



AGENDA

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
JUNE 10, 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, the ban on public gatherings in excess of those permitted in the current Public Health Order, and the need to incorporate technology and practices to re-institute in-person meetings consistent with the limitations established by the 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/92806462223?pwd=ZHIWT1J3a1F4ZnhMK3RRNUhuSTINZz09>.

Passcode: 190034

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: 928 0646 2223 - Passcode: 190034**

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**



AGENDA

**BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
JUNE 10, 2021
5:30 PM
ATTEND VIRTUALLY**

- a. May 13, 2021
5. **COMMUNICATIONS FROM THE PUBLIC**
6. **COMMUNICATIONS FROM OTHER AGENCIES**
 - a. Bicycling in Other Countries (Daniel Schwab, Senior Planner, Historic Preservation Division)
 - b. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, SFMPO Officer)
 - c. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)
 - d. Public Safety Committee (Bruce Finger, BPAC Representative)
7. **DISCUSSION AND POSSIBLE ACTION ITEMS**
 - a. Sharrows Maintenance (Judith Gabriele, Promotion, Education & Programming Chair)
 - b. E-Bikes BPAC Task Force Report (Yolanda Eisenstein, Khalil Spencer & Sky Tallman)
8. **SUBCOMMITTEE COMMUNICATIONS**
 - a. Law and Policy (Yolanda Eisenstein, Chair)
 - b. Planning & Funding (Sky Tallman, Chair)
 - c. Promotion, Education & Programming (Judith Gabriele, Chair)
9. **MATTERS FROM STAFF**
 - A. Staff Liaison Report
10. **MATTERS FROM THE COMMITTEE**



AGENDA

**BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
JUNE 10, 2021
5:30 PM
ATTEND VIRTUALLY**

11. **MATTERS FROM THE CHAIR**
12. **NEXT MEETING: Thursday, July 8, 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

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
MAY 13, 2021
5:30 PM
VIRTUAL MEETING

1. CALL TO ORDER

The meeting was called to order by Chair Garcia at 5:30 pm.

2. ROLL CALL

Members Present:

Councilor Michael Garcia
Member Khal Spencer
Member Sky Tallman
Member Judith Gabriele
Member Yolanda Eisenstein
Member Bruce Finger
Member Rob Morlino
Member Sid Redner (left at 8 PM)

Members Excused:

Member Yvette Serrano

Others Attending:

Romella Glorioso-Moss, Staff Liaison

3. APPROVAL OF AGENDA

MOTION: Member Gabriele moved, seconded by Member Eisenstein, to approve



MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
MAY 13, 2021
5:30 PM
VIRTUAL MEETING

the Agenda as amended.

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

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

Against: None

Abstain: None

Amendments: Remove Agenda Items #6.c “Bicycling in Other Countries” and #7.b “BPAC Recommendations for Potential Uses of Parks Stimulus Funds”.

4. APPROVAL OF MINUTES

a. April 8, 2021

MOTION: Member Eisenstein moved, seconded by Member Morlino, to approve the Minutes of April 8, 2021 as amended.

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, Member Redner

Against: None

Abstain: None

AMENDMENTS: Member Tallman corrected the language of the motion



MINUTES

**BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
MAY 13, 2021
5:30 PM
VIRTUAL MEETING**

on “Street Closure” on page 15. It should be “the closure”; not “fee closure”.

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



MINUTES

Subcommittee)

COMMENTS:

Member Tallman:

- 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. (Issues with Village of Agua Fria? Re: improvement of bus stop -- what about connectivity?)
- 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. (Not a suggestion to remove existing bus stops, as it is reasonable to have bus stops spaced over 700 ft. apart)
- Add marked crosswalk near existing bus stops.
- Bike lane markings don't continue through intersection
- Praise for incremental bike infrastructure build-out.

- After Eric Cornelius' (Consultant) presentation, he mentioned level of service numerous times. Can the city cease to use LOS as a primary consideration in traffic studies? LOS has been demonstrated to incentivize sprawl and have negative impacts on walkability/bikability.

Erick Aune, SFMPO Officer

- Make crosswalk international pattern due to proximity to schools

- 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)



City of Santa Fe

MINUTES

**BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
MAY 13, 2021
5:30 PM
VIRTUAL MEETING**

-
- d. Sidewalk Funding Policy (Sky Tallman, Planning and Funding Subcommittee Chair)
 - e. E-Bikes (Khalil Spencer, Vice Chair and Yolanda Eisenstein, Law and Policy Subcommittee Chair)

The Chair appointed Yolanda Eisenstein, Khalil Spencer and Sky Tallman as members of the Task Force responsible for analyzing and evaluating e-bikes. Should the City regulate e-bikes?

8. SUB-COMMITTEE REPORTS

- a. Promotion, Education and Programming (Judith Gabriele)
- b. Planning and Funding (Sky Tallman)

9. MATTERS FROM STAFF

10. MATTERS FROM THE COMMITTEE

11. MATTERS FROM THE CHAIR

12. NEXT MEETING: Thursday, June 10, 2021



City of Santa Fe

MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
MAY 13, 2021
5:30 PM
VIRTUAL MEETING

13. **ADJOURN** 8:32 PM

Romella Glorioso-Moss

Liaison

Chair

Education and Promotion Subcommittee Notes

May 4, 2021

Present: Judith Gabriele, Rachel Wexler

The main purpose of the meeting was to prioritize the sharrows list that Romella provided. The prioritized list follows. We understand that the full BPAC must review and approve the list. We request edits and additions to the list from other BPAC members, especially those with more experience and knowledge of these roads. Several issues came up during the meeting and subsequent email discussions among subcommittee members.

Comments

- 1) While we appreciate the opportunity for BPAC to weigh in about maintenance of sharrows, it seems like a city responsibility since sharrows are a city infrastructure. We wonder why the city doesn't assess and prioritize the maintenance of the sharrows on a regular schedule, as they would other city-owned and city-maintained structures.
- 2) We weren't clear on how the sharrows are numbered, since you could enter most roads from more than one end and there are sharrows on both sides of the road so we only commented generally on all the sharrows on a given road, and deleted the rows from the original list.
- 3) Some sharrows seemed to be on roads where connectivity and/or biking conditions are poor, e.g., Henry Lynch Road, which led us to ask how these locations were selected (See comments below about criteria).
- 4) We struggled with the prioritization process because there are certain criteria that would affect our rating if we had more information, e.g.:
 - a. How much bike usage is there on a particular road? If there are sharrows but it's infrequently used by cyclists, it wouldn't be a priority to install new or maintain old. Do we have any data (even anecdotal) from other members of the committee or from staff about bike activity?
 - b. Some roads have one sharrow and some have a significant number. How does it get determined how many and where exactly to locate them?
 - c. Most of the sharrows are downtown, which brings up the issue of equity. Are there commonly used routes in other parts of town, like central, south and southwest, that could benefit from sharrows or Bikes May Use Full Lane (BMUFL) signs? We need data on most traveled roads and routes to ensure equity in the process of siting sharrows and BMUFL signs.
- 5) We know BPAC is advisory; what is BPAC's role in this? How will the city consider our recommendations?

Recommendations/Requests

- 1) Some sharrows were partially covered by patches. We request that the city adopt a policy that when striping or road work like patches are done that affect the visibility of the sharrows, they are automatically replaced.
- 2) BMUFL signs are not as confusing as sharrows and would be more effective and less prone to wear and tear than sharrows in many locations. However, it may make sense in certain locations to have both (for example, on Alameda downtown).
- 3) We recommend wayfinding signs as an alternative to sharrows on some roads, e.g., Palace Avenue.

**2012 Sharrows installed for maintenance.
Recommendations of BPAC Promotion and Education Subcommittee**

LOCATION/ NO. of SHARROWS INSTALLED	PRIORITY for MAINTENANCE/ REPLACEMENT				COMMENTS/ QUESTIONS
	IMMEDI- ATELY	WITHIN A YEAR	SOME- TIME NEXT YEAR	NOT A PRIORITY	
Henry Lynch (10)				X	Sharrows OK; How many people cycle on the road?
Grant Avenue (10)	X				From Marcy to Federal
Palace Avenue (29)				X	Sharrows OK
East and West Alameda (49)	X				Most, if not all need to be replaced
Old Santa Fe Trail (27)			X		Between Paseo de Peralta and Old Pecos Trail Are sharrows needed - How many riders? We don't know.
Camino De Monte Sol (9)					Closed – unable to access. Are sharrows needed? We don't know.
Camino Cabra (6)	X				Up to Rio Grande School
Camino De Los Montoyas (15)	X				A few on CDLM and on the short segment of Buckman Rd. Important to connect to La Tierra Trails. Need signs stating bike may use full lane.
Artist Rd. (5)	X				
Lower Gonzales Rd. (3)				X	
Upper Gonzales (4)				X	
Second St. (4)	X				
Galisteo St. (8)	X				
Marcy St. (12)		X			
Baca (22)	X				
Don Gaspar (1)			X		
Pacheco St. (9)	X				How many riders? Connectivity/ proximity to rail trail, but no easy access between the two.

LOCATION/ NO. of SHARROWS INSTALLED	PRIORITY for MAINTENANCE/ REPLACEMENT				
	IMMEDI- ATELY	WITHIN A YEAR	SOME- TIME NEXT YEAR	NOT A PRIORITY	COMMENTS/ QUESTIONS
Paseo De Peralta (32)				X	How many riders? Doesn't feel safe to ride on so should there be sharrows?
Guadalupe St. (13)	X				
North Paseo De Peralta (10)				X	How many riders? Doesn't feel safe to ride on
Osage (6)	X				Existing Sharrows are OK; maybe could use more. This is a priority if more are added.
Cordova Rd. (1)				X	Not appropriate for sharrows
Wagon Rd. (4)				X	
Jaguar Drive (13)				X	Could use some signs supplementing the sharrows. Most sharrows OK; a couple partially patched over
Governor Miles (1)				X	Not appropriate for sharrows; there's plenty of room for bicycles
Washington (2)		X			From Federal to Marcy

MEMO

TO: BPAC

FROM: Yolanda Eisenstein, Khal Spencer, Sky Tallman

RE: E-Bikes

DATE: June 3, 2021

The E-Bike Task Force (Yolanda Eisenstein, Khal Spencer, Sky Tallman) met to discuss the issues related to the regulation of electronic bicycles in New Mexico and in Santa Fe. Regulations and opinions vary across states and municipalities. The following is a summary of a report on legislation, "Regulations of E-Bikes in North America," by the National Institute for Transportation and Communities, which is sponsored by the U.S. Department of Transportation. Any laws mentioned below were confirmed to be current. In addition, the Task Force has presented some observations and recommendations.

The report cites confusion by "policymakers, the general public, retailers, law enforcement, media and other groups in understanding what an electric bicycle is and how it may differ from other devices." Without specific e-bike legislation, the bikes may be deemed to fall under the legal category of motor scooters or mopeds, which is the case in some states. Because New Mexico does not have a specific law regarding e-bikes, public information is inconsistent. People for Bikes considers the state of New Mexico as "Problematic – regulated as a moped or motor vehicle; confusing equipment + use requirements; confusing licensing + plus registration requirements; and confusing access to bike infrastructure." One website viewed said e-bikes in New Mexico are illegal.

The federal government defines an e-bike as a "low-speed electric bicycle" that is a consumer product, rather than a motor vehicle, with an electric motor of less than 750 watts whose maximum speed is less than 20 mph. These e-bikes may be used on trails and pedestrian walkways that are built using federal funds, with states and local municipalities having the final say on regulating e-bikes that fall outside the federal definition. E-bikes are allowed in National Parks but riders are not allowed to use the throttle which means they must be pedal-assist. Compliance is based on the honor system.

State and federal laws are in flux, but two examples of state law/local regulations that were confirmed as current are those of Colorado and Oregon.

- Oregon law defines an e-bike as a bicycle with no more than three wheels, with a power output of no more than 1,000 watts, and a speed of no more than 20 mph. E-bikes are not allowed to ride on sidewalks.

- In Eugene, Oregon their ordinance classifies all e-bikes as bicycles but may not exceed 20 mph. They are allowed on shared use paths but you cannot use the motor, i.e., you have to pedal only as a regular bicycle (part of the concern, whether warranted or not, appeared to be potential noise); helmets are not required; and the minimum age is 16.
- In Colorado, an e-bike is limited to 750 watts. Class 1 and 2 e-bikes have the same access as road and mountain bikes, including multi-use trails. Class 3 e-bikes are only allowed on roadways and designated bike lanes.
 - In Boulder, e-bikes are allowed on some, but not all, multi-use paths and are limited to 15 mph on these paths.

The definitions of e-bikes differ by state, and are therefore not very informative. Approximately one-half treat e-bikes as essentially bicycles, one-half have what the report called “more onerous requirements,” and a few have yet to address them, including New Mexico. Most states include a maximum speed in the definition: 22 states at 20 mph; 6 at 25 mph; and 16 at 30 mph.

Based on our discussion and the information we have reviewed to date, the Task Force recommends the following as a starting point in moving forward:

- The Santa Fe traffic ordinance that addresses bicycles should be amended to include, at a minimum, a definition of bicycle that includes e-bikes. If/when e-bikes get defined at the state level, Santa Fe should adopt definitions consistent with those used across the state.
- The city should promulgate context-sensitive rules and regulations.
- The city should make every effort to align rulemaking with best practices and consider guidance provided by professional bicycle associations and advocacy groups, as well as other stakeholders.
- The City of Santa Fe should encourage the state of New Mexico to amend its relevant laws to include e-bikes. NM is one of the few remaining states not to do so. E-bikes being classified as mopeds is not appropriate and problematic (and may not hold up in court because a moped is defined in terms of an internal-combustion engine). BPAC should reach out to Senator Sedillo Lopez to learn if or when she plans to re-introduce the bill. If the senator is going to submit the bill again, the committee (via or with the permission of the Governing Body) as a key stakeholder, should submit its recommendations regarding the language and content of the bill.

One major issue in the regulation of e-bikes is how to address safety related to the speeds of the different classes of e-bikes. We discussed two broad approaches – regulating behavior (such as speed) or regulating the class of e-bike that can have access to multi-use paths. We did not reach a consensus on which approach has more merit or makes more sense in Santa Fe. Since multi-use paths are not going to be policed for speed or access, the purpose of a regulatory approach would be to send a clear message and encourage appropriate use and/or behavior on multi-use paths and to create a legal framework for liability if there are crashes, injuries or other issues that result from e-bikes using the multi-use paths.

Two possible regulatory frameworks discussed were:

- 1) Regulate behavior by designating speed limits on sidewalks and multi-use paths. This would involve some system of signage and public education.
- 2) Regulate the type/class of bike, e.g., Class 3 e-bikes (speeds up to 28 mph) and other e-bikes or mobility devices modified with more powerful electric motors, allowed to use facilities such as sidewalks and multi-use paths.
 - i. Facility-specific regulation, e.g., downtown sidewalks, as off limits to e-bikes and/or all bicycles.

Another approach is to limit the definition of an e-bike by its power output and/or max speed or simply use the Class I, II, and III system and regulate accordingly. Any e-bike that exceeds the definition(s) as formally used in current language is no longer a bicycle.

A related consideration that may be particularly relevant to the context of Santa Fe in developing an approach to the regulation of e-bikes is the importance of multi-use trails as alternatives to high-stress roads. Many of Santa Fe's busiest and most high-stress roads do not have parallel or alternative on-road routes, and our multi-use paths often provide critical alternatives to walking or cycling on these roads. If it is determined that certain classes of e-bikes should not use certain facilities, important considerations are that safe and convenient alternatives exist and that the trails remain safe for pedestrians and others who use them.

Unfortunately, definitive guidelines and examples do not exist. Opinions vary, and it will ultimately be left to city and state governments, with public input, to decide if, how, and to what extent, to regulate e-bikes.



FOR IMMEDIATE RELEASE

Bicycling and Pedestrian Advisory Committee (BPAC) Seeks New Members from Council Districts 2, 3 & 4
Application Deadline: June 10, 2021 @ 5 PM

SANTA FE, NM, May 28, 2021 – Re-established in January 2021, the Bicycling and Pedestrian Advisory Committee (BPAC), formerly known as the Bicycle and Trails Advisory Committee (BTAC), is seeking new members from Council Districts 2, 3 & 4. For 18 years, since BTAC was formed in 2003, the ten-member Committee strives to make bicycling and walking safe, equitable, viable, and comfortable modes of transportation, commuting, and recreation. This includes the responsibility to deliberate on City projects, plans, and policies that impact both on-road and off-road bicycle and pedestrian infrastructure, and to advise the Governing Body on such matters.

Specific duties and responsibilities of the committee include:

- (a) Assist in the prioritization of bicycle and pedestrian infrastructure projects to be completed using city, state, and federal funds, through the development of the Santa Fe Metropolitan Planning Organization (SFMPPO) Bicycle Master Plan and the SFMPPO Pedestrian Master plan;
- (b) Review preliminary designs for new Public Works projects involving public roadways and trails funded out of city, state, or federal sources to ensure designs comply with the City's commitment to make bicycling and walking safe, equitable, viable, and comfortable modes of transportation.
- (c) Advise on policies, programs, and ordinances as they relate to bicycle and pedestrian infrastructure safety, design, construction, and operation and maintenance;
- (d) Develop, review, and advise on media and educational campaigns providing information and promoting bicycle- and pedestrian- related activities and education;
- (e) Work with other agencies for the enhancement of city and county trail systems;
- (f) Review and recommend updates to Bicycle Master Plan, Pedestrian Master Plan, Metropolitan Transportation Plan, Parks Master Plan related to trails, and the City's Land Use Development Code as they pertain to bicycle and pedestrian infrastructure and associated regulations;
- (g) Seek funding from city, state, and federal sources to implement the City-led projects identified in the SFMPPO's 2019 Bicycle Master Plan and 2020 Metropolitan Transportation Plan and consider reoccurring funding sources from the City to be applied to the implementation of policies, programs, and other projects that are supported by the plans;
- (h) Pursue the League of American Bicyclists Diamond-level Bicycle Friendly Community designation for the City of Santa Fe, as well as any other local, state, or national awards or designations that the City deems worthy of pursuit;
- (i) Advise on policies, projects, ordinances, and funding as they relate to bicycling and walking as safe, equitable, viable, and comfortable modes of transportation; and

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

BPAC is an advisory committee of Public Works – Roadway and Trails. It is currently chaired by City Councilor Michael Garcia, and meets on the second Thursday of each month from 5:30 p.m. to 7:30 p.m., currently via Zoom. When things get back to normal, BPAC will meet at the City Council Chambers, 200 Lincoln Avenue, Santa Fe, New Mexico.

Since Council District 1 is currently well-represented in BPAC, we are looking for residents from Districts 2, 3 and 4 to join the Committee. Members are recommended by the city council to be appointed by the Mayor. Applicants need not be bicyclists. We're looking for members who can represent the varied interests of recreationists, youth and neighborhood group users, commuters, bicyclists, and pedestrians; and those who can contribute to the development of an effective multi-modal transportation system in our City. Members are not compensated.

Interested residents may apply by submitting via e-mail: 1) letter of interest (why do you wish to become a BPAC member and how your skills and experience attain BPAC's purpose and objectives; and 2) resume to:

Romella Glorioso-Moss, PhD, AICP
Roadway & Trails Project Administrator & BPAC Staff Liaison
Email: rsglorioso-moss@santafenm.gov

The remaining BPAC meetings for 2021 are scheduled for:

July 8, 2021

August 12, 2021

September 9, 2021

October 14, 2021

No meeting in November (2nd Thursday falls on Veteran's Day)

December 9, 2021

DEADLINE for application is on **June 10, 2021 at 5 PM.**

###

Contact: Romella Glorioso-Moss, PhD, AICP/ Staff Liaison; (505) 955-6623, rsglorioso-moss@santafenm.gov