pedestrian infrastructure is in
11 place within the City of Santa Fe to make bicycling or walking safe, viable and comfortable
12 modes of transportation. This includes the responsibility to deliberate on City's projects, plans,
13 and policies ~~[related to]~~ that impact both on-road and off-road bicycle and pedestrian [trails]
14 infrastructure, and to advise the Governing Body on such matters.

15 **Section 4.** **DUTIES AND RESPONSIBILITIES:** The Committee shall:

16 (a) Assist in the P~~p~~rioritization of bicycle and pedestrian ~~[trail-related]~~ infrastructure
17 projects to be completed using Capital Improvement Projects ("CIP"), state, and federal funds,
18 through the development of the SFMPO Bicycle and Trails Master Plan and the SFMPO Pedestrian
19 Master plan;

20 (b) Review all phases of ~~at~~ the project's design and construction;

21 (c) Advise on policies, programs, and ordinances as they relate to bicycle and
22 pedestrian ~~[trail]~~ infrastructure safety, design, ~~[and]~~ construction, and operation and maintenance;

23 (d) Develop, review, and advise on~~Organize~~ media and educational campaigns ~~that~~
24 provide information and promote bicycle and pedestrian [trail] related activities and education;

25 (e) Work with other agencies for the enhancement of Ccity and county trail systems;

DRAFT FOR BTAC REVIEW AND DISCUSSION ONLY

1 (f) Review and recommend updates to Bicycle Master Plan, Pedestrian Master Plan,
2 Metropolitan Transportation Plan, Parks Master Plan [updates] related to trails, and the City's Land
3 Use Development Code as it pertains to bicycle and pedestrian infrastructure and associated
4 regulations;

5 (g) Seek funding from city, state, and federal sources to implement the City-led
6 projects identified in the SFMPO's 2019 Bicycle Master Plan 2015-2040 and 2020 Metropolitan
7 Transportation Plan and consider reoccurring funding sources from the City to be applied to the
8 implementation of policies, programs, and other projects that are supported by the plans ;

9 (h) Pursue the League of American Bicyclists Diamond-level Bicycle Friendly
10 Community designation of for the Ceity of Santa Fe, as a "Gold level Bicycle Friendly [city]
11 Community" as well as any other local, state, or national awards or designations that the City
12 deems worthy of pursuit; and

13 (i) Advise on polices, projects, ordinances, and funding as they relate to bicycling and
14 [pedestrians] walking as safe, viable, and comfortable modes [alternative means] of transportation
15 [on roads and trails]; and-

16 (j) Educate the public on the work of the Committee.

17 **Section 5. MEMBERSHIP:** The Committee shall consist of a member of the City
18 Council who shall also serve as its chair, along with eight members of the public, of whom seven
19 shall be residents of the city and one who may be a resident of Santa Fe county ~~[,]~~ ~~[with]~~
20 Recommendations ~~[from]~~ for members shall be made by the City Council ~~[to be made]~~ to the
21 Mayor ~~[, and who will]~~ who shall appoint the committee members, balancing interests among with
22 a balance of recreationists, youth and neighborhood group users, commuters, or bicyclists, king
23 and pedestrians pedestrian, youth, and neighborhood groups users with Council approval. The chair
24 may appoint subcommittees, as needed, to study in-depth certain the responsibilities assigned to the
25 Committee and to present such information to the Committee. The subcommittees shall be made

up of no more than four members of the Committee and three interested members of the public. The subcommittees shall engage solely in investigating and assembling facts for the Committee, shall only be advisory in nature, and shall not formulate public policy on behalf of the Committee.

Section 6. TERMS: ~~[Beginning with the adoption of this resolution,]~~ Four of the members shall be appointed for one-year terms and five shall be appointed for two-year terms. Subsequent terms shall be for two years to maintain staggering of terms. There is no limitation to reappointment. The members shall serve at the pleasure of the ~~[Governing Body]~~ Mayor and may be removed at any time with or without cause.

Section 7. VACANCIES: Vacancies shall be filled in the same manner as initial appointments and shall be for the remainder of the term. Vacancies shall be filled as to maintain the balance of interest group representation.

Section 8. MEETINGS: A quorum shall be at least five members. The Committee shall also conduct all meetings in accordance with adopted City policies and procedures and shall use *Robert's Rules of Order* in conducting its meetings. They shall meet ~~[monthly]~~ every other month.

PASSED, APPROVED, and ADOPTED this _____ day of _____, 2020.

ALAN M. WEBBER, MAYOR

ATTEST:

YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:

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ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2020/Resolutions/BTAC Amendments

City of Santa Fe Fiscal Impact Report (FIR)

This Fiscal Impact Report (FIR) shall be completed for each proposed bill or resolution as to its direct impact upon the City’s operating budget and is intended for use by any of the standing committees of and the Governing Body of the City of Santa Fe. Bills or resolutions with no fiscal impact still require a completed FIR. Bills or resolutions with a fiscal impact must be reviewed by the Finance Committee. Bills or resolutions without a fiscal impact generally do not require review by the Finance Committee unless the subject of the bill or resolution is financial in nature.

Section A. General Information

(Check) Bill: _____ Resolution: X

(A single FIR may be used for related bills and/or resolutions)

Short Title(s): BTAC Amendments

Sponsor(s): Councilor Garcia

Reviewing Department(s): Public Works

Persons Completing FIR: Romella Glorioso-Moss Date: 3/4/20 Phone: 955-6623

Reviewed by City Attorney: _____ Date: _____
(Signature)

Reviewed by Finance Director: _____ Date: _____
(Signature)

Section B. Summary

Briefly explain the purpose and major provisions of the bill/resolution:

To update and clarify Bicycle and Trail Advisory Committee’s purpose, duties and responsibilities in order to ensure that a network of infrastructure is in place within the City of Santa Fe to make bicycling or walking safe, viable, and comfortable modes of transportation. The original resolution that created the Committee in 2003 limited the Committee’s purpose on bicycle and pedestrian trails. However, to make bicycling and walking as viable, comfortable and safe modes of transportation, on-road facilities shall be considered.

Section C. Fiscal Impact

Note: Financial information on this FIR does not directly translate into a City of Santa Fe budget increase. For a budget increase, the following are required:

- a. The item must be on the agenda at the Finance Committee and City Council as a “Request for Approval of a City of Santa Fe Budget Increase” with a definitive funding source (could be same item and same time as bill/resolution)
- b. Detailed budget information must be attached as to fund, business units, and line item, amounts, and explanations (similar to annual requests for budget)
- c. Detailed personnel forms must be attached as to range, salary, and benefit allocation and signed by Human Resource Department for each new position(s) requested (prorated for period to be employed by fiscal year)*

1. Projected Expenditures:

- a. Indicate Fiscal Year(s) affected – usually current fiscal year and following fiscal year (i.e., FY 03/04 and FY 04/05)
- b. Indicate: “A” if current budget and level of staffing will absorb the costs
“N” if new, additional, or increased budget or staffing will be required
- c. Indicate: “R” – if recurring annual costs
“NR” if one-time, non-recurring costs, such as start-up, contract or equipment costs
- d. Attach additional projection schedules if two years does not adequately project revenue and cost patterns
- e. Costs may be netted or shown as an offset if some cost savings are projected (explain in Section 3 Narrative)

Finance Director: _____

X Check here if no fiscal impact

Column #:	1	2	3	4	5	6	7	8
	Expenditure Classification	FY _____	“A” Costs Absorbed or “N” New Budget Required	“R” Costs Recurring or “NR” Non-recurring	FY _____	“A” Costs Absorbed or “N” New Budget Required	“R” Costs – Recurring or “NR” Non-recurring	Fund Affected

Personnel*	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____
Fringe**	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____
Capital Outlay	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____
Land/ Building	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____
Professional Services	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____
All Other Operating Costs	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____
Total:	\$ _____	_____	_____	\$ _____	_____	_____	_____	_____

* Any indication that additional staffing would be required must be reviewed and approved in advance by the City Manager by attached memo before release of FIR to committees. **For fringe benefits contact the Finance Dept.

2. Revenue Sources:

- a. To indicate new revenues and/or
- b. Required for costs for which new expenditure budget is proposed above in item 1.

Column #:	1	2	3	4	5	6
	Type of Revenue	FY _____	“R” Costs Recurring or “NR” Non-recurring	FY _____	“R” Costs – Recurring or “NR” Non-recurring	Fund Affected

_____	\$ _____	_____	\$ _____	_____	_____	_____
_____	\$ _____	_____	\$ _____	_____	_____	_____
_____	\$ _____	_____	\$ _____	_____	_____	_____
Total:	\$ _____	_____	\$ _____	_____	_____	_____

3. Expenditure/Revenue Narrative:

Explain revenue source(s). Include revenue calculations, grant(s) available, anticipated date of receipt of revenues/grants, etc. Explain expenditures, grant match(s), justify personnel increase(s), detail capital and operating uses, etc. (Attach supplemental page, if necessary.)

N/A

Section D. General Narrative

1. Conflicts: Does this proposed bill/resolution duplicate/conflict with/companion to/relate to any City code, approved ordinance or resolution, other adopted policies or proposed legislation? Include details of city adopted laws/ordinance/resolutions and dates. Summarize the relationships, conflicts or overlaps.

None identified.

2. Consequences of Not Enacting This Bill/Resolution:

Are there consequences of not enacting this bill/resolution? If so, describe.

If this resolution is not enacted, it will be harder for the City of Santa Fe to achieve the Gold-level Bicycle Friendly Community Status from The League of American Bicyclists. Currently, we have Silver-level status which took us more than a decade to obtain/achieve.

3. Technical Issues:

Are there incorrect citations of law, drafting errors or other problems? Are there any amendments that should be considered? Are there any other alternatives which should be considered? If so, describe.

None identified.

4. Community Impact:

Briefly describe the major positive or negative effects the Bill/Resolution might have on the community including, but not limited to, businesses, neighborhoods, families, children and youth, social service providers and other institutions such as schools, churches, etc.

Since the creation of BTAC in 2003, 39 miles of trails were constructed in addition to 298 miles of on-road facility improvements. In the next 5 years, MPO's target is to add another 64 miles of trails and 412 miles of on-road facility improvements including shared lane (255 mi), bicycle lane (147 mi) and buffered bicycle lane (10 mi). This will provide a comprehensive and connected network of bikeways that link Santa Fe area residents and visitors to jobs, schools, transit, shopping, open spaces, and recreational opportunities. Research indicates that if more dedicated bicycle facilities were provided, a significant portion of the population would consider bicycling. This would greatly impact our environment with much less carbon dioxide released in the air, less obese adults and children, more savings for low income seniors and young families, and much safer roads for our Vulnerable Road Users (VRU): pedestrians, cyclists, moped riders and motorcyclists.

City of Santa Fe, New Mexico

memo

DATE: September 2, 2020

TO: Councilor Michael Garcia
Chair, Bicycle and Trail Advisory Committee (BTAC)

VIA: John Romero, PE *JR*
Acting Public Works Department Director

FROM: Romella Glorioso-Moss, PhD, AICP *RGM*
Staff Liaison, Bicycle and Trail Advisory Committee (BTAC)
Projects Administrator, Public Works – Roadway and Trails

ITEM AND ISSUE

Reorganization of Bicycle and Trails Advisory Committee's sub-committees including purpose/mandate formulation; chair and membership appointments.

BACKGROUND AND SUMMARY

BTAC has two sub-committees namely "On-Road" and "Education". However, Staff Liaison could not find any written documents for these sub-committee's mandates and memberships. The only information we have are the Chairs' names: Steve Newhall for On-Road and Jennifer Wellington for Education. Both are former BTAC members. Based on the minutes for the past year, only Mr. Newhall reported to BTAC regularly.

Resolution No. 2010-64 authorizes the creation of sub-committees to study in-depth the responsibilities assigned to the Committee and to present such information to the Committee. The sub-committees shall be made up of no more than four members of the Committee and three interested members of the Public. The sub-committees shall engage solely in investigating and assembling facts for the Committee, shall only be advisory in nature and shall not formulate public policy on behalf of the Committee.

RECOMMENDED ACTION

Based on the amended Committee's purpose, duties and responsibilities, Staff Liaison recommends to form two sub-committees below:

- 1) Planning, Policy and Funding Sub-Committee – which will be the lead in implementing Sections 4.a, c, f, g and i of amended Resolution No. 2017-46; and
- 2) Promotion, Education and Programming Sub-Committee – which will be the lead in implementing Sections 4.d, e, h and j of amended Resolution No. 2017-46.

Although all BTAC members need to fulfill all the Committee's Duties & Responsibilities Sections 4.a through 4.j these two sub-committees will be responsible for undertaking in-depth analysis of plans, policies, programs, resolutions, and ordinances, either existing or proposed, and make recommendations to the Committee.

Further, although there is no requirement that the Chair of each sub-committee must be a BTAC Member, Staff Liaison recommends that the Chairs be sitting members of BTAC. Staff Liaison further recommends that sub-committee Chairs and memberships be nominated and appointed at this meeting. For members at large, Staff Liaison will email the eleven unsuccessful BTAC applicants and former BTAC members asking if they wish to be a member of a sub-committee.

ATTACHMENTS:

- 1) Resolution No. 2010-64
- 2) Proposed amendments to Resolution No. 2017-46

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CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2010-64

INTRODUCED BY:

Councilor Bushee

A RESOLUTION

**AMENDING RESOLUTION NO. 2010-33 REGARDING THE BICYCLE AND TRAIL
ADVISORY COMMITTEE IN ORDER TO AUTHORIZE SUBCOMMITTEES; AND
CLARIFYING DUTIES RELATED TO CYCLING AND PEDESTRIANS AS SAFE
ALTERNATIVE MEANS OF TRANSPORTATION.**

WHEREAS, the Governing Body updated the Bicycle and Trail Advisory Committee on
May 12, 2010 by adopting Resolution No. 2010-33; and

WHEREAS, the Governing Body desires to authorize the Bicycle and Trails Advisory
Committee to create subcommittees, as needed, to study in-depth the responsibilities assigned to
the Committee and to present such information to the Committee; and

WHEREAS, following its creation in 2003, the Bicycle and Trails Advisory Committee
established a plan for 14 bicycle and pedestrian trails throughout the city that have been approved
by the Governing Body some of which are complete and others are under construction or
designed; and

WHEREAS, thousands of Santa Feans enjoy the resulting Arroyo Chamisos Trail and

1 Acequia Madre Trail and the completed segments of the River Trail and Rail Trail for bicycle and
2 pedestrian transportation and recreation; and

3 **WHEREAS**, many existing streets are currently used as bicycle routes and further on-
4 street improvements can ~~be made to~~ provide safe accommodation of bicycles by applying road
5 design standards which meet the intent of the "Complete Streets" concepts; and

6 **WHEREAS**, many miles of bicycle trails remain to be completed, including: the stretch
7 of the River Trail from Camino Alire to Frenchy's Field and from St. Francis Drive into
8 downtown to Camino Cabra; the Acequia Madre Trail; the Rail Trail from Alta Vista Street to
9 Alarid Street; and the extension of the trails to the Santa Fe Community College; and others; and

10 **WHEREAS**, in 2005, the Governing Body adopted a resolution to explore the creation of
11 a "Santa Fe Walks" program to promote walking in Santa Fe; and

12 **WHEREAS**, in 2009, the Governing Body adopted a resolution supporting the federal
13 "Safe Routes to Schools" program by working with the Santa Fe public school district to identify
14 and provide necessary safety improvements to access public schools; and

15 **WHEREAS**, the Santa Fe Metropolitan Planning Organization, of which the Governing
16 Body is a member, produced in cooperation with the City and County a "Santa Fe Bikeways and
17 Trails" Map identifying both on and off road bicycle routes; and

18 **WHEREAS**, the Santa Fe Metropolitan Planning Organization, of which the Governing
19 Body is a member, in its 2010-2012 Unified Planning Work Program will undertake planning
20 tasks to develop a Bikeways Master Plan, a Pedestrian Master Plan and a formalized Safe Routes
21 to School Program for the MPO Planning Area; and

22 **WHEREAS**, the livability of and sustainability of Santa Fe will be greatly enhanced with
23 the completion of pedestrian and bicycle trails and related improvements; and

24 **WHEREAS**, Resolution 1984-56 (Articles 1 and 2) requires that all committees, task
25 forces and adhoc committees be created by resolution.

1 **NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE**
2 **CITY OF SANTA FE** that:

3 Section 1. A Bicycle and Trail Advisory Committee was established in 2003 and
4 continues to serve in an advisory capacity.

5 Section 2. NAME: The advisory committee shall be called the Bicycle and Trail
6 Advisory Committee (“Committee”).

7 Section 3. PURPOSE: The purpose of the Bicycle and Trails Advisory Committee
8 is to assure implementation of the city’s plans and policies related to bicycle and pedestrian trails
9 and to advise the Governing Body on such matters.

10 Section 4. DUTIES AND RESPONSIBILITIES: The Committee shall:

11 (a) Prioritize bicycle and pedestrian trail related projects to be completed using CIP,
12 state and federal funds;

13 (b) Review all phases of the projects’ design and construction;

14 (c) Advise on policies, programs and ordinances as they relate to bicycle and
15 pedestrian trail safety, design and construction;

16 (d) Organize media and educational campaigns to provide information and promote
17 bicycle and pedestrian trail related activities and education;

18 (e) Work with other agencies for the enhancement of city and county trail systems;

19 (f) Review and recommend Parks Master Plan updates related to trails;

20 (g) Seek funding from city, state and federal sources;

21 (h) Pursue designation of the city of Santa Fe as a bicycle friendly city; and

22 (i) Advise on polices, projects, ordinances and funding as they relate to cycling and
23 pedestrians as safe alternative means of transportation on roads and trails.

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, with

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

9 Section 6. TERMS: Beginning with the adoption of this resolution, four of the
10 members shall be appointed for one year terms and five shall be appointed for two year terms.
11 Subsequent terms shall be for two years to maintain staggering of terms. There is no limitation to
12 reappointment. The members shall serve at the pleasure of the Governing Body and may be
13 removed at any time with or without cause.

14 Section 7. VACANCIES: Vacancies shall be filled in the same manner as initial
15 appointments and shall be for the remainder of the term. Vacancies shall be filled as to maintain
16 the balance of interest group representation.

17 Section 8. MEETINGS: A quorum shall be at least five members. The
18 Committee shall also conduct all meetings in accordance with adopted City policies and
19 procedures and shall use *Robert's Rules of Order* in conducting its meetings. They shall meet
20 monthly.

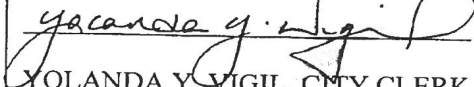
21 PASSED, APPROVED, and ADOPTED this 11th day of August, 2010.

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23 

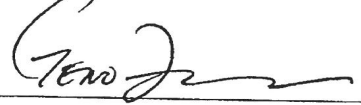
24 DAVID COSS, MAYOR
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1 ATTEST:

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4 YOLANDA Y. VIGIL, CITY CLERK

5 APPROVED AS TO FORM:

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8 GENO ZAMORA, CITY ATTORNEY

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jp/ca/jpmb/2010 res/bicycle and trails subcommittee

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2020-__

INTRODUCED BY:

Councilor Michael J. Garcia

A RESOLUTION

AMENDING RESOLUTION NO. 2017-46 REGARDING THE BICYCLE AND TRAIL ADVISORY COMMITTEE TO UPDATE ITS NAME AND CLARIFY THE COMMITTEE'S PURPOSE, DUTIES, AND RESPONSIBILITIES IN ORDER TO ENHANCE THE COMMITTEE'S ABILITY TO SUPPORT THE CITY OF SANTA FE IN ITS EFFORTS TO MAKE BICYCLING AND WALKING SAFE, VIABLE, AND COMFORTABLE MODES OF TRANSPORTATION.

WHEREAS, the Bicycle and Trail Advisory Committee ("BTAC") was created by Resolution No. 2003-87 on September 24, 2003; and

WHEREAS, Resolution No. 2003-87 was subsequently amended by Resolution No. 2010-33, Resolution 2010-64, and Resolution 2017-46; and

WHEREAS, in 2007, the Santa Fe Metropolitan Planning Organization (SFMPO) Policy Board, of which the City of Santa Fe is a member, adopted a Complete Streets Policy, directing transportation planners and engineers to routinely plan, design, construct, operate and maintain the entire right of way for safe access of all users, including pedestrians, bicyclists, motorists and transit

1 riders regardless of age, ability and mode of transportation; and

2 **WHEREAS**, in 2013, the City of Santa Fe was recognized by the League of American
3 Bicyclists as a Silver-level Bicycle Friendly Community, and the Committee and the MPO continue
4 to work to achieve the Gold-level by 2024 by considering the infrastructure needs of pedestrians
5 and bicyclists in all City-led transportation projects; and

6 **WHEREAS**, the City’s Land Use Development Code requires the accommodation of
7 bicycle and pedestrian traffic along City streets as well as through off-road trails and requires all
8 new public streets to provide adequate pedestrian and bicycle facilities; and

9 **WHEREAS**, a bicycle-friendly Santa Fe can help promote improved public health through
10 active living, stimulate local and regional economic development, and achieve carbon neutrality by
11 2040 as adopted by the Governing Body in 2017; and

12 **WHEREAS**, the SFMPO’s 2019 Bicycle Master Plan, which is updated every 5 years, has
13 recognized the Committee’s critical role in identifying, prioritizing, and implementing 26 on-road
14 bicycle facilities projects including designated bike lanes, striped shoulders, lanes shared with
15 motor vehicle traffic, and 80 off-road or trails improvement projects including paved multi-use
16 trails and formal or informal soft-surface paths, for all of which the City serves as the lead agency;
17 and

18 **WHEREAS**, the New Mexico Department of Transportation has defined “bicycle and
19 pedestrian infrastructure” to include bicycle lanes including protected and buffered lanes, bicycle
20 parking and storage facilities, curb extensions, intersection treatments such as bicycle boxes, stop
21 bars, lead signal indicators, landscaping, paved shoulders, pedestrian- and bicyclist-scale lighting,
22 pedestrian overpasses or underpasses, separation/buffers, shared-lane markings or sharrows,
23 sidewalks, signage especially high-visibility signage, signalized pedestrian crossings and mid-
24 block crossings, and trails or shared-use paths.

25 **NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE**

1 CITY OF SANTA FE, NEW MEXICO that:

2 **Section 1.** The Bicycle and Trail Advisory Committee was established in 2003 and
3 continues to serve in an advisory capacity.

4 **Section 2.** **NAME:** The advisory committee shall be called the ~~Bicycle-Bicycling~~ and
5 ~~Trail-Pedestrian~~ Advisory Committee ("Committee").

6 **Section 3.** **PURPOSE:** The purpose of the ~~Bicycle-Bicycling~~ and ~~Trail-Pedestrian~~ Advisory
7 Committee is to ~~[assure]~~ provide input and advice that supports the ongoing development and
8 maintenance of a transportation infrastructure that makes bicycling and walking in the City of
9 Santa Fe safe, viable, and comfortable modes of transportation, commuting, and recreation.
10 provide input to support development of a network of bicycle and pedestrian infrastructure is in
11 place within the City of Santa Fe to make bicycling or walking safe, viable and comfortable
12 modes of transportation. This includes the responsibility to deliberate on City's projects, plans,
13 and policies ~~[related to]~~ that impact both on-road and off-road bicycle and pedestrian [trails]
14 infrastructure, and to advise the Governing Body on such matters.

15 **Section 4.** **DUTIES AND RESPONSIBILITIES:** The Committee shall:

16 (a) Assist in the P~~p~~rioritization of bicycle and pedestrian ~~[trail-related]~~ infrastructure
17 projects to be completed using Capital Improvement Projects ("CIP"), state, and federal funds,
18 through the development of the SFMPO Bicycle and Trails Master Plan and the SFMPO Pedestrian
19 Master plan;

20 (b) Review all phases of ~~at~~ the project's design and construction;

21 (c) Advise on policies, programs, and ordinances as they relate to bicycle and
22 pedestrian ~~[trail]~~ infrastructure safety, design, ~~[and]~~ construction, and operation and maintenance;

23 (d) Develop, review, and advise on~~Organize~~ media and educational campaigns ~~thate~~
24 provide information and promote bicycle and pedestrian [trail] related activities and education;

25 (e) Work with other agencies for the enhancement of C~~e~~ity and county trail systems;

DRAFT FOR BTAC REVIEW AND DISCUSSION ONLY

1 (f) Review and recommend updates to Bicycle Master Plan, Pedestrian Master Plan,
2 Metropolitan Transportation Plan, Parks Master Plan [updates] related to trails, and the City's Land
3 Use Development Code as it pertains to bicycle and pedestrian infrastructure and associated
4 regulations;

5 (g) Seek funding from city, state, and federal sources to implement the City-led
6 projects identified in the SFMPO's 2019 Bicycle Master Plan 2015-2040 and 2020 Metropolitan
7 Transportation Plan and consider reoccurring funding sources from the City to be applied to the
8 implementation of policies, programs, and other projects that are supported by the plans ;

9 (h) Pursue the League of American Bicyclists Diamond-level Bicycle Friendly
10 Community designation ~~of for~~ the Ceity of Santa Fe, as a "Gold level Bicycle Friendly [city]
11 Community" as well as any other local, state, or national awards or designations that the City
12 deems worthy of pursuit; and

13 (i) Advise on polices, projects, ordinances, and funding as they relate to bicycling and
14 [pedestrians] walking as safe, viable, and comfortable modes [alternative means] of transportation
15 [on roads and trails]; and-

16 (j) Educate the public on the work of the Committee.

17 **Section 5. MEMBERSHIP:** The Committee shall consist of a member of the City
18 Council who shall also serve as its chair, along with eight members of the public, of whom seven
19 shall be residents of the city and one who may be a resident of Santa Fe county ~~[,]~~ ~~[with]~~
20 Recommendations ~~[from]~~ for members shall be made by the City Council ~~[to be made]~~ to the
21 Mayor ~~[, and who will]~~ who shall appoint the committee members, balancing interests among with
22 a balance of recreationists, youth and neighborhood group users, commuters, or bicyclists, king
23 and pedestrians pedestrian, youth, and neighborhood groups users with Council approval. The chair
24 may appoint subcommittees, as needed, to study in-depth certain the responsibilities assigned to the
25 Committee and to present such information to the Committee. The subcommittees shall be made

up of no more than four members of the Committee and three interested members of the public. The subcommittees shall engage solely in investigating and assembling facts for the Committee, shall only be advisory in nature, and shall not formulate public policy on behalf of the Committee.

Section 6. TERMS: ~~[Beginning with the adoption of this resolution,]~~ Four of the members shall be appointed for one-year terms and five shall be appointed for two-year terms. Subsequent terms shall be for two years to maintain staggering of terms. There is no limitation to reappointment. The members shall serve at the pleasure of the ~~[Governing Body]~~ Mayor and may be removed at any time with or without cause.

Section 7. VACANCIES: Vacancies shall be filled in the same manner as initial appointments and shall be for the remainder of the term. Vacancies shall be filled as to maintain the balance of interest group representation.

Section 8. MEETINGS: A quorum shall be at least five members. The Committee shall also conduct all meetings in accordance with adopted City policies and procedures and shall use *Robert's Rules of Order* in conducting its meetings. They shall meet ~~[monthly]~~ every other month.

PASSED, APPROVED, and ADOPTED this ____ day of _____, 2020.

ALAN M. WEBBER, MAYOR

ATTEST:

YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:

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ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2020/Resolutions/BTAC Amendments

1 CITY OF SANTA FE, NEW MEXICO

2 ORDINANCE NO. 2011-23

3
4
5 AN ORDINANCE

6 AMENDING VARIOUS SECTIONS OF THE *CITY OF SANTA FE UNIFORM TRAFFIC*
7 *ORDINANCE* RELATED TO BICYCLES.

8
9 BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

10 Section 1. Section 12-1-6 of the City of Santa Fe Uniform Traffic Ordinance

11 (being Ord. #2006-34) is amended to read:

12 12-1-6 BICYCLE. "Bicycle" means every device propelled by human power, upon
13 which any person may ride, having two or more wheels, except scooters and similar devices. (66-
14 1-4.2 NMSA 1978)

15 Section 2. Section 12-6-2.7 of the City of Santa Fe Uniform Traffic Ordinance

16 (being Ord. #2006-34) is amended to read:

17 12-6-2.7 NO PASSING ZONES AND RESTRICTIONS ON PASSING.

18 A. The administrator may determine those portions of any street or highway under
19 his jurisdiction where overtaking and passing or driving on the left of the street would be
20 especially hazardous and may, by appropriate signs or markings on the street indicate the
21 beginning and end of such zones. When the signs or markings are in place and clearly visible to
22 an ordinarily observant person, every driver of a vehicle shall obey the direction thereof.

23 B. Where signs or markings are in place to define a no-passing zone as set forth in
24 Subsection A of this section, no driver shall at any time drive on the left side of the street within
25 the no-passing zone or on the left side of any pavement striping designed to mark the no-passing

1 zone throughout its length. This section does not apply under the conditions described in Section
2 12-6-2.1A(3) or to the driver of a vehicle turning left into or from an alley, private road or
3 driveway. (66-7-315 NMSA 1978)

4 C. When double yellow lines are painted on a pavement, no driver shall drive any
5 vehicle across the lines except the driver of a vehicle turning left into or from an alley, private
6 road or driveway.

7 D. No driver shall overtake and pass any other vehicle proceeding in the same
8 direction in a school zone when the school zone signs are in place.

9 E. Whenever a vehicle is stopped at a marked crosswalk or an unmarked crosswalk
10 at an intersection to permit a pedestrian to cross the street, the driver of the vehicle approaching
11 from the rear shall not overtake and pass the stopped vehicle.

12 F. When approaching or passing a bicyclist, every person operating a motor vehicle
13 shall proceed with caution and shall pass such bicyclist at a reasonable speed and keep a safe
14 distance from him. In no event shall a distance of less than five feet be considered a safe distance
15 within the meaning of this Section. To comply with the requirements of this paragraph, a person
16 operating a motor vehicle may be required to drive at a slower rate of speed. When a bicyclist is
17 traveling in the center of a lane, the bicyclist should move right when it is safe to do so. (*)

18 **Section 3. A new Section 12-6-2.17 of the City of Santa Fe Uniform Traffic**
19 **Ordinance is ordained to read:**

20 **12-6-2.17 DRIVING A MOTOR VEHICLE ON OR ACROSS BICYCLE LANE OR**
21 **PATH.** No person shall drive or operate a motor vehicle upon or across a bicycle path or lane
22 except to cross such path or lane when turning as permitted in Section 12.6-5.11, to park such
23 motor vehicle, or to leave a parking space. No person shall drive upon or across a bicycle lane or
24 path as permitted by this Section until the right-of-way is provided to all bicycles within the lane
25 or path.

1 **Section 4. A new Section 12-6-5.1 of the City of Santa Fe Uniform Traffic**

2 **Ordinance is ordained to read:**

3 **12-6-5.11 MOTORIST TURNING ACROSS BICYCLE LANE.** Whenever a motorist
4 is turning across a bicycle lane or path, such motorist shall maintain a proper lookout for
5 bicyclists and shall yield the right-of-way to any bicyclist traveling in a bicycle lane or path.

6 **Section 5. Section 12-6-12.3 of the City of Santa Fe Uniform Traffic Ordinance**
7 **(being Ord. #2006-34) is amended to read:**

8 **12-6-12.3 RECKLESS DRIVING.**

9 A. Any person who drives any vehicle carelessly and heedlessly in willful or wanton
10 disregard of the rights or safety of others and without due caution and circumspection and at a
11 speed or in a manner so as to endanger or be likely to endanger any person or property is guilty of
12 reckless driving.

13 B. A person operating a motor vehicle shall not endanger a bicyclist.

14 C. Every person convicted of reckless driving shall be punished:

15 (1) Upon a first conviction by imprisonment for not less than five days nor more
16 than ninety days, or by a fine of not less than twenty-five dollars (\$25.00) nor more than
17 one hundred dollars (\$100.00), or both; and

18 (2) On a second or subsequent conviction by imprisonment for not less than ten
19 days nor more than ninety days, or by a fine of not less than fifty dollars (\$50.00) nor
20 more than three hundred dollars (\$300.00), or both. (66-8-113 NMSA, 1978)

21 **Section 6. Section 12-6-13.8 of the City of Santa Fe Uniform Traffic Ordinance**
22 **(being Ord. #2006-34) is amended to read:**

23 **12-6-13.8 IMPROPER OPENING OF DOORS.** A person shall not:

24 A. open any door on a motor vehicle unless and until it is reasonably safe to do so
25 and can be done without interfering with the movement of other traffic including bicycle traffic;

1 or

2 B. leave a door of a vehicle open on the side of the vehicle near moving traffic for
3 a period of time longer than necessary to load or unload passengers. (66-7-367 NMSA 1978)

4 **Section 7. The Table of Contents of Article VII of the City of Santa Fe Uniform**
5 **Traffic Ordinance (being Ord. #2006-34) is amended to read:**

6 **ARTICLE VIII**

7 **OPERATION OF BICYCLES**

- 8 12-8-1 Effect of Regulations
- 9 12-8-2 Traffic Ordinance Applies to Persons Riding Bicycles
- 10 12-8-3 Seated Passenger
- 11 12-8-4 Clinging to Vehicles
- 12 12-8-5 Reserved
- 13 12-8-6 Carrying Articles
- 14 12-8-7 Lamps and Other Equipment on Bicycles
- 15 12-8-8 Obedience to Traffic-Control Devices
- 16 12-8-9 Parking of Bicycles
- 17 12-8-10 Speed
- 18 12-8-11 Riding on Prohibited Streets or controlled Access
- 19 12-8-12 Operation In Bicycle Lane
- 20 12-8-13 Direction of Travel in Bicycle Lane
- 21 12-8-14 Position on the Roadway
- 22 12-8-15 Riding on Sidewalks
- 23 12-8-16 Turning and Hand Signals
- 24 12-8-17 Bicycle Serial Number
- 25 12-8-18 Reserved

- 1 12-8-19 Reserved
- 2 12-8-20 Reserved
- 3 12-8-21 Reserved
- 4 12-8-22 Reserved
- 5 12-8-23 Penalties

6 **Section 8. Section 12-8-2 of the City of Santa Fe Uniform Traffic Ordinance**
7 **(being Ord. #2006-34) is amended to read:**

8 **12-8-2 TRAFFIC ORDINANCE APPLIES TO PERSONS RIDING BICYCLES.**

9 A. Operators of bicycles have the same rights as operators of motor vehicles in the
10 use of streets, highways and roadways within the city, except as otherwise specifically provided
11 herein.

12 B. Every person riding a bicycle upon a roadway, street or highway shall be subject
13 to all the duties applicable to the drivers of motor vehicles, except as otherwise expressly
14 provided in this Traffic Ordinance and except as to those provisions of laws and ordinances
15 which by their nature can have no applications; and each such person shall be subject to the same
16 provisions and sections of this Traffic Ordinance to which a motorist is subject within Sections
17 12-8-1 through 12-8-21. (66-3-702 NMSA 1978)

18 **Section 9. Section 12-8-3 of the City of Santa Fe Uniform Traffic Ordinance**
19 **(being Ord. #2006-34) is amended to read:**

20 **12-8-3 SEATED PASSENGER.**

21 A. A person propelling a bicycle shall not ride other than upon or astride a
22 permanent and regular seat attached thereto.

23 B. No bicycle shall be used to carry more persons at one time than the number for
24 which it is designed and equipped. (66-3-703 NMSA 1978)

25 **Section 10. [REPEAL] Section 12-8-5 of the City of Santa Fe Uniform Traffic**

1 **Ordinance (being Ord. #2006-34) is repealed.**

2 **Section 11. Section 12-8-7 of the City of Santa Fe Uniform Traffic Ordinance**
3 **(being Ord. #2006-34) is amended to read:**

4 **12-8-7 LAMPS AND OTHER EQUIPMENT ON BICYCLES.**

5 A. Every bicycle when in use at nighttime shall be equipped with a lamp on the
6 front which shall emit a white light visible from a distance of at least five hundred feet to the
7 front and with a red reflector on the rear which shall be visible from all distances from fifty feet
8 to three hundred feet to the rear when directly in front of lawful upper beams of head lamps on a
9 motor vehicle. A lamp emitting a red light visible from a distance of five hundred feet to the rear
10 may be used in addition to the red reflector. A lamp or light emitting white light and attached to
11 the helmet of the bicyclist may also be used in lieu of a light attached to the bicycle.

12 B. Every bicycle shall be equipped with a brake or other means which will enable
13 the operator to bring the bicycle promptly to a stop on dry, level, clean pavement. (66-3-707
14 NMSA 1978)

15 **Section 12. Section 12-8-8 of the City of Santa Fe Uniform Traffic Ordinance**
16 **(being Ord. #2006-34) is amended to read:**

17 **12-8-8 OBEDIENCE TO TRAFFIC-CONTROL DEVICES.**

18 A. Any person operating a bicycle shall obey the instructions of official traffic-
19 control devices applicable to vehicles, unless otherwise directed by a police officer or unless a
20 less stringent requirement specifically applicable to bicycle applies.

21 B. Whenever authorized signs are erected indicating that no right or left or U-turn is
22 permitted, no person operating a bicycle shall disobey the direction of any such sign, except
23 where such person dismounts from the bicycle to make any such turn, in which event the person
24 shall then obey the regulations applicable to pedestrians. (*)

25 **Section 13. Section 12-8-9 of the City of Santa Fe Uniform Traffic Ordinance**

1 (being Ord. #2006-34) is amended to read:

2 **12-8-9** **PARKING OF BICYCLE.** A bicycle may be parked in a manner that does not
3 impede movement of pedestrians or other traffic.(*)

4 **Section 14. [REPEAL] Section 12-8-11 of the City of Santa Fe Uniform Traffic**
5 **Ordinance (being Ord. #2006-34) is repealed.**

6 **Section 15. A new Section 12-8-11 of the City of Santa Fe Uniform Traffic**
7 **Ordinance is ordained to read:**

8 **12-8-11** **RIDING ON PROHIBITED STREETS OR CONTROLLED ACCESS.** No
9 person shall ride a bicycle either on any street or path where signs have been erected by the city,
10 which prohibit the use of the street or path to bicycles.

11 **Section 16. [REPEAL] Section 12-8-12 of the City of Santa Fe Uniform Traffic**
12 **Ordinance (being Ord. #2006-34) is repealed.**

13 **Section 17. A new Section 12-8-12 of the City of Santa Fe Uniform Traffic**
14 **Ordinance is ordained to read:**

15 **12-8-12** **OPERATION IN BICYCLE LANE.**

16 A. Where the lane designated by markings on the pavement for the exclusive use of
17 bicyclists provides a minimum of four feet of rideable space, a bicyclist having entered such a
18 lane shall endeavor to maintain the lane, except:

- 19 (1) At intersections; or
20 (2) To pass a slower bicyclist, or to avoid parked cars or obstacles.

21 B. A bicyclist may leave the bicycle lane between intersections in order to make a
22 U-turn, or left hand turn where such a turn is permissible for vehicular traffic, or to turn into
23 driveways.

24 **Section 18. [REPEAL] Section 12-8-13 of the City of Santa Fe Uniform Traffic**
25 **Ordinance (being Ord. #2006-34) is repealed.**

1 **Section 19. A new Section 12-8-13 of the City of Santa Fe Uniform Traffic**
2 **Ordinance is ordained to read:**

3 **12-8-13 DIRECTION OF TRAVEL IN BICYCLE LANE.** No person shall ride or
4 operate a bicycle within a bicycle lane or on the roadway in any direction except that permitted of
5 vehicular traffic traveling on the same side of the roadway; provided, that bicycles may proceed
6 either way along a lane where two-way bicycle traffic is so designated.

7 **Section 20. [REPEAL] Section 12-8-14 of the City of Santa Fe Uniform Traffic**
8 **Ordinance (being Ord. #2006-34) is repealed.**

9 **Section 21. A new Section 12-8-14 of the City of Santa Fe Uniform Traffic**
10 **Ordinance is ordained to read:**

11 **12-8-14 POSITION ON THE ROADWAY.**

12 A. If a right vehicle lane available for traffic is wide enough to be safely shared
13 with overtaking vehicles and a bike lane is not present, a bicycle shall be ridden far enough to the
14 right in said lane to facilitate such overtaking movements unless other conditions make it unsafe
15 to do so.

16 B. Exceptions to driving bicycles on the right vehicle lane:

17 (1) When reasonably necessary to avoid conditions including, but not limited
18 to, fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, or
19 surface hazards.

20 (2) To overtake vehicles making right-hand turns at intersections.

21 (3) A bicyclist may move out of their lane to overtake and pass another
22 vehicle or bicycle.

23 (4) When preparing for a left turn at an intersection, when making a U-turn
24 or turning into a private road or driveway.

25 (5) Upon a one-way road with two or more marked traffic lanes the bicyclist

1 may ride in the center of the most left hand lane for a reasonable distance to complete a
2 left hand turn.

3 (6) If the right vehicle lane available for traffic is not wide enough to be
4 safely shared with overtaking vehicles or if passing is otherwise unsafe, a bicycle may be
5 ridden far enough to the left to temporarily control the lane. Bicyclist must move to the
6 right to allow vehicles to overtake at the earliest and safest location. At no point is a
7 bicyclist required to ride less than three feet from any objects or curb on the right.

8 (7) If a roadway is marked with a sharrow, a bicycle can travel in the center
9 of the lane and should move right when it is safe to do so.

10 (8) During organized bicycling races.

11 **Section 22. [REPEAL] Section 12-8-15 of the City of Santa Fe Uniform Traffic**
12 **Ordinance (being Ord. #2006-34) is repealed.**

13 **Section 23. A new Section 12-8-15 of the City of Santa Fe Uniform Traffic**
14 **Ordinance is ordained to read:**

15 **12-8-15 RIDING ON SIDEWALKS.**

16 A No person shall ride a bicycle on any sidewalk when signs are posted prohibiting
17 the riding of bicycles on the sidewalk.

18 B When signs are posted requiring bicycles to use sidewalks or paths adjacent to a
19 street, no person shall ride a bicycle on the street adjacent to the sidewalks or paths.

20 C. If a bicyclist dismounts, the bicyclist is subject to the laws that apply to
21 pedestrians.

22 D. Whenever any person is riding a bicycle upon a sidewalk, the person shall yield
23 the right way to any pedestrian.

24 **Section 24. [REPEAL] Section 12-8-16 of the City of Santa Fe Uniform Traffic**
25 **Ordinance (being Ord. #2006-34) is repealed.**

1 **Section 25. A new Section 12-8-16 of the City of Santa Fe Uniform Traffic**

2 **Ordinance is ordained to read:**

3 **12-8-16 TURNING AND HAND SIGNALS.**

4 A. While riding a bicycle in traffic, the bicyclist shall make sure that his movement
5 can be made safely and shall give a signal by hand in the same manner as hand signals are given
6 by motorists to indicate the direction in which he intends to proceed, except that when signaling
7 to make a right turn, a bicyclist may do so by extending the right arm

8 B. A signal by hand and arm need not be given if the hand is needed in the control
9 or operation of the bicycle.

10 **Section 26. [REPEAL] Section 12-8-17 of the City of Santa Fe Uniform Traffic**
11 **Ordinance (being Ord. #2006-34) is repealed.**

12 **Section 27. A new Section 12-8-17 of the City of Santa Fe Uniform Traffic**

13 **Ordinance is ordained to read:**

14 **12-8-17 BICYCLE SERIAL NUMBER.**

15 A. No person shall alter, obliterate or change the serial number imprinted on the
16 frame of any bicycle.

17 B. No person shall sell or rent a bicycle on which the serial number imprinted on
18 the frame has been altered, obliterated or changed.

19 C. This Section shall not prohibit the restoration by an owner of an original serial
20 number or mark.

21 **Section 28. [REPEAL] Section 12-8-18 of the City of Santa Fe Uniform Traffic**
22 **Ordinance (being Ord. #2006-34) is repealed.**

23 **Section 29. [REPEAL] Section 12-8-19 of the City of Santa Fe Uniform Traffic**
24 **Ordinance (being Ord. #2006-34) is repealed.**

25 **Section 30. [REPEAL] Section 12-8-20 of the City of Santa Fe Uniform Traffic**

1 Ordinance (being Ord. #2006-34) is repealed.

2 Section 31. [REPEAL] Section 12-8-21 of the City of Santa Fe Uniform Traffic
3 Ordinance (being Ord. #2006-34) is repealed.

4 Section 32. [REPEAL] Section 12-8-22 of the City of Santa Fe Uniform Traffic
5 Ordinance (being Ord. #2006-34) is repealed.

6 Section 33. Section 12-8-23 of the City of Santa Fe Uniform Traffic Ordinance
7 (being Ord. #2006-34) is amended to read:

8 12-8-23 PENALTIES. Every person convicted of a violation of any provision of Sections
9 12-8-1 through 12-8-23 shall be punished by a fine of not more than twenty-five dollars (\$25.00).

10 Section 34. Schedule A of the City of Santa Fe Uniform Traffic Ordinance
11 (being Ord. #2006-34, as amended) is amended to include the following penalties and
12 assessments:

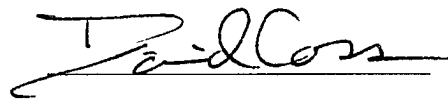
Driving Vehicle On Or Across Bicycle Lane Or Path.	12-16-2.17	\$25.00
Motorist Turning Across Bicycle Lane.	12-6-5.11	\$25.00

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14 PASSED, APPROVED and ADOPTED this 29th day of June, 2011.

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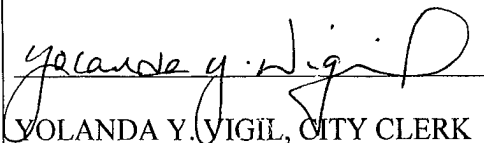
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DAVID COSS, MAYOR

18 ATTEST:

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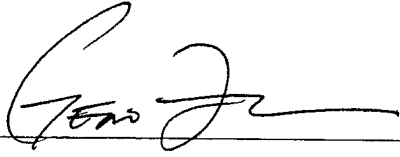

YOLANDA Y. VIGIL, CITY CLERK

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APPROVED AS TO FORM:

A handwritten signature in black ink, appearing to read "Geno Zamora", is written over a horizontal line.

GENO ZAMORA, CITY ATTORNEY

CAO/melissa/Ordinances 2011/2011-23 (Bicycle Revisions)

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

From: ANN YOUNG [REDACTED]

Sent: Tuesday, September 8, 2020 6:37 PM

To: GLORIOSO-MOSS , ROMELLA S. <rsglorioso-moss@santafenm.gov>

Subject: Official request by Ann Young

September 8, 2020

I am requesting the City, first through BTAC, Public Works, Finance, and then the Governing Body, to review and amend Section 12-8-15, "Riding on Sidewalks" of City Ordinance No. 2011-23 that allows bicycling on sidewalks.

My specific request is for the City to prohibit the riding of bicycles on sidewalks. This needs to be changed! Sidewalks are for use by pedestrians.

Bicycles are vehicles, and vehicles are to be used on roadways, not sidewalks. The City has many designated bike trails and bike lanes marked on the City's roadways for bicyclists to use. I am requesting BTAC recommend this most necessary change for the safety of pedestrians like me. I have sent numerous e-mails to the BTAC Chair and its Staff Liaison that this Ordinance be changed.

The specific stretch of sidewalk that I use frequently and have been repeatedly placed in bodily danger by bicyclists using the same sidewalk is along East Alameda Street, adjacent to the Santa Fe River from Old Santa Fe Trail to Palace Avenue. I reside at El Castillo and walk from my residence along this stretch. The City is reminded that this specific stretch of East Alameda Street has already been designated as a shared roadway, so the bicyclists have a designated approved roadway on which to bicycle.

I will not be attending the meeting on September 10, 2020, and I am requesting staff liaison to read my numerous e-mails, in which I documented repeated incidents of dangerous interactions between bicyclists using the sidewalk and me, walking on the sidewalk. I am requesting again that all these e-mails become Public Record.

Please delete my telephone number and e-mail address.

My residence address is 250 East Alameda Street, Santa Fe, NM 87501.



FOR AGENDA ITEM #7.di [7.e]

Underpass safety risk mitigations and corrective actions for St. Francis-Cerrillos Tunnel and future St. Michael's Drive-Rail Trail Underpass (Khal Spencer, BTAC Member)

A bicycle or pedestrian transportation system will not be utilized by average citizens if it intimidates them. St. Francis, Cerrillos, and St. Michaels are fast, wide multilane principal arterials designed to move as many cars as efficiently as possible rather than balance the needs of all modes of transportation. There are no bike lanes on St. Francis, a design approved more than a decade ago by the NMDOT to maximize vehicle lanes, done against the wishes of the bicycling community. The St. Francis-Cerrillos intersection is [further complicated by the diagonal crossing of the Rail Runner alignment](#), whose tracks can trap the wheel of a cyclist trying to cross as traffic. These roads intimidate anyone not in a car. Thus, [grade-separated crossings on busy principal arterials](#) are recommended and are a staple of Vision Zero.

Reports, as described by the New Mexican and Journal North of "...a couple of scary incidents at the pedestrian/cyclist tunnel under St. Francis Drive..." suggest that the bicycle-pedestrian tunnel crossing is a locus for crime and homeless squatters. As far as crime, it is not clear the tunnel itself is a problem or if there are data showing this location has more crime than elsewhere in the city. Hypothetically, an attractive Railyard-Acequia Trail trail corridor may create an opportunity to prey on isolated pedestrians. We must therefore understand all of the effects a fully built trail system will have on the public. We need to collect data on bike and pedestrian utilization, reports of crimes and harassment, whether these facilities reduce the frequency of bicycle and pedestrian crashes and injuries, and how often the homeless are creating a hostile environment for others.

But we need grade separated crossings. Tunnels and pedestrian overpasses are two options. Tunnels can be compact; they need only provide enough headspace for people rather than eighteen wheelers. Of course a tunnel provides protection against the elements for everyone, including homeless people looking for refuge. Bridges, by contrast, are exposed regardless of the weather. They can also be massive due to design requirements. The [Federal Highway Administration](#) requires a minimum of 14-16 feet of overhead clearance for a bridge over an arterial so that large trucks can pass underneath. The [Americans With Disabilities Act](#) meanwhile stipulates a shallow ramp gradient less than 1 foot in 12. This results in long ramps leading to a bridge. A 2014 analysis of the proposed pedestrian bridge over St. Michael's Drive by Souder, Miller, and Associates suggested approach ramps to the bridge would be approximately 350 feet long to provide for a bridge with 16' of clearance over the road. Thus access to a substantial easement is required. This a constraint in a heavily built environment, hence the tunnel option. I should note that either option improves level of service for motorists since they don't have to endure long red light cycles needed to get pedestrians across increasingly wide arterials.

Grade-separated crossings are necessary to make our trail system work. Tunnels provide advantages in cover as well as space but can also attract the homeless and possibly provide cover to a criminal element. Bridges and their approach ramps require a lot of space and expose users to the elements. Given that a multimodal transportation system is important to public health, urban planning, and environmental protection, we need to use smart designs to make the system function properly. As far as safest design practice, underpass design was discussed in a recent Cityspot article “The Underpass Dilemma” in which we are told to use “Crime Prevention through Environmental Design”.

In an interconnected way, Santa Fe needs to focus on solving the root cause of the homelessness and crime highlighted in the underpass issue rather than focusing on the symptoms (attacks and homeless people camping in an underpass). We need to solve the problems of transportation, homelessness, mental health, and crime holistically.