



# MINUTES

BICYCLE AND PEDESTRIAN  
ADVISORY COMMITTEE  
MARCH 09, 2023  
5:30 PM  
CITY HALL  
COUNCIL CHAMBERS, 201  
LINCOLN AVENUE  
SANTA FE

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## 1. CALL TO ORDER

The meeting was called to order by Vice-Chair Khal Spencer at 5:35 pm.

## 2. ROLL CALL

### **Members Present:**

Chair Michael Garcia (arrived at 5:45 pm)  
Member Erik Aaboe  
Member Judith Gabriele  
Member Ben Pingilley  
Member Khal Spencer  
Member Steve Pilcher

### **Members Excused:**

Member Yolanda Eisenstein  
Member Tony Gerlicz  
Member Paloma Sanchez

### **Others Attending:**

Romella Glorioso-Moss, BPAC Staff Liaison  
Leah Yngve, SFMPO Senior Transportation Planner  
Tim Rogers, SFCT Trails Manager  
Bill Adrian, PPL Subcommittee Member  
Jennifer Webber, City Resident – bicycle and pedestrian advocate

## 3. APPROVAL OF AGENDA

**MOTION:** Member Aaboe moved, seconded by Member Gabriele, to approve the Agenda as presented.

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



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**For:** Member Aaboe, Member Gabriele, Member Pingilley, Member Spencer, and Member Pilcher

**Against:** None

**Abstain:** None

#### 4. APPROVAL OF MINUTES

##### a. February 9, 2023 Regular Meeting

**MOTION:** Member Aaboe moved, seconded by Member Pilcher, to approve the February 9, 2023 minutes as presented.

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

**For:** Member Aaboe, Member Gabriele, Member Pingilley, Member Spencer, and Member Pilcher

**Against:** None

**Abstain:** None

#### 5. COMMUNICATIONS FROM THE PUBLIC (maximum 2 minutes)

Jennifer Webber, Romero Street, Santa Fe, NM 87501

Good evening, welcome to the “pedestrian-friendly” Railyard. I’ve shared with you before my concerns about how pedestrians and cyclists in Santa Fe are bullied by cars drivers that don’t obey traffic laws. I’d like to give you some specific examples that happen right here, along with sharing other safety concerns.



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As I walked my dog on Monday afternoon around 4, we made our usual attempt to try and cross Paseo de Peralta at the Rail Trail cross walk. The weather was nice, I was wearing an orange shirt, and yet cars didn't stop at the cross walk for us. I reached out my arm and waved it to try and be seen, and a car finally stopped and we crossed. The way back was similar. We walked through the Railyard and reached the water tower, where we make a left onto Alcaldesa, and I mean literally onto the street because as you stand at the pedestrian crossing access at the water tower to cross the tracks, it forces you onto the street because a chain blocks the sidewalk on the other side of the tracks. This particular afternoon a car was at the stop sign facing us, and the train crossing gate arm lit up and started to lower, indicating a train was approaching. So instead of walking into the street, my dog and I started to cross Alcaldesa. The car driver, however, decided to outrun the lowering gate and jolted towards us. We ran to safety on the other side of the street. Two friends of mine happened to be sitting on the patio of Restoration Pizza and saw this go down. As we approached, they said, whoa, that was wild. It was.

These are pretty regular occurrences, having to wave your arms to get cars to stop at crosswalks, and dodging speeding cars not following traffic laws. Trying to cross Guadalupe at its crosswalks, running across Montezuma in front of Beastly Books because there is neither a stop sign nor a marked crosswalk, and a streetlight has been out for years (I've reported it to PNM). It's not pleasant.

Pedestrians and cyclists also use Romero and West Manhattan to access the Rail Yard, and with streets and sidewalks in disrepair, pedestrians are forced to walk in the street. It's dangerous.

Here's what I suggest. Since cities, including Santa Fe, successfully killed legislation that would have made local government responsible for sidewalk maintenance, I'd like to see property owners notified when the sidewalks in front, or to the side, of their property don't meet legal requirements for safe passage. And held accountable for the repair. And I'd like the city to do its part, fixing streets that are uneven and unsafe due to tree roots bulging through asphalt, like right behind us on Romero. And I'd like the Rail Yard to be truly safe for pedestrians and cyclists by seeing car drivers that don't stop at crosswalks ticketed. Finally, I'd like to see cars not able to



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drive through the Rail Yard by closing Market Street between West Manhattan and Alcaidesa to cars and doing the same on Alcaidesa between Camino de la Familia and Chili Line Lane. That would open up this area to the community for easy gathering, maybe roller skating and other activities. Let's make the Rail Yard truly pedestrian friendly.

## 6. COMMUNICATIONS FROM OTHER AGENCIES (maximum 5 minutes)

- a. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, SFMPO Officer)
- b. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)

Mr. Rogers reported on SFCT's programs such as Vamonos (May through October), Passport to Trails (restarting in April), and Safe Routes to Schools (restarting in April).

He also reported on the SRTS funding application to federal program called Transportation Alternative Program which BPAC has supported.

- c. Public Safety Committee (Khalil Spencer, BPAC Vice-Chair)

Mr. Spencer requested the Bike Unit of the Santa Fe Police Department to make a presentation at next meeting.

## 8. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Bicycle Master Plan and Metropolitan Transportation Plan Project Update (Leah Yngve, MSPH, SFMPO Senior Transportation Planner)

Presentation by Ms. Leah Yngve, SFMPO Senior Transportation Planner

The SFMPO is in the process of updating the Bicycle Master Plan (BMP) which was adopted in July 2019. The majority of new trails added to the project list comes from the process of reconciling previous records of



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proposed trails with the 2019 BMP list. Trail alignment sources include the 1999 General Plan, 1987 City Code, and Santa Fe County Sustainable Land Development Code. Each trail alignment was evaluated by MPO staff for possible inclusion in the BMP project list with considerations for feasibility and connectivity.

The updated BMP introduces a new category called the Arroyo Network. This category recognizes the potential of arroyos to form a logical bicycle or pedestrian network along their courses, but stops short of calling for this specific type of network development. Instead, the Arroyo Network reserves the right to establish trail easements and evaluate trail feasibility and utility as development or other opportunities occur. An interactive map is available at SFMPO website. (Ms. Yngve demonstrated the interactive map.)

SFMPO acknowledges that new priorities for trail alignments, connections, crossings, and road improvements will continue to arise as the metropolitan area develops and as bicycle use expands. The MPO and its member agencies may request additional trail connections and bicycle network improvements as opportunities arise relating to private developments as well as public projects.

Ms. Yngve encouraged BPAC members to check their website and submit their comments by March 24, 2023. Public hearing and approval will be held on April 27, 2023.

- b. A Resolution: Maintenance and Installation of On-Road Bicycle/Pedestrian Facilities (Judith Gabriele, BPAC Member)

**MOTION:** Member Spencer moved, seconded by Member Pilcher, to approve the draft resolution as amended.

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

**For:** Member Aaboe, Member Gabriele, Member Pingilly, Member Spencer, Member Pilcher, and Chair Garcia



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**Against:** None

**Abstain:** None

- c. Discussion on the following Bills (Steve Pilcher, BPAC Member)
- a) Senate Bill 69: Electric-Assisted Bicycle
  - b) House Bill 328: Motor Vehicle Vision Zero Plan
  - c) Senate Bill 343: E-Bike "instant rebate"
  - d) House Bill 408: Protected Bike Lanes

The Committee reviewed four bicycling related bills under consideration by the State Legislature. As of the meeting, none had been voted upon, and the legislative session is nearly over.

The four bills are:

SB 69, which defines and regulates e-bicycles. The language of this bill is similar to Santa Fe's recently adopted ordinance;

HB 328, which establishes a motor vehicle "Vision Zero" plan;

SB 343, which would provide a rebate to qualifying low-income individuals should they purchase an e-bike;

HB 408, which would require the incorporation of protected bike lanes as a part of road improvement projects within cities of at least 10,000 population.

The Committee discussed the pros and cons of each bill, but given the impending end of the session, did not move to make any formal comments.

- d. Letter of Support for Safe Route to School Application for Transportation Alternative Program (Tim Rogers, Santa Fe SRTS Coordinator)

**MOTION:** Member Spencer moved, seconded by Member Aaboe, to approve to send the letter of support as presented.

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



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**For:** Member Aaboe, Member Gabriele, Member Pingilley, Member Spencer, Member Pilcher, and Chair Garcia

**Against:** None

**Abstain:** None

- e. Public Works Roadway and Trails Capital Projects Update (Romella Glorioso-Moss, BPAC Staff Liaison)

## 8. SUBCOMMITTEE COMMUNICATIONS

- a. Promotions, Education and Programming (Judith Gabriele, Chair)

Member Gabrielle reported on the meeting with the City's Community Engagement Communications Team Manager Michaela Beggins. City will help BPAC designing its promotional materials such as the banner, flyer and website.

- b. Technical Review Subcommittee (Ben Pingilley, Chair)
- a) Bishop's Lodge Rd Reconstruction Conceptual Plan
  - b) El Camino Real Academy Trail 60% Design Plan
  - c) Paseo Del Sol Extension Conceptual Plan

Member Pingilley left the meeting before his agenda item came up but e-mailed his report to the Staff Liaison which was read at the meeting.

### **El Camino Real Academy - 60% Review (Ben was not present)**

- The ROW (Right of Way) has been established and an amendment for an easement has been submitted
- 90% review is scheduled to happen in late March or early April



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- Signage will be provided at 90% review
- Nothing else to note unless Romella or Tim who were present would like to add

## **Bishop's Lodge - Preliminary Design Meeting**

- There was a discussion of using mini-roundabouts, but was nixed because of speed and ROW
- There will be only one sidewalk on one side of the road rather than both side because of ROW
- Discussed decreasing the travel lane width to 11 or 10.5ft - An internal followup will occur

## **Paseo del Sol - Preliminary Design Meeting**

This review was a big step in the right direction. They agreed with almost every suggestion that was made. This includes:

- Reducing travel lanes to 10 feet throughout the entire project
- Increasing bike lane width to a minimum of 5 feet
- Increasing the north sidewalk width to serve as a trail connection for Safe Routes to School
- They are asking the Fire Department about speed tables on longer straight aways
- Adding a pedestrian crossing connecting North to South when the south side crosswalk ends
- Reducing travel lane width when entering round-a-bouts to force car and bike traffic to merge together

## **9. MATTERS FROM STAFF**

## **10. MATTERS FROM THE COMMITTEE**

## **11. MATTERS FROM THE CHAIR**

## **12. NEXT MEETING: April 13 2023**



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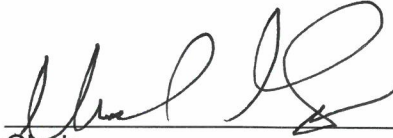
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13. ADJOURN 7:54 pm

*Romella Glorioso-Moss*

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Liaison



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Chair