



MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
AUGUST 12, 2021
5:30 PM
VIRTUAL MEETING

1. CALL TO ORDER

The meeting was called to order by Chair Michael Garcia at 5:33 PM.

2. ROLL CALL

Members Present:

Councilor Michael Garcia
Member Judith Gabriele
Member Tony Gerlicz
Member Phil Lucero
Member Ben Pingilley
Member Khal Spencer

Members Excused:

Member Yolanda Eisenstein
Member Terence Foreback
Member Michelle Hoffman

Others Attending:

Romella Glorioso-Moss, Project Administrator

3. APPROVAL OF AGENDA

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

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

For: Councilor Garcia, Member Spencer, Member Gabriele, Member Gerlicz, Member Pingilley, Member Lucero

Against: None

Abstain: None

4. APPROVAL OF MINUTES



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- a. July 8, 2021

MOTION: Member Gabriele moved, seconded by Member Spencer, to approve the Minutes of July 8, 2021 as presented.

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

For: Councilor Garcia, Member Spencer, Member Gabriele, Member Gerlicz, Member Pingilley, Member Lucero

Against: None

Abstain: None

5. **COMMUNICATIONS FROM THE PUBLIC**

6. **SUBCOMMITTEE COMMUNICATIONS**

7. **COMMUNICATIONS FROM OTHER AGENCIES**

- a. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, SFMPO Officer). Please see attached slide presentation.

DISCUSSION:

Staff Liaison informed the members that in early January 2020, she did a cost estimate for installing sidewalks on both sides of Pacheco St. Her estimate was \$300,000. The Supervisor Engineer at the time said that the budget was only \$150,000 so the project was put on the back burner.

Chair Garcia mentioned that this project was funded via Legislative Funding last year for \$300,000.

Staff Liaison said she will confirm the funding with the City's Grant Manager.

- b. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)

8. **SUBCOMMITTEE COMMUNICATIONS**

- a. Introductions
a) Chair Michael Garcia
b) BPAC Members



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- c) Staff Liaison
- b. Appointments:
 - 1) BPAC Sub-Committees
 - a) Law and Policy (Chair: Yolanda Eisenstein)
 - b) Planning and Funding (Chair: Vacant)
 - c) Promotion, Education and Programming (Chair: Judith Gabriele)
 - 2) Public Safety Advisory Committee

Chair asked all members to email him with a cc to Staff Liaison which subcommittee they wish to join and he will appoint them at the next meeting.

Needs volunteers to represent BPAC to: 1) Public Safety Committee; and 2) SRTS Planning Committee.

- c. Promotion, Education and Programming Sub-Committee Policy Recommendations: *Maintenance and Installation of On-Road Bicycle and Pedestrian Facilities* (Judith Gabriele, PEP Chair)
- d. E-bikes Task Force Recommendations (Khal Spencer)

- 9. **MATTERS FROM STAFF**
- 10. **MATTERS FROM THE COMMITTEE**
- 11. **MATTERS FROM THE CHAIR**
- 12. **NEXT MEETING: September 09 2021**
- 13. **ADJOURN**

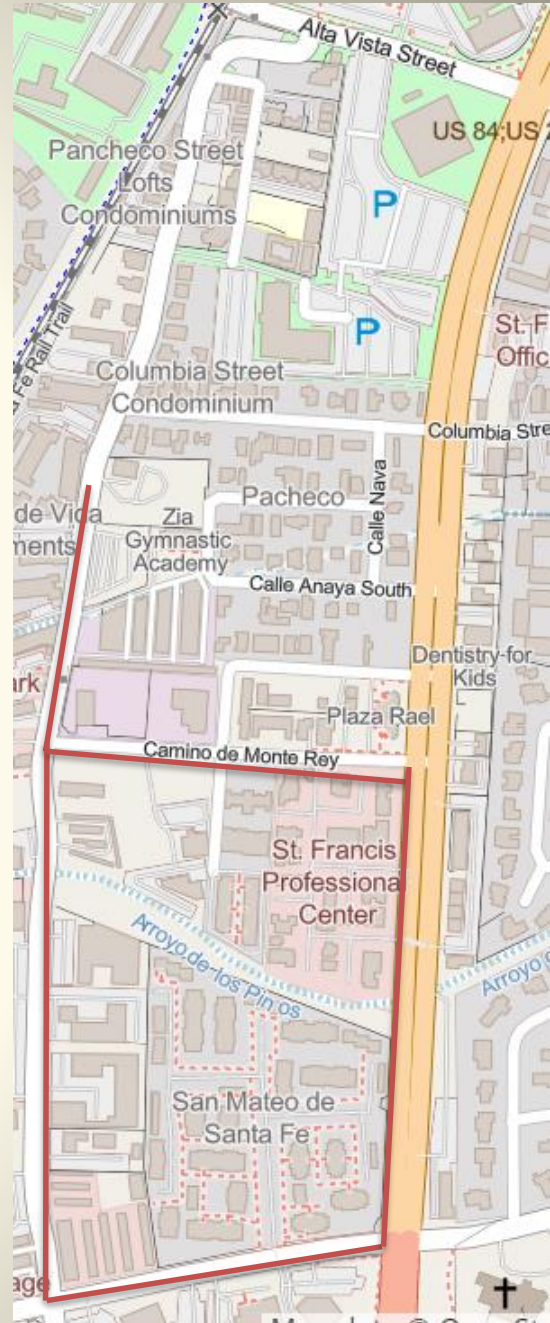
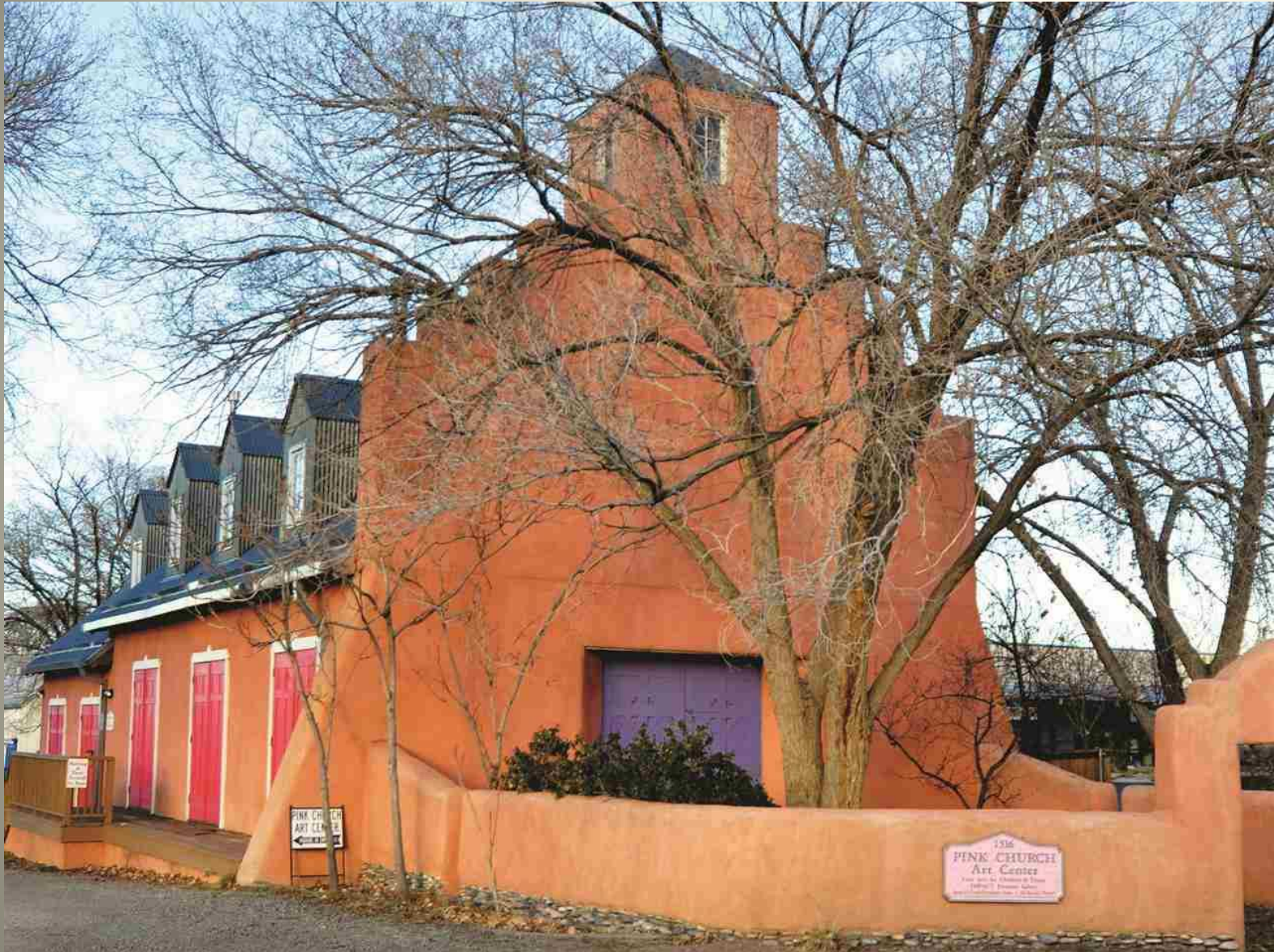
Romella Glorioso-Moss

Liaison 09/01/2021

Chair

01/3/2022

August 3rd Walking Audit Pacheco Street, San Mateo and Camino de Monte Ray





1st Issue: Clear obstruction via a property owners neglect.

2nd Issue: Problem has gone unresolved for years without any appearance of a remedy.

Opportunity: Does the City's ADA Transition Plan address this? If so is there a scheduled plan to remedy?

If not, not how can the City begin a systemic approach to addressing needs beyond what may be in place today?



Issue 1. Vacant Properties without sidewalks.



Opportunity: A Special Assessment Improvement District (SAID) may include a Provisional Order Method where the City may initiate a district when it determines that creation of a district is necessary for the health, safety, and welfare of the community. This method does not require any votes or “buy-in” from the property owners. The SAID may be created by the Governing Body. The City is reimbursed for the cost of the SAID improvements by the property owners directly benefiting from the improvements. Assessment payments made by property owners to the City are used to pay for bonds issued for the improvement work and associated issuance costs. The City conducts SAIDs in accordance with New Mexico State Law, Chapter 3, Article 33 NMSA, 1978

Issue 2. Developed Properties without sidewalks and/or with physical barriers intentionally placed where sidewalks should be and seen above.

San Mateo between Pacheco and St. Francis

Issue: No Bike Lanes on San Mateo

Opportunity: Prior to restriping roads a thorough analysis of how striping may maximize safety for all users. In this case bike lanes can be included. Lane widths shortened.

Issue: Sidewalk transitions to a sloped driveway curb.

Opportunity: Ensure all publicly and private driveway/sidewalk designs conform to ADA regulations.



2017 ADA Transition Plan

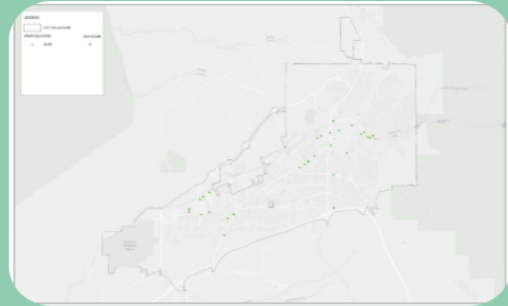
- Surveyed **161** miles of sidewalks as of September 20th, 2016.
- Preliminary Results:
 - 689 Sidewalk Obstructions (light poles, fire hydrants, etc.) have been identified.
 - 2,209 Sidewalk Surface Obstructions (surface gaps, vertical discontinuities, and uneven pavement) have been identified.





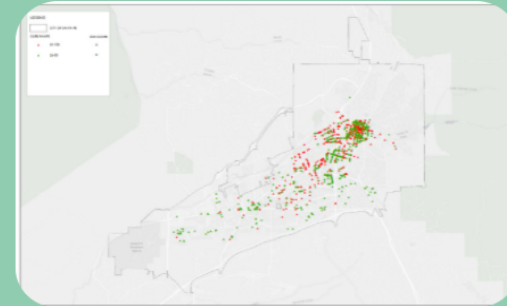
PEDESTRIAN FACILITY IMPROVEMENT PROGRAM

GOAL: TO DEVELOP A LIST OF HIGH PRIORITY (RANKED) PEDESTRIAN IMPROVEMENT PROJECTS UNDER 50K FOR CONSTRUCTION BASED ON OBJECTIVE CRITERIA



Bus Stops

In December of 2018, Santa Fe Metropolitan Planning Organization (SFMPO) and the City of Santa Fe (City) hired Sites Southwest (SSW) to help prioritize the pedestrian improvement projects identified in three of Santa Fe's previous planning efforts. They examined bus stops, curb ramps, sidewalks, and intersections.

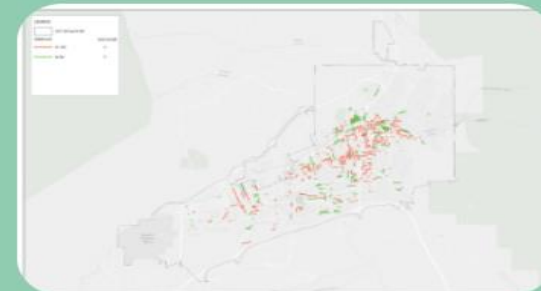


Curb Ramps



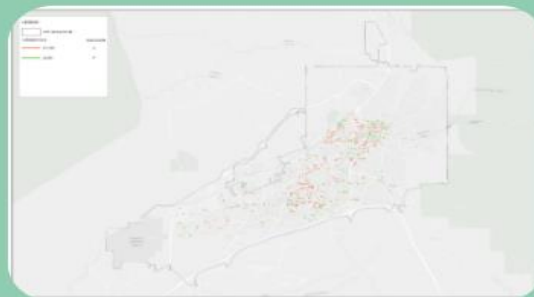
Sidewalks identified in the Pedestrian Master Plan (PMP)

The Sites Southwest team developed scoring criteria and an evaluation matrix based on improvements identified in the City of Santa Fe's Transition Public Right-of-Way Update (PROW, 2017), The Santa Fe Metropolitan Bus Stop and Sidewalk Connectivity Assessment (2016), and the Santa Fe Metropolitan Pedestrian Master Plan (PMP) 2015-2040 (2015).



Sidewalks

As more pedestrian improvement projects are identified they can be added to the GIS data, which then can be used to rate them based on the same criteria identified in the previous task. The map can then be updated to reflect any new or completed projects.



Intersections

[NEXT STEPS](#)

[SCORING CRITERIA](#)



[PEDESTRIAN IMPROVEMENT PROGRAM OVERVIEW](#)

The total 2022 recommended spending is \$348.6 million, an 11 percent increase over the FY21 budget. Public Works is \$50,751,529 or 15 percent of total budget

The mission of the Engineering Division is to develop multi-modal transportation and stormwater infrastructure to support resilience, mobility and safety.

Description of Services

\$5,613,091

The Division oversees:

- Traffic engineering and operations.
- Roadway and trail planning design and construction.
- Storm water infrastructure design, construction and maintenance.
- ADA sidewalk infrastructure planning, design and construction.

STREETS AND DRAINAGE

THOMAS MARTINEZ, ACTING STREETS AND DRAINAGE DIVISION DIRECTOR

Mission

The Streets and Drainage Division's mission is to ensure safe mobility for the citizens of Santa Fe through maintenance and rehabilitation of public streets, sidewalks, trails and drainage ways.

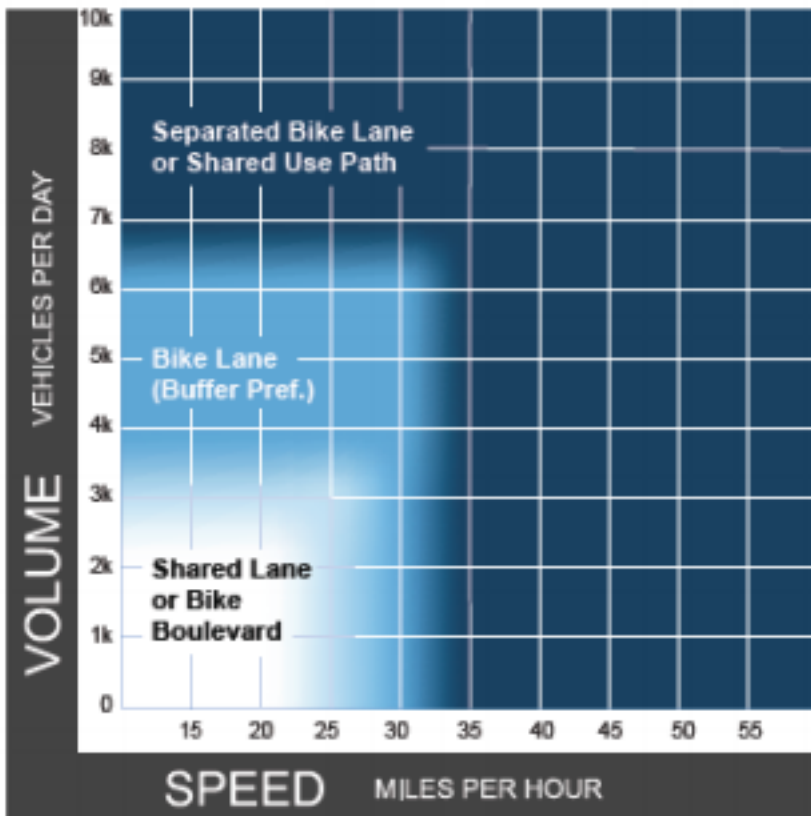
Description of Services

Maintenance of the streets, sidewalk, trails and drainage infrastructure of the City of Santa Fe. The tasks include snow removal, concrete construction, grading, sweeping, pavement maintenance, engineering/inspection, drainage maintenance, and administration.

\$4,691,965

Bicycle Master Plan Appendix A, Bicycle Design Toolkit, p10

TRAFFIC VOLUMES AND SPEEDS



Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
- 3 See Section 4.4 for a discussion of alternatives if the preferred bikeway type is not feasible.

Preferred Bikeway Types for Urban and Suburban Contexts

Crash analysis of Cerrillos Road from Airport to St. Michaels post reconstruction with Cerrillos Road from St. Michaels to St. Francis as a comparison.

