



AGENDA

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
MAY 13, 2021
5:30 PM
ATTEND VIRTUALLY

SPECIAL PROCEDURES FOR BICYCLE AND PEDESTRIAN 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 in excess of those permitted in the current Public Health Order, the Bicycle and Pedestrian Advisory Committee meeting will be conducted virtually.

Viewing: Members of the public may 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/99459578493?pwd=dEJrT0lmTGxEV0Z4VzZ1UmVzTm5Wdz09>.

Passcode: 319456

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: 1 (346) 248-7799 - Webinar ID: 929 5957 843 - Passcode: 319456**

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

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

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF AGENDA**
4. **APPROVAL OF MINUTES**
 - a. April 8, 2021



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5. COMMUNICATIONS FROM THE PUBLIC

6. COMMUNICATIONS FROM OTHER AGENCIES

- a. LED Street Lighting Conversion Project, Cheyenne Ernst, Project Expeditor, Dalkia Energy Solutions, and Regina Wheeler, Public Works Department Director
- b. “Borrow a Bike” Program at Fort Marcy Recreation Complex, Gino Rinaldi, Acting Recreation Division Director, and Elizabeth Roybal, Recreation Complex Manager
- c. Bicycling in Other Countries, Daniel Schwab, Senior Planner, Historic Preservation Division & Santa Fe Bike Month Committee.
- d. Santa Fe Metropolitan Planning Organization, Erick Aune, AICP, SFMPO Officer
- e. Santa Fe Conservation Trust, Tim Rogers, Trails Program Manager
- f. Public Safety Advisory Committee, Bruce Finger, BPAC Representative

7. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. 90% Design Plan Review of Agua Fria St/ South Meadows Intersection Improvements Project (Romella Glorioso-Moss, Staff Liaison; Eric Cornelius, Santa Fe Engineering LLC; and Sky Tallman, Chair Planning and Funding Subcommittee)
- b. BPAC Recommendations for Potential Uses of Parks Stimulus Funds (Robert Morlino, BPAC Member)
- c. Public Works Department Temporary Street Closure Permit Process (Chair Garcia)
- d. Sidewalk Funding Policy (Sky Tallman, Planning and Funding Subcommittee Chair)



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- e. E-Bikes (Khalil Spencer, Vice Chair and Yolanda Eisenstein, Law and Policy Subcommittee Chair)
- 8. **SUBCOMMITTEE COMMUNICATIONS**
 - a. Promotion, Education and Programming (Judith Gabriele, Chair)
 - b. Planning and Funding (Sky Tallman, Chair)
- 9. **MATTERS FROM STAFF**
- 10. **MATTERS FROM THE COMMITTEE**
- 11. **MATTERS FROM THE CHAIR**
- 12. **NEXT MEETING: Thursday, June 10, 2021**
- 13. **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.



MINUTES

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1. CALL TO ORDER

The meeting was called to order by Chair Garcia at 5:31 pm.

2. ROLL CALL

Members Present:

Councilor Michael Garcia (left at 5:56 pm)
Member Yvette Serrano (arrived at 5:38 pm)
Member Khal Spencer (presided the meeting at 5:56 pm)
Member Sky Tallman
Member Judith Gabriele
Member Yolanda Eisenstein
Member Bruce Finger
Member Rob Morlino

Members Excused:

Others Attending:

Romella Glorioso-Moss, Staff Liaison

3. APPROVAL OF AGENDA

MOTION: Councilor Garcia moved, seconded by Member Eisenstein, to approve the Agenda as amended.



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VOTE: The motion was on the following Roll Call vote:

For: Councilor Garcia, Member Spencer, Member Tallman, Member Gabriele, Member Eisenstein, Member Finger, Member Morlino

Against: None

Abstain: None

Chair Garcia moved to amend the Agenda by moving up Agenda Item #11 after Agenda Item #4 Approval of the Minutes.

4. APPROVAL OF MINUTES

a. March 11, 2021

MOTION: Member Spencer moved, seconded by Member Gabriele, to approve the as presented.

VOTE: The motion was on the following Roll Call vote:

For: Councilor Garcia, Member Spencer, Member Tallman, Member Gabriele, Member Eisenstein, Member Finger, Member Morlino

Against: None

Abstain: None

5. COMMUNICATIONS FROM THE PUBLIC



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Tim Rogers, Trails Program Manager, Santa Fe Conservation Trust

I'd like to add my comments on the Sandoval-Montezuma Intersection Project because I was not able to say my comments at the March meeting since I am not a BPAC Member.

I want to say that southbound Sandoval should have a bike lane (per Bike Master Plan, not to mention complete streets) that should not be precluded by a bump-out. Everyone is seeing this at 90% for the first time and we are not even getting a reply.

I also want to re-state that traffic calming by the city in the form of bump-outs and median islands with no consideration of needs/opportunities for bike lanes has cost Santa Fe dearly on several very important bikeways in the last five years - Alta Vista, Hospital Dr., W Alameda. "Bump-outs" work great where there is parking. For example Montezuma Ave. at Sandoval is OK to bump-out because there is parking on all legs, that is the space being "bumped-out" and the reason why bicyclists can get through by taking the travel lane.

On Alta Vista e. of St. Francis Dr. (a/k/a "Bike Route 66") and Hospital Dr. (one of Santa Fe's original 1993 "Bike Routes") the bump-outs could have been restricted to one side of the road, and bike lanes added on each side. Instead significant parking was added to south side of Alta Vista, and on Hospital Dr., the entire southbound side of the road is "bumped out" to effectively provide space for two legal parking spaces and a bus stop. The City once said bike lanes could be put in even after this work but I find it far more likely that we will suddenly find an expansion of parking (and with no more justification for it than at Alta Vista St.).

Median islands on W Alameda for River Trail crossings could have been designed to allow space for an eastbound (uphill) bike lane, which was already called for in the Bike Master Plan of 2012. In none of these cases, nor for new Rail Trail Crossing of Alta Vista St., was existence, need, or even previous planning for bike lanes considered by the City. (Thankfully the Rail Trail Crossing problem was amended through a change order and we now have bike lanes on that stretch of Alta Vista St.).

Southbound bike lane on Sandoval is not only desirable and feasible in the spirit of Complete Streets, but it's listed in the Bike Master Plan and would directly complement/reinforce bike wayfinding to Railyard about to be implemented (esp given problems with Guadalupe St.). It should not only be accommodated by this



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project at Montezuma and Sandoval but it should be integrated into it.

If we are to call ourselves multi-modal, we need to get away from these monolithic "traffic calming" projects that have minimal planning and minimal review before city commits itself to whatever their contractors have drawn up. I completely understand that the bump-outs reduce pedestrian crossing distance as well as traffic speed but they should not come at the expense of bike lanes - which ALSO narrow the roadway to reduce speeds and pedestrian exposure.

6. COMMUNICATIONS FROM OTHER AGENCIES

- a. Multi-modal Transition Study Updates, Amy Bell, Project Consultant
- b. Santa Fe Metropolitan Planning Organization, Erick Aune, AICP, SFMPO Officer
- c. Santa Fe Conservation Trust, Tim Rogers, Trails Program Manager

7. DISCUSSION AND POSSIBLE ACTIONS

- a. 90% Design Plan Review of Camino Entrada Roundabout Project (Romella Glorioso-Moss, Staff Liaison; Thaddeus Yazzie, PE, Souder, Miller and Associates; and Sky Tallman, BPAC Planning and Funding Subcommittee Chair)

Thank you Mr. Vice Chair. This project is at 90% design and is fully funded by the City so it won't be reviewed by NMDOT. This project is mainly a roundabout project that will be constructed at the intersection of Camino Entrada E-W and Camino Entrada N-S to safely accommodate the increased vehicular and pedestrian traffic associated with the new Southside Transit Center that will be built on Camino Entrada. ADA compliant sidewalks, including improvements to lighting and storm drainage are included in the project. The cost estimate for construction is \$1.6M. City Staff which is the Roadway & Trails Staff, River and Watershed Staff, Traffic Operations,



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SFMPO and Parks reviewed the plan last Monday. The SFMPO and Traffic Operations Manager have suggested a number of changes that are all bicycle and pedestrian focused. There were six changes on the plan that I'll ask the Consultant Mr. Thaddeus Yazzie to describe to the Committee. And I would like to express my appreciation to this Consultant – Souder, Miller and Associates because this is the very first time that I was involved in 90% design plan review that the consultant accommodated all the changes Staff recommended. Thank you.

Mr. Thaddeus Yazzie: Good evening everyone. This is Thaddeus Yazzie from Souder, Miller and Assocs. Romella provided BPAC background summary of Camino Entrada Intersection Improvement Project. In addition to the Roundabout the project also includes intersection improvements to Cerrillos Rd/Wagon Rd/ Camino Entrada and ADA ramps/pedestrian ramps and as Romella mentioned the City reviewed the plan last Monday. And to summarize the major comments:

- From SFMPO – widen the sidewalk from 6' to 10' on Camino Entrada E-W from Southside Transit Center E to the Camino Entrada/Cerrillos Rd intersection and across to the E side of the intersection of Camino Entrada.
- Insulation and upgrade of traffic detection signal system to accommodate bicycles and scooters going E-W on Camino Entrada to Wagon Rd and from Wagon Rd to Camino Entrada. We had full discussion on this with our Traffic Engineer, Romella and Traffic Operations Manager.

Staff Liaison: And another major addition is the addition of a Bike Box on Cerrillos and Camino Entrada Intersection.

Mr. Yazzie: Yes, the addition of a Bike Box on Camino Entrada E bound at the Cerrillos Rd intersection. We are currently reviewing the NACTO Guidelines to verify we are able to implement that.

Member Tallman: I'm glad to hear that. Thank you Thaddeus. That was a nice presentation. One of the things we are going to say was to widen the sidewalk at least on the N side and make it multi-use path. So I'm glad that it has been already taken care of.



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One other thing that is common on roundabouts and you can see this at Community College on Richards Ave. before bicyclists get to the roundabout they can choose either to enter the lane of traffic going around or they can have a little ramp to jump up on the sidewalk and I think that will be a welcome addition here since the curve radius is so wide especially coming off of Cerrillos. The cars can really speed up there. I think if a bicyclist is less comfortable they might want to use the multi-use path there so I will suggest to add slip ramps from the road on to the multi-use path.

The Bike Box that you are going to add at Cerrillos, is that connected to any bicycling markings on the pavement leading up to the Bike Box? Cause that's sort of a wide road from what I could gather from the drawing. It was not very clear.

Mr. Yazzie: There is a sharrow on the E of Camino Entrada going to Cerrillos Rd. intersection. There is also sharrow on Wagon Rd. So we implemented sharrow on both E & W bound on the E lane of Camino Entrada roundabout.

Member Tallman: Okay. It's not on the roundabout itself but there's a bicycle lane on Cerrillos Rd. going past Camino Entrada/Wagon Rd. and it's not all clear to me how bicyclists are supposed to continue straight down Cerrillos because there is not any sort of marking to get to the other side of the T-bone there or where the bicycles are supposed to go there. And as you know cars



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are going by you at 35 MPH. So, I'm not really sure if merging is what is expected or it's just kind of left out to the user try not to die. But you know I think some markings or maybe even tightening the curve radii on Wagon and Cerrillos so the cars really have to come to almost stop to turn could make it a much safer intersection.

Also, where the project meets at Cerrillos the median comes up to the cross walk and I think it would be a great safety feature to add a median island on the other side on the inside portion of the cross walk so it will be a protected pedestrian island there.

Mr. Yazzie: For what reason?

Member Tallman: The cross walk parallel to Cerrillos on Camino Entrada between the two turning islands. Does it make sense? So the median comes right up to the cross walk and the median had another piece to the opposite side of the cross walk so the cross walk will be contained by the median rather than inside the median.

Mr. Yazzie: On Camino Entrada?

Member Tallman: On Camino Entrada at Cerrillos.

Mr. Yazzie: We'll take a look at that and verify with the N bound and W bound turns to ensure that there are no conflicts.

Member Tallman: The same thing on the E bound lane there. The turning radii is super wide even though there are sharrows to get to that turn box. Cars would be turning right on Cerrillos would be going fast because they can. So if that turning radius could be tightened so the cars could go a little bit slower when they approach Cerrillos, I think that would be a great safety improvement as well.

Last comment, sidewalk N side of Camino Entrada appears at the end of the 2nd driveway W of the roundabout.

Mr. Yazzie: That's the end of our project – at the W leg.



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Member Tallman: Project does not go beyond that? So I guess the City needs to figure out what to do with the sidewalk because it drops the people off in the middle of nowhere.

Mr. Yazzie: We are building a ramp for that for the western most driveway on the N part of W leg there. We're building the ramps for future connection and there will be ADA accessible ramp. The sidewalk will provide access to the Habitat for Humanity and existing building on the NW quadrant of Camino Entrada intersection.

Member Tallman: One last thing on Camino Entrada South. The first driveway that comes off offers a real obtuse angle so cars that come thru the roundabout and not slowing down and comes thru into that driveway and make pedestrian crossing distance significantly longer just having that angled entrance and so I think it would be pedestrian safety added to having that closer to a right angle entrance into that first driveway.

Mr. Yazzie: On the Southern leg?

Member Tallman: S leg on the W side.

Mr. Yazzie: First driveway just to the roundabout?

Member Tallman: Maybe it's not how it's impacted but maybe how it is drawn. It's drawn like a very wide angle.

Mr. Yazzie: Yeah, essentially we have Southside Transit Center design show there but essentially there is a parking lot. They have to come out at S side and they will be going slower speed as they exit the roundabouts and essentially have to make almost a U turn. We verified this with turning movements of the passenger vehicle and the radii we're able to come up to accommodate that short turn there into the parking lot.

Member Tallman: It creates a precarious situation for pedestrians. Anyway those are our comments.



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Mr. Yazzie: Okay. We'll take a look at that and then we'll discuss these with Romella and see what can be implemented into the project as we move forward. Thank you.

Member Tallman: Thank you very much.

Vice Chair Spencer: I have a quick question for someone on the project. You mentioned that there will be a bicycle and scooter detectors. Are those optical or magnetic or what are they sensitive to? What is the sensitivity and would they respond to say aluminum or carbon road bicycles?

Mr. Yazzie: I believe the camera detectors on traffic signals ... from there the CoSF traffic operations will address the detection zones for scooters and bicyclists where they normally sit as they normally wait for the light to turn from red to green.

Vice Chair Spencer: Thank you.

Member Morlino: Are you aware of any existing examples where in the City at the moment those detectors are used at intersections?

Mr. Yazzie: I'm not too sure. I believe they are used at signals right now but which intersections ...I don't know which ones.

Member Morlino: Yeah, I'm not aware of any intersections at Santa Fe that can detect bicycles.

- b. 90% Design Plan Review of Agua Fria-Cottonwood Intersection Improvements Project (Romella Glorioso-Moss, Staff Liaison; Matthew Nighbert, PE, Souder, Miller & Assocs.; and Sky Tallman, BPAC Planning and Funding Subcommittee Chair)

Staff Liaison: This project is fully funded by NMDOT and at 90% Design Plan. This project came about because in 2012 a study was conducted by Worcester Polytechnic University for the SFMPO on vehicle crash analysis. As part of this analysis, they looked at intersection crashes throughout the region, placed a severity value on them and ranked the intersections based



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on crashes per million entering vehicles. The intersection at Agua Fria and Cottonwood was the highest ranking intersection which means the unsafest intersection not only in the CoSF but in the SFMPO region. So that's the background information for this project. The Consultant for this project is Matthew Nighbert of Souder, Miller & Associates (SMA) and he's here with us tonight. Matthew, please.

Mr. Nighbert: Thank you, Romella, thank you Vice-Chair. My name is Matthew Nighbert from SMA working on Agua Fria-Cottonwood Drive Roundabout Intersection Improvement project. As Romella said, it's a DOT-funded project. It's about \$1.5M estimated right now. We're at 90% and we submitted our 90% review from comments. And it's gone through quite a few iterations of changes over its design life plan. And even with that when we are doing our QC review for 90%, we looked at the crosswalk on Cottonwood Drive which I'm gonna dub as North leg. A little difficult because this whole thing sits on a diagonal. I will call Cottonwood Drive "North leg". It is a pretty steep crosswalk and we initially at 90% I think all of you had access to and reviewed. It eliminated that crosswalk; it definitely exceeded 2%. Tom Graham, the Project Manager on the City side and ADA Coordinator has asked us to look into option for maintaining and providing some means of pedestrian crossing across at North leg and we looked into that and we settled on a mid-block crossing parameter which does not need the requirement of a 2% cross slope. It can be steeper than 2%. So what we've resolved to do is move the crosswalk of the N leg further back and it's now at the far end away from the roundabout at the far end of the median node about 75'-80' away from the roundabout. We feel it meets the criteria for mid-block crossing. It is steeper than 2% but definitely less than 5%. This will also fall in line with future combinations of the Santa Fe River Trail that would be built at some point in the future. We do have that in mind. We are aware of that. Otherwise, I hope that that walk you through pretty good introduction of the project and if I left anything out; I'm sorry. If there are questions or comments I'm happy to take them now.

Member Tallman: Thank you Matthew. I'm glad that you considered a little bit putting a crosswalk on Cottonwood Drive but I wonder if putting a crosswalk 75-80' from the intersections will accommodate actual human behavior? Somebody is walking down Agua Fria on the north side, you know human



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behavior. They are not just to walk 75' out of their way to cross Cottonwood Drive and walk back and continue on Agua Fria. So I think you have to set-up a situation people are going to make unwarranted crossings at the intersection because that is convenient. So I wonder if there is some way you could treat the grade or you can meet ADA requirements having the further out one and maybe one at a steeper slope at the intersection that maybe less desirable but in particular respect

Mr. Nighbert: So we looked at several options.

Unfortunately, we're really constrained. We're tying into the bridge a little bit N of the roundabout. We're already cutting into existing grade and if we go any deeper we have to provide retaining walls on the South side of the roundabout. I hear what you're saying about providing a sidewalk that does not meet ADA but again you're basically setting up the scenario where you are excluding the disabled in a purposeful situation. It's not necessarily a compromise since we can do short of trying to cut into already built up properties and providing a retaining wall along the south side of the roundabout in a constrained scenario. This is our interpretation of PROWAG. I definitely understand your concern about people taking the shortest path... I definitely see that. I don't know the destinations of the pedestrians occurring along the North side of Agua Fria across Cottonwood Drive. It's kind of unattainable number but it's a possibility because of the bus stop for NE of the leg?

Member Tallman: How about installing a speed table and putting the cross walk on the speed table and speed table itself can kind of even things out?

Mr. Nighbert: I think that would just make a horrendous bump on the road. That solves one part of the problem but as you level out that ten feet from the crosswalk you have then to meet grade as you come out of that and we just don't have space for that. It's almost 4% coming out of the roundabout and to level off the 2% you have to go back to almost 6-8% just to get back to the grade before you get back to the bridge. And there is a driveway on the East side of Cottonwood Drive before you get to the Santa Fe River. We're really space constrained. It is not that we don't want to do this. We would love to provide a crosswalk at the roundabout as it normally be but fortunately,



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topography and already built-up conditions boxed us in to where we don't feel we can easily provide that. But we will look into this and see if we can accommodate that.

Member Tallman: I wonder if there could be some creative way to maybe not provide a marked crosswalk but provide some safety feature to acknowledge the fact that people are going to cross whether or not it is a marked crosswalk. And people may not be the design that you're intending for how people use the intersection but will people use the intersection but will people use it but cross the cross walk easiest to cross. So I think we need to anticipate that behavior will take place and make it as safe as possible.

c. Zia Trail Updates and other Pertinent Trail Issues (Romella Glorioso-Moss, Staff Liaison)

Staff Liaison: Thank you Mr. Vice Chair. I'd like to request all Members to look at p.17 of your packet. There is a lot line adjustment plat. At the direction of the Chair at our last meeting, I met with Land Use Department Director, City Property Manager and the SFMPO Officer to discuss what we can do with Zia Trail. And as you can see on p.17 of your packet in the subdivision plat, it is clearly stated that the use of the trail by the public is based on revocable permission. So when the property owners said No to the public to use the existing bike path, we can't do anything because it's a revocable permission. They have the right to do that. In 2016, when this lot line adjustment was done, it seems that the Land Use Dept. talked with the property owners to get public access to the path but the owners refused. Based on my meeting with the Dept. Director, it seems that he would not want to take this pathway via eminent domain because it's not possible politically especially there is an alternative route located just 100 ft away which is the Arroyo Chamisos. It is not also possible to fight this financially or legally. So Staff recommendation is to construct a trail next to Arroyo Chamisos – which will be Arroyo Chamisos Trail linking E & W Zia. BPAC passed a motion at the last meeting to do Location Study, Preliminary and Final Design funded through GRT. If Public Works Department Director chooses not to issue a bond for this project, there are other funding opportunities coming this May namely TAP & CMAQ. But it will take time to start a project if we will depend on these funding. It could take up to 3 years if we get funded through TAP. So, I will try to apply for Impact



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Fees. This is my update... I know it's not the news that BPAC members would like to hear but this is the result of my meeting.

Vice Chair: I have one question. It looks like on the aerial photo from the south is it even 100 ft of the diversion?

Staff Liaison: I didn't measure it exactly but that's what I remember you said from 2 meetings ago – that it is 100 ft away. But it's near enough the current bike path that Land Use don't wish to use eminent domain.

Vice Chair: It seems to me it's close enough that I rather build a diversion rather than fight with the property owner. I hope we get the money as soon as possible.

Member Gabriele: So thank you. I just want to make sure I understand this. So you would come down W Zia Rd and then travel down on Botolph Rd until you get to the new trail that runs parallel to the Arroyo Chamisos. Is that correct?

Staff Liaison: [At this point, Staff Liaison shared her screen showing the aerial photo and used the pointer to show what her thinking was.] So the bike path is here. We're thinking of constructing the trail here to connect with this trail.

Member Gabriele: Right. So when you get at the intersection of W Zia and Botolph Rd how do you get to the Arroyo Chamiso Trail. Do you travel down Botolph or will there be a trail going through that parcel somehow?

Staff Liaison: On ROW on Botolph Rd.

Member Gabriele: That makes sense.

Tim Rogers: Thank you for the report Romella. What exists today is really convenient because it connects one road to the other. So it's nice, it's convenient, it's direct. But sometimes, in these situations, the best thing to do about it is nothing. It's good to know that an alignment along the Arroyo Chamisos. This would be an extension of the Gail Ryba Trail. The Arroyo Chamisos Trail going E of St. Francis Dr. is the Gail Ryba Trail. It should be



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realized that the upper left of the image there on the N side of the Arroyo Chamisos there is an 8-ft wide pedestrian easement in place that goes all the way to the existing Gail Ryba Trail at the bridge by former Capshaw School. So that exists. So if this would be pursued as trail project, you would want to pursue the entire thing. 8-ft is not enough but the City has something to build on to make a multiuse trail. Of course, I think Romella mentioned it but there's a sidepath along Botolph on the west side which would make the connection from Zia. Of course, you can use the road as well as a bicyclist. But one question is either way, you're talking about crossing private ROW. Do you anticipate that would be easier to obtain ROW from these private landowners along the Arroyo Chamisos because that would seem another hurdle still.

Staff Liaison: My understanding from the City Property Manager is it would be a lot easier to do because it's an arroyo.

Tim Rogers: Well certainly, the City has been able to do it in the past and it's a favorable alignment as a trail. As a standalone connection it is not as smooth to connect Zia to Zia but if we really pursue this trail, suddenly we are building Arroyo Chamisos this much further East – and again the Gail Ryba Trail but it's the Arroyo Chamisos trail. So that will be wonderful. To get to what is the Old Arroyo Chamisos the other road on the East side, you attain the goal on getting the street grade to the East which you can ride Zia to Museum Hill practically. It's an easy ride in that direction. It's really pulling other part of the City into our bikeway network. So it's really important. Thank you for focusing on it and following up.

Staff Liaison: If Public Works Department Director will not issue a bond for this project, there trails impact fees we can use. We have to ask Parks if we can use some of the money for Preliminary design so we can start the project immediately and apply for construction funding via TAP. I can pursue this if this is BPAC's priority.

Vice Chair: So do we need a motion to vote on this? Or can we move forward because this has been our priority?

Staff Liaison: I think we can move forward because you passed a motion at the last meeting.



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Vice Chair: I think we have given our guidance.

- d. Public Works Department Temporary Street Closure Permitting Process (Sky Tallman, BPAC Planning and Funding Subcommittee Chair)

MOTION: Member Tallman moved, seconded by Member Eisenstein, to make fee closure of a street with the change in traffic patterns or closure of part of the street a petition process rather than a permit process with the City then taking action to close all or part of the street.

VOTE: The motion was on the following Roll Call vote:

For: Member Serrano, Member Spencer, Member Tallman, Member Gabriele, Member Eisenstein, Member Finger, Member Morlino

Against: None

Abstain: None

Member Tallman: We brought this up last year so I don't think it needs to be labored too much. But I would like to propose a motion for the City Council to make that a petition process rather than a permit process so if the same sort of qualifications of that 75% affected business owners or residents petition the City will close the street rather than the City issuing permit to individual permit applicant to then take on the liability doing that. We saw in the past that there was a lot of interest and it had a broad public support for the closure of certain street; and it didn't happen because of the large fees that are associated with the liability. So I think to facilitate this it depends on whether the pandemic will be over. Spring time is here and even if the pandemic is over, I think we would like to close streets sometimes. To change the traffic pattern, to close a street, a lane or a parking space, that should be a petition; not a permit. That's my contention.



MINUTES

**BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
APRIL 08, 2021
5:30 PM
VIRTUAL MEETING**

Vice Chair Spencer: Would the rest of the rules still apply that is currently on the permitting process as far as the use of the street?

Member Tallman: I don't have issues for the rest of the rules. I think it's up to the City Council to debate that but I think the starting place they do a lot of groundwork to establish what would be good criteria. So I'd say I think keep the criteria that they have come up with unless they decide to come up with other criteria. Maybe I rather not comment on the criteria but I think the process should take the form of a petition rather than permit application.

Vice Chair: Would you like to put that in a form of a formal motion and see if we can get a second?

Member Tallman: To make fee closure of a street with the change in traffic patterns or closure of part of the street a petition process rather than a permit process with the City then taking action to close all or part of the street.

Second: Member Finger

DISCUSSION

Member Eisenstein: I just want to understand the petition process. I certainly agree with Sky that what they did last year certainly was not very efficient or favorable. But how does a petition process work? If we make a motion that it should be a petition process as a standard process, the City Council would know exactly what to do to set it up? So that's my question. How does it actually works.

Member Tallman: I'm not sure to the answer to that. Maybe Ms. Glorioso-Moss can answer that better. But I think the fundamental principle is that maybe they don't know exactly what it means. So maybe they need to define it or figure it out as part of the process but the principle at hand is the City should be responsible for closing of a lane or changing of a traffic pattern. It's the City's duty to do that anyway. For example, if the traffic light goes out then the City redirects the traffic. Or if utilities need repair, we close the street and make a detour.



City of Santa Fe

MINUTES

**BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
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5:30 PM
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Member Eisenstein: Maybe we should make it a little bit broader in terms of a motion. The petition process or another process which the City is responsible for the closure. I support the petition but I'm wondering if we need to broaden it to give the City a leeway as long as we make sure the City is responsible.

Member Tallman: Ms. Glorioso-Moss, do you have any suggestion on the language of the motion?

Staff (Glorioso-Moss): If it's a petition process maybe Legal will be involved or Land Use. I know this process was led by Public Works – Traffic Engineering but I am not a Traffic Engineer. Maybe what we can do is move with the motion; vote on the motion and I will do research on how the process works. If the motion won't work, maybe we can rescind the motion at the next meeting.

Member Tallman: We are an advisory committee so if we use the word "petition" and it turns out Council has a better idea that is not exactly synonym to that. I'm not sure that it would change the nature of our motion. We make a motion, and the intention is clear. Council may change the word or play with it a little bit.

Vice Chair Spencer: I think that's fair. We are just advising the Governing Body. If the Governing Body thinks this does not quite work let's come up with something else. It's still an advise coming from us. What I do recall at least with traffic calming in Los Alamos, the City did not require people to submit a permit. The rule was if a certain percentage of residents petition for a traffic calming study, the City conducts the study. So this is sort of consistent with that sort of idea.

Member Gabriele: I wonder the same thing that Yolanda brought up. Can the motion be worded in such a way that we don't have to be prescriptive with the procedure if we don't understand what the procedure is? The point is to not make it a burden on the shop owners or property owners and that it should be the responsibility of the City. Is there a way to word it that way so that however it works we don't have to go back and change the motion or whatever.



MINUTES

Member Tallman: That's what we kind of tried to do last year and Councilor Garcia did not really know what to do because we did not really have a framework to work with and it didn't go anywhere. It was not presented to the Council and it died. So I think starting with a motion petition ... because petition is really a broad concept. It just means a bunch of citizens asking to do something. Petition is really broad but it's distinct from a permit.

Member Gabriele: So is that why we think it did not go forward because the wording was not appropriate or whether there are other barriers that maybe it didn't make it happen?

Member Tallman: Another barrier was just backlogged of not meeting for many months because of the pandemic. And he did not want to take it on after October because I guess we all thought no one would like to close the street after the pandemic ended which was supposed to be months ago.

Discussion ended here. Roll call vote on the motion was called.

- e. Engineering Staff Requests and Recommendations (Romella Glorioso-Moss, Staff Liaison)

Traffic Operations Manager requested help from BPAC in prioritizing sharrows need replaced in the City. We currently have 14 sharrows and Traffic Operations Manager ordered 20 more. A box of 2 sharrows costs \$480. So if there are more than 34 sharrows to replace "immediately" or within a year (meaning prior June 30, 2022) we need to find more funds in our Operational Budget. A form was included in the packet.

- f. Sidewalk Funding Policy (Sky Tallman, BPAC Planning & Funding Subcommittee Chair)

MOTION: Member Tallman moved, seconded by Member Eisenstein, to postpone agenda items 7.f through 7.i to next meeting.



MINUTES

VOTE: The motion was on the following Roll Call vote:

For: Member Serrano, Member Spencer, Member Tallman, Member Gabriele, Member Eisenstein, Member Finger, Member Morlino

Against: None

Abstain: None

- g. E-bikes (Khalil Spencer, BPAC Vice-Chair; and Yolanda Eisenstein, BPAC Law & Policy Subcommittee Chair)
- h. Bishop's Lodge Road Bicycle and Pedestrian Safety Issues (Yolanda Eisenstein, BPAC Member)
- i. BPAC Recommendations for Potential Uses of Parks Stimulus Funds (Robert Morlino, BPAC Member)

8. **MATTERS FROM STAFF**

9. **MATTERS FROM THE COMMITTEE**

10. **MATTERS FROM THE CHAIR**

The Chair informed the Committee that Member Khal Spencer is stepping down as the Promotion, Education and Programming Subcommittee Chair and he is appoint Member Judith Gabriele as Chair.

He also informed the Committee that he is leaving before 6 pm to attend the Governing Body's Special Meeting and Vice Chair Khal Spencer will chair the meeting.



City of Santa Fe

MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
APRIL 08, 2021
5:30 PM
VIRTUAL MEETING

11. **NEXT MEETING: Thursday, May 13, 2021**

12. **ADJOURN 7:48 pm**

Romella Glorioso-Moss

Liaison

Chair

For Agenda Item 7.a 90% plan design for Agua Fria/South Meadows Intersection Improvements please go to <https://drive.google.com/drive/folders/1J3UYPlp5JyT61913TVumSWRKrzEiQMB> to access/download the plan.

City Project Administrator: Tom Graham, Office: (505) 955-6654, Cell: (505) 629-7264

tmgraham@santafenm.gov

Project Consultant: Eric Cornelius, PE, Santa Fe Engineering Consultants, LLC

Background information for 7.c Public Works Department Temporary Street Closure Permitting Process

https://www.santafenewmexican.com/news/local_news/santa-fe-city-council-approves-proposal-to-close-downtown-streets/article_87749c1a-b632-11ea-9e4c-efde57357a39.html

Santa Fe City Council approves proposal to close downtown streets

By Daniel J. Chacón dchacon@sfnewmexican.com

Jun 24, 2020

Restaurants and other businesses in Santa Fe trying to survive under occupancy restrictions imposed by the state as part of an ongoing effort to contain the spread of COVID-19 will be allowed to expand their footprint outside.

Mayor Alan Webber and the City Council voted 7-2 Wednesday to approve a resolution that establishes a framework for the closure of city streets to vehicles through at least Halloween.

“You guys went against the voice of the community, and I have to vote ‘no,’ ” said City Councilor Michael Garcia, who proposed an unsuccessful amendment to keep San Francisco Street open between Galisteo Street and Cathedral Place.

While at least one street bordering the Santa Fe Plaza must be accessible to vehicles “at all times” under the measure, an effort by Garcia and City Councilor JoAnne Vigil Coppler to exclude San Francisco Street failed.

“My whole thing here with the San Francisco Street staying open is I have a belief that we have enough controversy in this city right now — we have enormous controversy,” said Vigil Coppler, referring to divisions over historical monuments, among other issues. “We have petitions every which way, and one of them is this one.”

The possibility of closing San Francisco Street generated strong objections from some native Santa Feans and also sparked a petition started by former City Councilor Ron Trujillo and signed by nearly 3,000 people opposing such a closure.

“We as councilors, we listen to the people when we’re out there asking for their vote,” Garcia said. “But we’re not out there listening to that when they’re asking us to do the work on their behalf. So think about your vote.”

Garcia urged his colleagues to not be “dismissive” of the public, who he said in some instances were “shouting from the rooftops, ‘Do not close San Francisco Street.’ ” He said he received “overwhelming requests” to keep the street open.

Webber, who sponsored the resolution, which initially called for the closure of San Francisco Street, said it was “premature” to presume the roadway would be closed.

“We won’t be voting on what gets closed or not. This would be a professional decision based on the expertise of the city staff,” the mayor said. “We won’t be taking it into our own hands.”

Under the resolution, temporary street closures will be established through the issuance of an “obstruction of streets permit” issued by the city’s Public Works Department. At least 75 percent of the businesses and residents whose primary access is on the street must support the proposed street closure. The proposal also calls for all streets surrounding the Plaza to be open to vehicular traffic during designated cruise nights.

Streets deemed as “major arterials and collectors,” such as Cerrillos Road and St. Francis Drive, will not be eligible for street closures.

Follow Daniel J. Chacón on Twitter *@danieljchacon*.

Daniel Chacon

Reporter

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CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2020-24

INTRODUCED BY:

Mayor Alan Webber

A RESOLUTION

**ESTABLISHING A FRAMEWORK FOR THE CLOSURE OF STREETS TO
VEHICULAR TRAFFIC FOR A CERTAIN PERIODS DURING 2020.**

WHEREAS, businesses throughout the City of Santa Fe have felt the economic impact of mandated business closures, followed by limited reopenings, as a result of the COVID-19 pandemic; and

WHEREAS, local businesses and the City government seek creative solutions to allow safe and open options for Santa Fe’s residents and visitors during the unprecedented situation; and

WHEREAS, local businesses, in order to adapt to the current pandemic, have developed creative opportunities to “virtually experience Santa Fe” that allow people to attend cooking classes, take a virtual walkthrough of museums, take flamenco lessons, participate in daily meditations, or even listen to a live book reading from a local bookstore; and

WHEREAS, the Public Health Order issued on June 12, 2020 restricts restaurants to fifty percent (50%) of their normal capacity and restricts retail businesses to twenty-five percent (25%)

1 of capacity;

2 **WHEREAS**, if restaurants and businesses are able to expand their capacities safely, that
3 opportunity will improve their abilities to survive the health and economic crises;

4 **WHEREAS**, one opportunity for restaurants and other businesses to expand their
5 capacities safely is to occupy portions of City-owned properties, such as publically owned
6 sidewalks, roads, or parking spaces; and

7 **WHEREAS**, the City has identified a mechanism for individual business's use of
8 portions of public roads, sidewalk, and parking spaces through an obstruction permit;

9 **WHEREAS**, the State has provided the opportunity for restaurants holding an alcohol
10 license to increase their footprints by twenty-five percent (25%), under certain circumstances;

11 **WHEREAS**, there is legislation under review by the Governing Body to expand the
12 permissible areas for the sale and consumption of alcohol to include City property; and

13 **WHEREAS**, the City closes certain streets to vehicular traffic annually to improve the
14 pedestrian experience, community building opportunities, and economic development
15 opportunities; in particular, the Governing Body adopted Resolution No. 2014-49—People to the
16 Plaza—to close three of the four streets bordering the Plaza, from Memorial Day through the
17 Monday following the annual Fiesta de Santa Fe; and

18 **WHEREAS**, as a result of the popularity of the People to the Plaza initiative, Resolution
19 No. 2014-49 was amended by Resolution Nos. 2014-75 and 2016-80 to extend the time period of
20 the closure to October 31 or such later date determined by the city manager based upon weather
21 on an annual basis; and

22 **WHEREAS**, many members of the Santa Fe business community as well as the public
23 have expressed a desire to provide increased and safer opportunities for pedestrian access
24 throughout the City, such as through additional road closures; and

25 **WHEREAS**, during the pandemic, cities such as Boston, Washington D.C., Minneapolis,

1 Oakland, and Seattle, among others, have temporarily closed streets to vehicular traffic to provide
2 pedestrians and cyclists with increased access while encouraging social distancing; and

3 **WHEREAS**, many of these cities have closed down multiple miles of streets to normal
4 vehicular traffic, with New York City planning on eventually closing down 100 miles of roadway
5 to vehicular traffic; and

6 **WHEREAS**, closing certain streets in Santa Fe until the end of October, 2020, would
7 allow more restaurants and businesses to take advantage of the State and City opportunities to
8 expand their footprints and would allow for greater access to those businesses by non-vehicular
9 traffic; and

10 **WHEREAS**, the opening of streets and allowing businesses to increase their outdoor
11 square footage is not only good for businesses but will increase the safety of workers as they
12 work within the confines imposed as a result of the COVID -19 pandemic.

13 **NOW, THEREFORE, BE IT RESOLVED** that the City shall apply the following
14 framework when evaluating the temporary closure of streets to vehicular traffic:

15 1. Temporary street closures will be established by the City of Santa Fe Public
16 Works Department, in conjunction with the Department's issuance of Obstruction of Streets
17 Permits.

18 2. Before the City issues an Obstruction of Streets Permit to any business seeking to
19 occupy space on a street closed to vehicular traffic, the business shall provide a diagram of the
20 City property the business seeks to use.

21 3. Temporary street closures may only be implemented between July 1 and October
22 31, 2020, unless extended by adoption of a resolution by the Governing Body.

23 4. Any business that utilizes City property on a closed street pursuant to this
24 Resolution shall not conduct business on the street between the hours of 11:00 pm and 6:00 am.

25 5. At least seventy-five percent (75%) of the businesses and residents whose

1 primary access is on the proposed street must support the proposed street closure, as certified by
2 the businesses and residents through a petition submitted to the Public Works Department
3 Director.

4 6. The terms of the closure shall ensure adequate emergency access, verified by the
5 City's Police and Fire Departments.

6 7. The terms of the closure shall accommodate accessible parking, ADA
7 compliance, and adequate access for deliveries before 10:00 a.m. ea ch day.

8 8. At least one street bordering the Plaza shall be accessible to vehicular traffic at
9 all times.

10 9. Major arterials and collectors, as defined by the Santa Fe Metropolitan Planning
11 Organization, shall not be closed to vehicular traffic pursuant to this Resolution.

12 PASSED, APPROVED, and ADOPTED this 24th day of June, 2020.

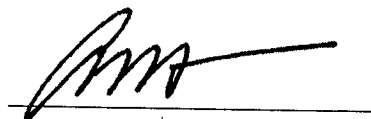
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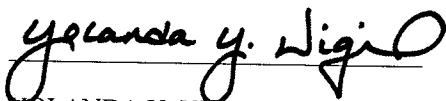
ATTEST:



ALAN WEBBER, MAYOR

17

18



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YOLANDA Y. VIGIL, CITY CLERK

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APPROVED AS TO FORM:

21

22



23

ERIN K. McSHERRY, CITY ATTORNEY

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25

Legislation/2020/Resolutions/2020-24 Temporary Street Closure



INSTRUCTIONS FOR OBTAINING PERMIT FOR OBSTRUCTION OF STREETS

City of Santa Fe Code, Chapter 23-1.4 states that any person desiring to place any obstruction on any public street, alley or way in the city shall make application to the public works department for a permit to do so.

Steps for submitting an application for an Access Permit:

1. **Pick up an Application Packet** from the Public Works Department - Traffic Engineering Division office, 500 Market Street Suite 200, or from the City of Santa Fe website (www.santafenm.gov). Application Packets can also be mailed to applicants via US Mail upon request by calling 955-6931.
2. **Return Completed Applications** to the Public Works Department - Traffic Engineering Division. Completed Applications can also be submitted via US Mail to the City of Santa Fe Public Works Department - Traffic Engineering Division, PO Box 909, Santa Fe, NM, 87504-0909. Completed packets can also be submitted by email to jmmartinez1@santafenm.gov
3. **Please allow up to five (5) working days for application to be approved.**
4. **If approved**, the applicant will be contacted to schedule an appointment to pick up the permit and pay the \$100 permit fee.

CHECK LIST FOR SUBMITTING AN APPLICATION:

1. _____ PERMIT APPLICATION (FOLLOWING PAGE)
2. _____ ACCURATE DRAWING OF PROPOSED OBSTRUCTION OF STREETS INCLUDING ALL NEEDED TRAFFIC CONTROL. TRAFFIC CONTROL MUST COMPLY WITH THE MOST CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
3. _____ PROOF OF GENERAL LIABILITY INSURANCE IN THE AMOUNT OF \$1,050,000 THAT NAMES THE CITY OF SANTA FE AS A POLICY HOLDER
4. _____ IN SOME CASES A \$10,000 SURETY BOND THAT NAMES THE CITY OF SANTA FE AS A POLICY HOLDER WILL BE NEEDED. THE TRAFFIC ENGINEERING DIVISION WILL DETERMINE IF A SURETY BOND IS NEEDED.
5. _____ APPLICANT MUST ALSO CONTACT AND COORDINATE WITH THE PARKING DIVISION (505-955-6667 OR 505-955-6615) REGARDING BAGGING PARKING METERS AND/OR PARKING IN OTHER WISE NON-PERMITTED AREAS.
6. _____ A PERMIT FEE OF \$100 WILL BE COLLECTED WHEN PERMIT IS ISSUED. (CASH, VISA OR MASTER CARD, OR CHECK TO THE CITY OF SANTA FE).

*The Traffic Engineering Division must obtain authorization from the City's Fire Marshal prior to issuance of permit.



City of Santa Fe
Public Works Department
Application for Permit for Obstruction of Streets

A Permit for a legal obstruction of any public street alley or way in the city is governed by the requirements of City Code §23-1.4.

APPLICANT NAME _____

MAILING ADDRESS _____

EMAIL ADDRESS (OPTIONAL) _____

APPLICANT PHONE NUMBER _____

IN ACCORDANCE WITH THE ATTACHED PLAN OR SKETCH, APPLICATION IS MADE FOR OBSTRUCTION OF STREETS FOR THE FOLLOWING LOCATION:

COMPANY NAME _____

LOCATION _____

REASON FOR OBSTRUCTION: _____

DATES OF OBSTRUCTION _____

Additional Comments:

If this permit is granted, I/we agree to comply with all of the conditions, restrictions, and ordinances of the City of Santa Fe, which govern this permit. I/We further understand that failure to comply with the conditions of this permit may result in revocation of this permit and possible fines or other legal actions imposed by the City of Santa Fe.

Applicant Signature _____ **Date** _____

For Office Use Only

DATE IN _____ **DATE OUT** _____

REVIEWED AND SIGNED BY _____

PERMIT APPLICATION NUMBER _____

7.e E-bikes

<https://www.peopleforbikes.org/electric-bikes/policies-and-laws>

State Electric Bicycle Laws | A Legislative Primer

2/24/2021

Table of Contents

Contact

Introduction



The past few years have seen a marked increase in the number of electric bicycles (or “e-bikes”) in the U.S.

This primer deals specifically with low-speed electric bicycles as defined by the Consumer Product Safety Commission. E-bikes are most frequently “pedal-assist” or “muscle-assist,” meaning the rider must be pedaling for the electric motor to engage. E-bikes may also come equipped with a throttle that allows the bike to be propelled without pedaling.

The bicycle's low-speed electric motor provides a boost of power to climb hills, extend the range of trips where a bicycle can be used, allow current bicycle users to bike more often and farther, provide a new recreation option for people who want to bike and in general, extend the range of any ride.

Low-speed e-bikes are as safe and sturdy as traditional bicycles and move at speeds similar to conventional bikes. E-bikes are emissions-free, low impact and operate silently. E-bikes vary widely in terms of shape and size, but the different types closely align with those of regular bicycles. E-bikes resemble traditional bicycles in both appearance and operation and do not function similarly to mopeds, scooters and other motorized vehicles.

According to a 2018 [bicycle industry analysis](#), e-bikes sales increased 83 percent between May of 2017 and May of 2018, and e-bikes made up 10 percent of overall bikes sales in the U.S. for that time period. While the Asian and European e-bike markets are more robust, industry advocates hope to continue to expand U.S. e-bike sales.. Most major U.S. bicycle brands sell e-bikes, and bicycle manufacturers have moved or are positioning themselves to move to the U.S. to capitalize on the growing market.

Electric bicycles cost on average \$2,000 - \$3,000, versus a \$1,000 average investment for a mid-range traditional commuter bicycle. An investment in an electric bicycle is appealing to those who are looking to replace short trips typically made by car, therefore the investment can be justified if the buyer factors in the reduced cost of car maintenance and fuel.

Reasons for purchasing an e-bike vary, with some looking for a cheap commuting mode and others looking for a less physically demanding bicycle option or help bicycling through hilly areas. E-bikes may also provide a more attractive and feasible choice to take short trips. According to U.S. Department of Transportation survey data, half of all trips in the U.S. are three miles or less in length, a distance widely regarded as bikeable for most adults and even more feasible for electric bicycle riders. Seventy-two percent of those trips are currently made by cars and fewer than 2 percent by bicycle. E-bikes also provide a new transportation and recreation option for people with disabilities and those with physical limitations.

E-bikes have even been embraced by the nation's rapidly expanding bike-share systems. In 2011, the University of Tennessee-Knoxville launched the [country's first](#) electric bicycle sharing system, with two bike-share stations on their campus. In 2015, Birmingham, Ala., unveiled a citywide bike-share system with 100 e-bikes in the fleet of 400 bikes, in the hopes the program will attract more novice riders. With the aid of private funds, [Utah has unveiled](#) a small electric bike-share system at their State Capitol complex. Richmond, Va., will be unveiling an electric bicycle sharing system soon. Dockless bike-sharing systems are also rapidly integrating e-bikes into their fleets; companies such as JUMP Bike and Motivate now offer dockless e-bikes in cities such as Austin, Denver and Sacramento.

State legislatures have begun to grapple with how to differentiate and define e-bikes and regulate their operation and equipment standards on roadways and trails in their respective states. One challenge is the distinction between other motorized vehicles such as scooters and mopeds, and the burgeoning market and interest in e-bikes as a cost-effective and environmentally friendly transportation option.

E-bike Safety Research



When faced with an e-bike bill, legislators and stakeholders by and large first question the safety, speed and allowed areas of operation for an e-bike. As part of a [2015 survey](#) of Americans regarding their opinions about e-bikes, 72 percent of respondents stated their top concern was safety. With respect to speed, the research is mixed and somewhat inconclusive thus far with regards to the typical speed of e-bikes and how much that differs from traditional bicycles.

One study from Sweden found average travel speeds for e-bikes to be over 5 miles per hour faster than for traditional bicycles (14 mph versus 8.7 mph). However, [a study](#) of the University of Tennessee-Knoxville's e-bike sharing system did not find much difference in the average travel speeds and the average top speeds for e-bikes versus traditional bikes and stated in its finding that "With few exceptions, riders of e-bike behave very similarly to riders of bicycles." A [2016 study](#) examining the relative probability of an e-bike versus a conventional bike to be involved in a traffic conflict did note that there was a higher risk of conflict at an intersection for e-bikes, because of higher speeds approaching an intersection. Otherwise, the study found little or no difference with regards to risk or actual conflicts.

Cultural norms, law enforcement of speed limits, physical infrastructure and other factors all likely play a role in bicycling speeds and other bicycling operation decisions made by conventional traditional bikes and e-bikes and it is clear further research is needed.

Electric Bicycle



An e-bike that meets the federal definition of an electric bicycle and is subject to product safety standards for bicycles.

Federal Role, Definition and Actions

At the federal level, a 2002 law enacted by Congress, [HB 727](#), amended the Consumer Product Safety Commission definition of e-bikes. The law defined a low-speed electric bicycle as “A two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.” The federal law permits e-bikes to be powered by the motor alone (a “throttle-assist” e-bike), or by a combination of motor and human power (a “pedal-assist” e-bike).

Significantly, federal law only specifies the maximum speed that the e-bike can travel under motor power alone. It does not provide a maximum speed when the bicycle is being propelled by a combination of human and motor power, which is how e-bikes are predominantly ridden. The Consumer Product Safety Commission has clarified that the federal law does allow e-bikes to travel faster than 20 mph when using a combination of human and motor power.

This law distinguishes, at the federal level, e-bikes that can travel 20 mph or less under motor power alone from motorcycles, mopeds and motor vehicles. Devices that meet the federal definition of an electric bicycle are regulated by the Consumer Product Safety Commission and must meet bicycle safety standards. However, as a 2014 [e-bike law primer](#) notes, this federal law only applies to the e-bike’s product standards and safety.

State traffic laws and vehicle codes remain the sole domain of states and state legislatures. In other words, the manufacturing and first sale of an e-bike is regulated by the federal government, but its operation on streets and bikeways lies within a state’s control. Thus, many states still have their own laws that categorize e-bikes with mopeds and other motorized vehicles, require licensure and registration, or do not enable them to be used on facilities such as bike lanes or multi-purpose trails.

State Legislative Scan

There has been a steady stream of legislative action at statehouses regarding e-bikes since 2015. State legislation has focused on three dynamics:

- Revising older state laws that classify e-bikes as mopeds and scooters and may include burdensome licensure, registration or equipment requirements.
- Creating three-tier classification systems for e-bikes depending on their speed capabilities.
- Refining more recent e-bike laws that could benefit from further clarification and detail.

The District of Columbia (D.C.) and 44 states in some manner define an electric bicycle:

Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Michigan, Minnesota, Mississippi, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee,

Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin and Wyoming. All these states have different laws regarding the operation of electric bicycles. In the remaining states, electric bicycles lack a specific definition and may be included within another vehicle class such as “moped” or “motorized bicycle.”

In Mississippi, there is no clear designation for an electric bicycle, but an [attorney general opinion](#) indicates that an electric bicycle would be considered a bicycle. While Kentucky also lacks a definition for e-bikes, the Department of Transportation passed an administrative regulation in 2015 that brought e-bikes within the scope of the state’s bicycle regulations.

Three-Tiered E-Bike Classification System

Twenty-six states (Arizona, Arkansas, California, Colorado, Connecticut, Florida, Georgia, Idaho, Illinois, Indiana, Louisiana, Maine, Maryland, Michigan, New Hampshire, New York, Ohio, Oklahoma, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, Wisconsin and Wyoming) have created a three-tiered e-bike classification system intended to differentiate between models with varying speed capabilities. These states have almost identical defining language for e-bikes, as well as similar safety and operation requirements.

New Jersey and West Virginia both established a two-tiered classification system. In New Jersey’s case, the definition only includes the first two tiers of classification. The legislature then modified its “motorized bicycles” definition by stating that such device is one that operates in excess of 20 MPH with a maximum motor-powered speed of 28 MPH. This would generally meet the definition of a “class three” e-bike. In West Virginia, the law provides for “class one” and “class three” e-bikes, but not the “class two” classification e-bike that can be propelled solely by a motor up to 20 MPH.

Class 1 electric bicycle	A bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
Class 2 electric bicycle	A bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.
Class 3 electric bicycle	A bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour and is equipped with a speedometer.

Any device outside of these definitions is not considered a low-speed electric bicycle that would be regulated as a bicycle.

Helmet Requirements

At least 25 states and D.C. have some sort of helmet requirement for e-bike riders and passengers. These often apply to riders under a certain age.

- Connecticut has the strictest requirement, requiring operators and passengers for all classes of e-bikes to wear protective headgear.
- Florida, Maine and Maryland require any e-bike operator or passenger under 16 years of age to wear a helmet, while New Jersey requires any e-bike operator or passenger under 17 to wear a helmet and New York requires any e-bike operator or passenger under 14 to wear a helmet. Moreover, Delaware requires any e-bike operator or passenger under 18 to wear a helmet.
- California, Georgia, Louisiana, New York, Ohio, Tennessee, Virginia and West Virginia require the operator and all passengers of class three electric bicycles, regardless of age, to wear protective headgear.
- Arkansas requires operators and passengers of a class three e-bike under age 21 to wear protective headgear.
- Colorado, Indiana, Michigan, New Hampshire, South Dakota and Utah require helmets for those under age 18 operating or riding on a class three e-bike. Additionally, in South Dakota, any passenger on a class three e-bike, regardless of age, must wear a helmet.

However, 25 states do not have helmet requirements for any class of e-bike. Of which, at least eight, including Arizona, Idaho, Illinois, Oklahoma, Texas, Washington, Wisconsin and Wyoming, have enacted specific e-bike laws without such requirements.

Twenty-two states and D.C. have helmet laws that apply to all bicyclists, including e-bike riders, under a certain age, ranging from under 12 to 18 years of age.

- Alabama, Connecticut, Florida, Georgia, Hawaii, Kansas, Maine, Maryland, Massachusetts, New Hampshire, North Carolina, Oregon, Rhode Island, Tennessee and D.C. require riders under age 16 to wear a helmet.
- In California, Delaware and New Mexico, riders under 18 must wear a helmet.
- In New Jersey, riders under 17 must wear a helmet. In West Virginia, riders under 15 must wear a helmet and, in New York, riders under 14 must wear a helmet. In Louisiana and Pennsylvania, riders under 12 must wear a helmet.

Registration, Licensure, and Insurance Requirements

States with a three-tiered classification system typically exempt an e-bike from registration, licensure and insurance requirements to differentiate between e-bikes and other motorized vehicles such as mopeds and scooters.

- For example, Idaho’s law specifically states mopeds and motorcycles are not e-bikes and explicitly exempts e-bike operators from licensure, registration and titling requirements.
- New Jersey’s two-tiered classification system exempts “low-speed e-bikes,” which have a maximum operating speed of 20 MPH, from registration, licensure and insurance requirements. However, the law also defines “motorized bicycle” as a pedal bicycle having an electric motor that propels the bicycle in excess of 20 MPH with a maximum motor-powered speed of 28 MPH. These devices must still register with the state Motor Vehicle Commission and riders must also be at least 15, have a valid license, insurance and wear a helmet. Illinois’ law allows local authorities to regulate the operation of bicycles, low-speed electric bicycles, low-speed gas bicycles and also require registration and licensing of the same, as well as requiring a registration fee.
- Wyoming also empowers localities to enact a registration fee as part of any local ordinances governing the operation, registration and licensure of non-electric bicycles and e-bikes.
- Hawaii requires e-bikes to be registered and to pay a one-time fee of \$30. Owners of non-electric bicycles in Hawaii must register their bikes as well, but the fee is \$15.

All 26 states with a three-tiered classification system require an e-bike to be affixed with a label that states the classification number, top-assisted speed and motor wattage.

E-Bike Licensing and Operation

Overall, at least six states—Alabama, Alaska, Massachusetts, Missouri, New Mexico and North Dakota—require a license to operate an e-bike, typically because they still fall under the designation of another motorized vehicle classification with licensure and registration requirements and have not had a distinct e-bike law created. Utah and Vermont are examples of states that have recently eliminated e-bike licensure and registration requirements. Some states, including Alabama and Alaska, that define e-bikes in some manner still nonetheless require an operator’s license to ride an e-bike.

E-bike Operation on Multi-Use Paths



Of the 43 states and D.C. that define e-bikes, some state laws, such as in Arizona, Minnesota, Utah and Washington, specifically allow e-bike operation on facilities such as bicycle paths or greenways, with the caveat that many carve out exceptions for localities to

enact stricter operation regulations on such bike and pedestrian facilities. In Delaware, Iowa and Nebraska, electric bicycles are defined within the existing definition of a bicycle, therefore there is not a distinction when it comes to operation on trails. Vermont specifies that motor-assisted bicycles are governed as bicycles and have the same rights and duties applicable to bicyclists. Hawaii's law does not include restrictions on where e-bikes may operate.

Conclusion

Assuming the continued robust growth of the e-bike industry, state legislatures will likely continue to grapple with defining e-bikes, clarifying operation, safety and equipment standards and further distinguishing from motorized vehicles such as mopeds and scooters.

For further information on e-bike laws, research, news and industry updates visit [People for Bikes](#).



Memo

To: BTAC

From: Yolanda Eisenstein

Re: E-bikes

Date: October 8, 2020

I have done some preliminary research on state laws regarding e-bikes. My search pulled up more than 200 state laws, so I narrowed it down and looked at a few states for any trends. The following is based on the states of California, Connecticut, Illinois, Michigan, Nevada, Tennessee, and Texas. I simply tried to look at a mix of geographies.

Most laws fell into the following categories:

Definitions

The bicycles are in classes 1, 2, and 3. Class 3, which can reach speeds of 28 mph, often had different rules and prohibitions from those for classes 1 and 2. Generally the e-bikes were classified with bicycles, scooters, mopeds, and personal mobility devices, not with motor vehicles.

I found some bikes on the internet that go faster than 28 mph and there were a number of state laws that prohibit modifications. Apparently, some states have either had problems of this nature or are trying to head off any problems in advance.

Manufacturing Specifications/Equipment

Many of the laws were related to manufacturing. I found requirements related to labeling, which should clearly show the class, speed, and wattage; and compliance with federal laws.

Safety

The safety laws were about helmets, age restrictions, lights, reflectors, brakes, etc. Some prohibited Class 3 e-bikes on sidewalks or trails.

Other

Other laws varied. I could not find anything specifically on electric bicycles in the states of Oregon, Washington, and Colorado. That could mean that the municipalities have taken the lead with ordinances; that these states feel that their existing laws are sufficient; or, they just haven't passed anything yet. Gov. Cuomo actually vetoed the first set of laws in New York.

Local ordinances are a bit more tedious to research, but I did look at city ordinances for Seattle and Portland. Portland seems to be looking at the entire electric vehicle industry and is specifically looking at parking ordinances. Seattle has incorporated electric bicycles into their existing ordinances and has enacted some new ones, such as definitions.

New Mexico

I could not find any statutes for New Mexico in the legal database that specifically address electronic bicycles. In an internet search I read that there is a helmet law for e-bikes, but I didn't find it. I assume it's a general bike helmet law. I did find a couple of biking-related websites that said e-bikes are illegal in New Mexico because "they are defined as 'mopeds' and are subject to the licensing and insurance requirements that apply to motor vehicles." As defined in the New Mexico statute, "moped means a two-wheeled or three-wheeled vehicle with an automatic transmission and a motor having a piston displacement of less than fifty cubic centimeters, that is capable of propelling the vehicle at a maximum speed of not more than thirty miles an hour on level ground, at sea level."

I've attached Tennessee's laws to give everyone an idea of what I found generally. At this point I will leave it open for a committee discussion as to our next steps. I'm happy to do some additional research.

Yolanda Eisenstein

Attachments

§ 55-8-301. Definitions, TN ST § 55-8-301

West's Tennessee Code Annotated
Title 55. Motor and Other Vehicles (Refs & Annos)
Chapter 8. Operation of Vehicles--Rules of the Road (Refs & Annos)
Part 3. Electric Bicycles

T. C. A. § 55-8-301

§ 55-8-301. Definitions

Effective: July 1, 2016
Currentness

As used in this part:

- (1) "Class 1 electric bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of twenty miles per hour (20 mph);
- (2) "Class 2 electric bicycle" means an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of twenty miles per hour (20 mph);
- (3) "Class 3 electric bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of twenty-eight miles per hour (28 mph); and
- (4) "Electric bicycle" means a device upon which any person may ride that is equipped with two (2) or three (3) wheels, any of which is twenty inches (20") or more in diameter, fully operable pedals for human propulsion, and an electric motor of less than seven hundred fifty (750) watts, and meets the requirements of one (1) of the three (3) classes of electric bicycles defined in subdivision (1), (2), or (3).

Credits

2016 Pub.Acts, c. 823, § 2, eff. July 1, 2016.

T. C. A. § 55-8-301, TN ST § 55-8-301

Current with laws from the 2020 Second Extraordinary Session of the 111th Tennessee General Assembly. Pursuant to §§ 1-1-110, 1-1-111, and 1-2-114, the Tennessee Code Commission certifies the final, official version of the Tennessee Code and, until then, may make editorial changes to the statutes. References to the updates made by the most recent legislative session should be to the Public Chapter and not to the T.C.A. until final revisions have been made to the text, numbering, and hierarchical headings on Westlaw to conform to the official text.

§ 55-8-302. Electric bicycle; requirements, TN ST § 55-8-302

West's Tennessee Code Annotated
Title 55. Motor and Other Vehicles (Refs & Annos)
Chapter 8. Operation of Vehicles--Rules of the Road (Refs & Annos)
Part 3. Electric Bicycles

T. C. A. § 55-8-302

§ 55-8-302. Electric bicycle; requirements

Effective: July 1, 2016

Currentness

An electric bicycle and any person operating an electric bicycle is not subject to any requirements or laws applicable to motor vehicles, including the Tennessee Financial Responsibility Law of 1977, compiled in chapter 12, part 1 of this title; the Uniform Classified and Commercial Driver License Act of 1988, compiled in chapter 50 of this title; and chapters 3 and 4 of this title, relating to titling and registration. Except as otherwise specified by this part, the requirements and laws applicable to bicycles in this title shall apply to electric bicycles.

Credits

2016 Pub.Acts, c. 823, § 3, eff. July 1, 2016.

T. C. A. § 55-8-302, TN ST § 55-8-302

Current with laws from the 2020 Second Extraordinary Session of the 111th Tennessee General Assembly. Pursuant to §§ 1-1-110, 1-1-111, and 1-2-114, the Tennessee Code Commission certifies the final, official version of the Tennessee Code and, until then, may make editorial changes to the statutes. References to the updates made by the most recent legislative session should be to the Public Chapter and not to the T.C.A. until final revisions have been made to the text, numbering, and hierarchical headings on Westlaw to conform to the official text.

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§ 55-8-303. Electric bicycles; label, TN ST § 55-8-303

West's Tennessee Code Annotated
Title 55. Motor and Other Vehicles (Refs & Annos)
Chapter 8. Operation of Vehicles--Rules of the Road (Refs & Annos)
Part 3. Electric Bicycles

T. C. A. § 55-8-303

§ 55-8-303. Electric bicycles; label

Effective: July 1, 2016

Currentness

(a) On or after January 1, 2017, every manufacturer or distributor of new electric bicycles intended for sale or distribution in this state shall permanently affix, in a prominent location, to the electric bicycle a label that contains the classification number, top assisted speed, and motor wattage of the electric bicycle, and is printed in Arial font in at least nine-point type.

(b) On or after January 1, 2017, no new electric bicycle shall be sold to the general public in this state unless a label is affixed to the electric bicycle pursuant to subsection (a).

(c) A violation of subsection (a) or (b) is an unfair and deceptive act or practice under the Tennessee Consumer Protection Act of 1977, compiled in title 47, chapter 18, part 1.

Credits

2016 Pub.Acts, c. 823, § 4, eff. July 1, 2016.

T. C. A. § 55-8-303, TN ST § 55-8-303

Current with laws from the 2020 Second Extraordinary Session of the 111th Tennessee General Assembly. Pursuant to §§ 1-1-110, 1-1-111, and 1-2-114, the Tennessee Code Commission certifies the final, official version of the Tennessee Code and, until then, may make editorial changes to the statutes. References to the updates made by the most recent legislative session should be to the Public Chapter and not to the T.C.A. until final revisions have been made to the text, numbering, and hierarchical headings on Westlaw to conform to the official text.

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§ 55-8-304. Modifying electric bicycle and label; offense, TN ST § 55-8-304

West's Tennessee Code Annotated
Title 55. Motor and Other Vehicles (Refs & Annos)
Chapter 8. Operation of Vehicles--Rules of the Road (Refs & Annos)
Part 3. Electric Bicycles

T. C. A. § 55-8-304

§ 55-8-304. Modifying electric bicycle and label; offense

Effective: July 1, 2016

Currentness

It is an offense for a person to knowingly modify an electric bicycle so as to change the speed capability of the electric bicycle and not appropriately replace, or cause to be replaced, the label indicating the classification required in § 55-8-303. A violation of this section is a Class C misdemeanor.

Credits

2016 Pub.Acts, c. 823, § 5, eff. July 1, 2016.

T. C. A. § 55-8-304, TN ST § 55-8-304

Current with laws from the 2020 Second Extraordinary Session of the 111th Tennessee General Assembly. Pursuant to §§ 1-1-110, 1-1-111, and 1-2-114, the Tennessee Code Commission certifies the final, official version of the Tennessee Code and, until then, may make editorial changes to the statutes. References to the updates made by the most recent legislative session should be to the Public Chapter and not to the T.C.A. until final revisions have been made to the text, numbering, and hierarchical headings on Westlaw to conform to the official text.

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§ 55-8-305. Electric bicycles; requirements; equipment; offense, TN ST § 55-8-305

West's Tennessee Code Annotated
Title 55. Motor and Other Vehicles (Refs & Annos)
Chapter 8. Operation of Vehicles--Rules of the Road (Refs & Annos)
Part 3. Electric Bicycles

T. C. A. § 55-8-305

§ 55-8-305. Electric bicycles; requirements; equipment; offense

Effective: July 1, 2016

Currentness

(a) No electric bicycle shall be operated upon any street or highway unless the electric bicycle:

(1) Complies with applicable equipment and manufacturing requirements for electric bicycles established by state and federal law, including federal standards adopted by the United States consumer product safety commission and compiled in 16 CFR part 1512; and

(2) Is equipped in such a manner that the electric motor is disengaged or ceases to function when the brakes are applied, or that the electric motor is engaged through a switch or mechanism that, when released or activated, will cause the electric motor to disengage or cease to function.

(b) No class 3 electric bicycle shall be operated upon any street or highway unless it is equipped with a speedometer that displays the speed the electric bicycle is traveling in miles per hour.

(c) A person who knowingly operates an electric bicycle in violation of subsection (a) or (b) commits a Class C misdemeanor.

Credits

2016 Pub.Acts, c. 823, § 6, eff. July 1, 2016.

T. C. A. § 55-8-305, TN ST § 55-8-305

Current with laws from the 2020 Second Extraordinary Session of the 111th Tennessee General Assembly. Pursuant to §§ 1-1-110, 1-1-111, and 1-2-114, the Tennessee Code Commission certifies the final, official version of the Tennessee Code and, until then, may make editorial changes to the statutes. References to the updates made by the most recent legislative session should be to the Public Chapter and not to the T.C.A. until final revisions have been made to the text, numbering, and hierarchical headings on Westlaw to conform to the official text.

§ 55-8-306. Classes of electric bicycles; restrictions; offense, TN ST § 55-8-306

West's Tennessee Code Annotated
Title 55. Motor and Other Vehicles (Refs & Annos)
Chapter 8. Operation of Vehicles--Rules of the Road (Refs & Annos)
Part 3. Electric Bicycles

T. C. A. § 55-8-306

§ 55-8-306. Classes of electric bicycles; restrictions; offense

Effective: July 1, 2016

Currentness

(a)(1) A class 1 electric bicycle or a class 2 electric bicycle may be operated on any part of a street or highway where bicycles are authorized to travel, including a bicycle lane or other portion of a roadway designated for exclusive use by bicyclists, the shoulder or berm, and any path or trail intended for use by bicyclists.

(2) A local government or state agency having jurisdiction over any part of any path or trail where bicycles are authorized to travel may regulate or prohibit, by resolution or ordinance if a local government or by rule or policy if a state agency, the operation of a class 1 electric bicycle or class 2 electric bicycle on that path or trail, if the local government or state agency determines that the regulation or prohibition is necessary, in the interest of public safety.

(3) No class 3 electric bicycle shall be operated on any part of a path or trail where bicycles are authorized to travel, unless the path or trail is within or adjacent to the street or highway, or the local governing body or state agency having jurisdiction over the path or trail permits, by resolution or ordinance if a local government or by rule or policy if a state agency, the operation of a class 3 electric bicycle on that path or trail.

(4) No electric bicycle shall be operated on any sidewalk unless the use of bicycles on sidewalks is authorized by resolution or ordinance if a local government or by rule or policy if a state agency, of the local government or state agency having jurisdiction over that sidewalk, and the electric motor is disabled.

(5) Any local resolution or ordinance or state agency rule or policy adopted in accordance with this subsection (a) shall use the definitions in this part for electric bicycle, class 1 electric bicycle, class 2 electric bicycle, or class 3 electric bicycle. References to motor vehicles in any local resolution or ordinance shall not be applicable to an electric bicycle.

(6) A person who knowingly operates an electric bicycle in violation of subdivision (a)(3) or (a)(4) commits a Class C misdemeanor.

(b) On any roadway, highway, or street, electric bicycles shall be restricted, limited, or excluded by local resolutions and ordinances to the same extent as bicycles are restricted, limited, or excluded.

§ 55-8-307. Electric bicycle; helmet; delinquent acts; offense, TN ST § 55-8-307

West's Tennessee Code Annotated
Title 55. Motor and Other Vehicles (Refs & Annos)
Chapter 8. Operation of Vehicles--Rules of the Road (Refs & Annos)
Part 3. Electric Bicycles

T. C. A. § 55-8-307

§ 55-8-307. Electric bicycle; helmet; delinquent acts; offense

Effective: July 1, 2016

Currentness

(a) It is a delinquent act for a person under fourteen (14) years of age to operate a class 3 electric bicycle upon any street or highway; provided, that the person may ride as a passenger on a class 3 electric bicycle that is designed to accommodate passengers.

(b) The operator and all passengers of a class 3 electric bicycle, regardless of age, shall wear a properly fitted and fastened bicycle helmet meeting federal standards established by the United States consumer product safety commission or the American Society for Testing and Materials. A label on the helmet shall be affixed signifying the helmet complies with this subsection (b).

(c)(1) A violation of subsection (a) shall be punishable only by a fine not to exceed fifty dollars (\$50.00).

(2) A person who violates subsection (b) commits a Class C misdemeanor.

Credits

2016 Pub.Acts, c. 823, § 8, eff. July 1, 2016.

T. C. A. § 55-8-307, TN ST § 55-8-307

Current with laws from the 2020 Second Extraordinary Session of the 111th Tennessee General Assembly. Pursuant to §§ 1-1-110, 1-1-111, and 1-2-114, the Tennessee Code Commission certifies the final, official version of the Tennessee Code and, until then, may make editorial changes to the statutes. References to the updates made by the most recent legislative session should be to the Public Chapter and not to the T.C.A. until final revisions have been made to the text, numbering, and hierarchical headings on Westlaw to conform to the official text.

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Subcommittee Communications:

-- Buckman Rd: There are two dangerous potholes that need to be fixed. One is about 200 yards east of turnoff to transfer station and the other is about 200 yards west of the turnoff to the transfer station, and about 30 yards west of the cattle guard (the circle to the left is not in exactly the right place).

Map:



To the east of transfer station turnoff:



To the west of transfer station turnoff:



-- Hyde Park Road: Request for update on status of planned bicycle improvements. Pavement on shoulder is crumbling, creating added danger for bicycles having to ride closer to traffic.

-- Santa Fe needs a Complete Streets policy. Many of the comments we are making on 90% design reviews could have been included in design from scoping on if the city had a Complete Streets policy.

The Planning and Funding Subcommittee offers to draft a policy to present to the City.

-- Richards to Richards connection. The Planning and Funding subcommittee recommends that this connection be made exclusive to transit and bicyclists, and that transit routes (e.g. Santa Fe Trails Route 21 could be extended north to intersect with routes 1 and 2).

90% Plan: S. Meadows and Agua Fria

-- No pedestrian refuge island

-- Drainage grates on north side of Agua Fria encroach on bike lane. Can these be tucked under sidewalk?

-- Sidewalk on east end of project does not connect to bus stops at Jemez. Extend sidewalks to connect to bus stops.

-- Bus stops are 740 and 815 ft away from S. Meadows. Though this condition existed prior to this project, this project should include new bus stops on the far ends of the intersection stopping at S. Meadows.

-- Add marked crosswalk near existing bus stops.