



City of Santa Fe

# MINUTES

BICYCLE AND PEDESTRIAN  
ADVISORY COMMITTEE  
AUGUST 10, 2023  
5:30 PM  
CITY HALL  
COUNCIL CHAMBERS, 201  
LINCOLN AVENUE  
SANTA FE

## 1. CALL TO ORDER

The meeting was called to order at 5:33pm by Vice-Chair Khalil Spencer.

## 2. ROLL CALL

### **Members Present:**

Member Yolanda Eisenstein  
Member Judith Gabriele  
Member Khal Spencer  
Member Erik Aaboe  
Member Angela Bordegaray  
Member Steve Pilcher  
Member Dan Painter

### **Members Excused:**

Chair Michael Garcia  
Member Tony Gerlicz  
Member Ben Pingilley

### **Others Attending:**

Romella Glorioso-Moss, Staff Liaison  
Lucrecia Diaz, Clerk

## 3. APPROVAL OF AGENDA

**Motion:** Vice Chair Spencer moved, seconded by Member Eisenstein to approve the Agenda as amended.

Amendments: Move up Agenda Items 7.e and 7.d to 7.a and 7.b respectively.

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

**For:** Member Aaboe, Member Bordegaray, Member Eisenstein, Member



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Gabriele, Member Painter, Member Pilcher, Vice-Chair Khalil Spencer

**Against:** None

**Abstain:** None

#### 4. APPROVAL OF MINUTES

- a. **Motion:** Member Painter moved, seconded by Member Gabriele to approve the August 10, 2023 minutes.

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

**For:** Member Aaboe, Member Bordegaray, Member Eisenstein, Member Gabriele, Member Painter, Member Plicher, Vice-Chair Khalil Spencer

**Against:** None

**Abstain:** None

#### 5. COMMUNICATIONS FROM THE PUBLIC

- a. Email from John Busher, Santa Fe, NM

Please extend my thanks to the BPAC committee for the excellent strategic planning document.

The links on your webpage <https://santafenm.gov/bicycle-and-pedestrian-advisory-committee-bpac> to "[Click here to access meeting dates, agenda, and information.](#)" do not work.

The webpage does not mention who is on the committee or how to reach them. The strategic plan does comment about who is on the committee, but



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there is no means to reach them.

Also, the following article about a new ordinance in Anchorage, Alaska:

<https://www.alaskanewssource.com/2023/08/09/ordinance-passes-adjusting-cyclist-rules-make-anchorage-more-bike-friendly/>

Could you distribute this link to the members of the committee.

Some negative personal experiences of possible value to the committee:

I was biking westbound (downhill) on San Mateo about 8 years ago and had the green light at St. Francis. (on a road bike, probably 20mph) However, an elderly driver - eastbound and turning left onto St. Francis - 'did not see me' until shortly before I collided with his car. Fortunately, I did not break my back, I had a severe leg scrape (took 6 months to heal) but I still have PTSD from the experience. I was not wearing a bright vest, and thank god I had on a helmet.

Several years later, I was biking southbound on Galisteo at the St. Michael's streetlight. As I was not sure if the sensor in the road noticed me, I moved onto the sidewalk and pressed the walk button. I proceeded to cross, but an elderly woman collided with me. She 'did not see me' -- clearly a driver error but fortunately did not result in an injury.

Pulling onto St. Michaels from a parking lot, it appears most drivers don't care about bikers - I had a clear lane to pull into on my side of the street, but a driver pulled in front of me from the parking lot, narrowly avoiding a collision. Heading down the hill on Galisteo St. approaching Paseo de Peralta doing about 15mph, a driver passed me, and then immediately proceeded to turn right into a driveway in front of me, forcing me to slow down. So he saved 3 seconds in his mad dash home?

On the positive side:

I frequently cross bike at the Camino de la Familia / Rail Crossing at Paseo de Peralta headed to Railyard Fitness. Many drivers stop for me out of politeness. Just wonderful, especially during busier times during the summer.



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Thanks,  
John

## 6. COMMUNICATIONS FROM OTHER AGENCIES

- a. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, Director)  
Mr. Aune reported that Homewise helped secure the easement owned by PNM to connect Acequia Trail to Maes Rd. We are now posed to re-apply for TAP funding. See Attachment A.

Mr. Aune also briefly discussed what is “traffic” based on the book written by Tom Vanderbilt Snippet written in 2008 titled, *Traffic: Why We Drive the Way We Do (and what it Says about Us)*. He encouraged everyone to read this book which in many ways helped him understand Transportation Planning.

- b. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)
- c. Public Safety Committee (Khalil Spencer, BPAC Vice-Chair)

## 7. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Request to Adopt the Amended BPAC FY2023-2033 Strategic Plan (Yolanda Eisenstein, Policy, Planning and Law Subcommittee Chair)

**Motion:** Member Aaboe moved, seconded by Member Spencer to approve strategic plan as amended and include committee members Angela Bordegaray, Dan Painter and Steve Pilcher to the first page.

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

**For:** Member Aaboe, Member Bordegaray, Member Eisenstein, Member Gabriele, Member Painter, Member Pilcher and Vice-Chair Spencer



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**Against:** None

**Abstain:** None

- b. Comments on the draft Bill 2023-24 – Defining Electric Unicycles (Yolanda Eisenstein, Policy, Planning and Law Subcommittee)  
A Bill Amending SFCC 1987, Section 23 5.1 to Include a Definition for Unicycles; Amending the Uniform Traffic Ordinance (UTO), Exhibit A to Chapter 24 by Creating a New Section 12-1-86.5 to Add a Definition for “Unicycle” and “Electric Unicycle”, Amending Section 12-1-40 to Exclude Electric Unicycles from the Definition of Motor Vehicles, Amending Section 12-1-88 to include Electric Unicycles in the Definition of Vehicle and Amending Articles 8-1 Through 8-16 and 12-10-3.1.

Notes: Member Eisenstein reported that her subcommittee could not find a similar ordinance in New Mexico or other States. The main issue is e-bikes classification is universal while e-unicycles have no classification (the industry does not have one). It seems the City made up these classifications. If the City would like to have an Ordinance governing the use of electric unicycles, it would be better is we have a “micro-mobility ordinance” which covers e-unicycles, e-scooters, etc. and not a piecemeal Bill. However, it seems the Governing Body would like to pass the Ordinance.

**Motion:** Member Aaboe moved, seconded by Member Spencer to recommend to the governing body for consideration that on p. 6, line 16 strike “These devices are categorized into two classes:”; also, on the same page [p. 6] strike lines 17-22; on p. 8, line 20 strike “or a Class 2 electric unicycle” and replace with or an electric unicycle that can reach or exceed the speed of 28mph.

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



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**For:** Member Aaboe, Member Bordegaray, Member Eisenstein, Member Gabriele, Member Painter, Member Pilcher and Vice-Chair Spencer

**Against:** None

**Abstain:** None

c. Appointments to BPAC Subcommittees

- 1) Angela Bordegaray – BPAC Member, Promotion Education and Programming Subcommittee
- 2) Gary Schiffmiller – Citizen Member, Technical Review Subcommittee
- 3) Tim Rogers – Stepping down as Citizen Member of Technical Review Subcommittee

Vice Chair Spencer appointed BPAC member Angela Bordegaray to PEP Subcommittee and Mr. Gary Schiffmiller as Citizen member to TC Subcommittee.

d. Constituent Request for Pedestrian/bicycle Crossing Improvements to the River Trail Crossing at W. Alameda/St. Francis (Abigail Wolaver)

Mr. Aune reported that SFMPO is working with City Traffic Engineer Jeanne Wolfenbarger on this constituent request.

e. Presentation on Traffic Signals and Safety Design and Updates on City Traffic Operations Activities including Maintenance (Mike Dalmolin, City Traffic Operations Engineer)

See Attachment B for PowerPoint Presentation



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f. Electric Bicycles Safety Issues (Judith Gabriele, Promotions, Education and Programming Subcommittee Chair)

The Committee decided not to do anything.

## 8. SUBCOMMITTEE COMMUNICATIONS

a. Policy, Planning and Law (Yolanda Eisenstein, Chair)

b. Promotions, Education and Programming (Judith Gabriele, Chair)  
• BPAC Presentation to the Governing Body

c. Technical Review (Ben Pingilley, Chair)  
• Paseo Del Sol Extension 30% Design Review

In the absence of Member Pingilley, Member Aaboe reported that it seems everyone was pretty happy with the design of Paseo Del Sol Extension. There seem no significant issue. However, there are some concerns about cyclists merging the traffic at the roundabout especially for inexperienced ones. One suggestion is to put an exit ramp and continue bicycling on sidewalk. Technical Review subcommittee requested to meet with consultant on this issue.

d. Bike Friendly Community Application Task Force (Steven Pilcher, Chair)

## 9. MATTERS FROM STAFF

a) Staff forwarded meeting invitation to all members to attend People for Bikes meeting.

b) Staff asked members if they are willing to post their resumes and photographs on BPAC website. Some members want their contact information redacted. Staff will ask Clerk Office what is appropriate.



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c) If anyone received an email from Halona Crowe, Public Works Business Operations Manager, please delete it. Her computer was hacked and contaminated about 90 computers (mostly Public Works).

## 10. MATTERS FROM THE COMMITTEE

Member Aaboe – please pull goat heads on unpaved trails

Member Gabriele – announced that the new President of Bike Santa Fe is Jennifer (Jenn) Webber. Also, BPAC member Tony Gerlicz was voted board member.

Vice Chair Spencer – announced the redevelopment at Rabbit Road and Rail Trail Crossing.

## 11. MATTERS FROM THE CHAIR

Staff read text from Chair Garcia, "Please send my thanks to Judith and the rest of the BPAC team for the presentation to the governing body; it went great!"

## 12. NEXT MEETING: October 12, 2023

## 13. ADJOURN 7:30 pm

*Lucrecia Diaz*

Clerk

*Romella glorioso-Moss*

Liaison

*David Garcia*

Chair

# **ATTACHMENTS**

**Conceptual Design: Acequia Trail : Otowi to Harrison Road**

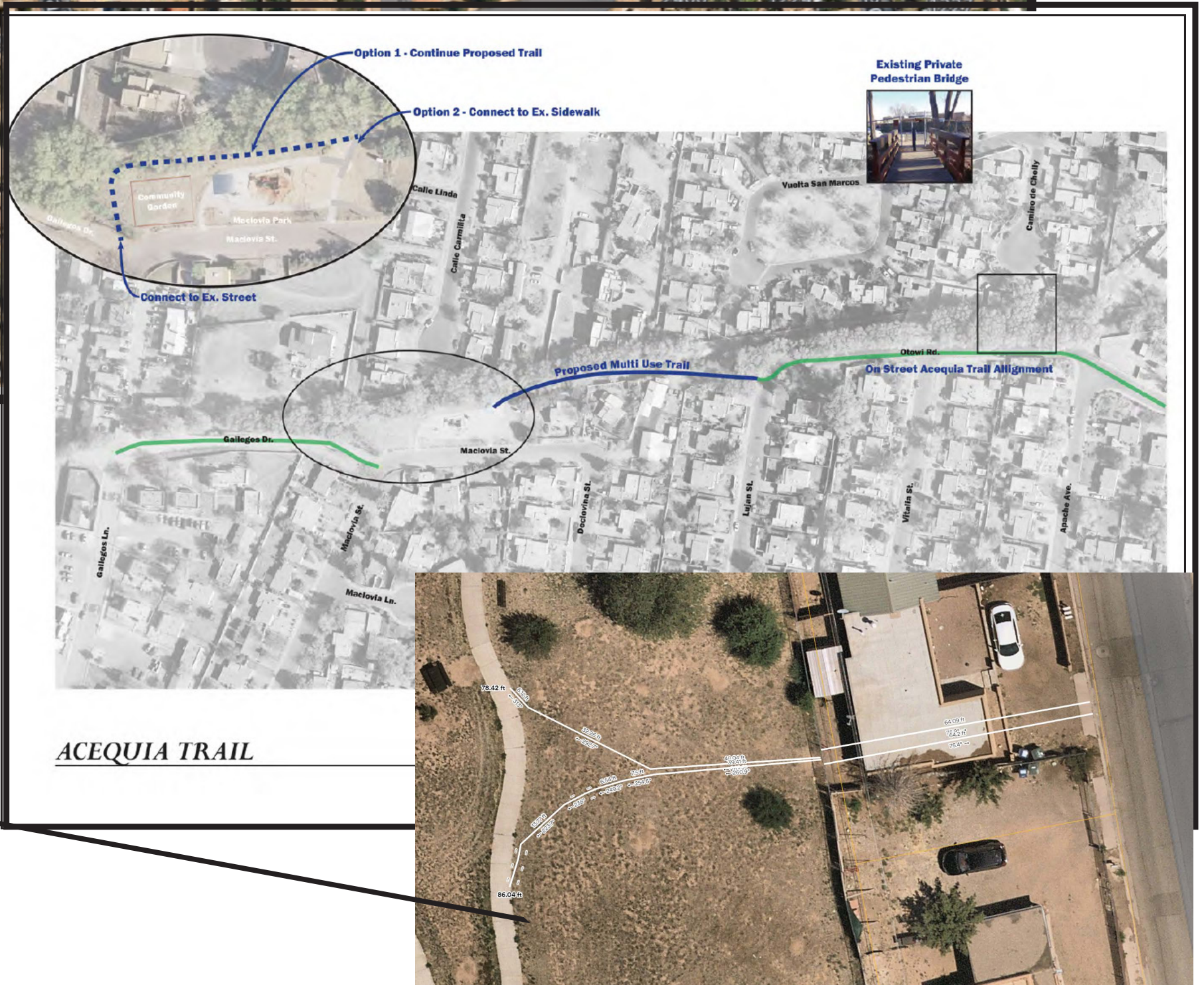
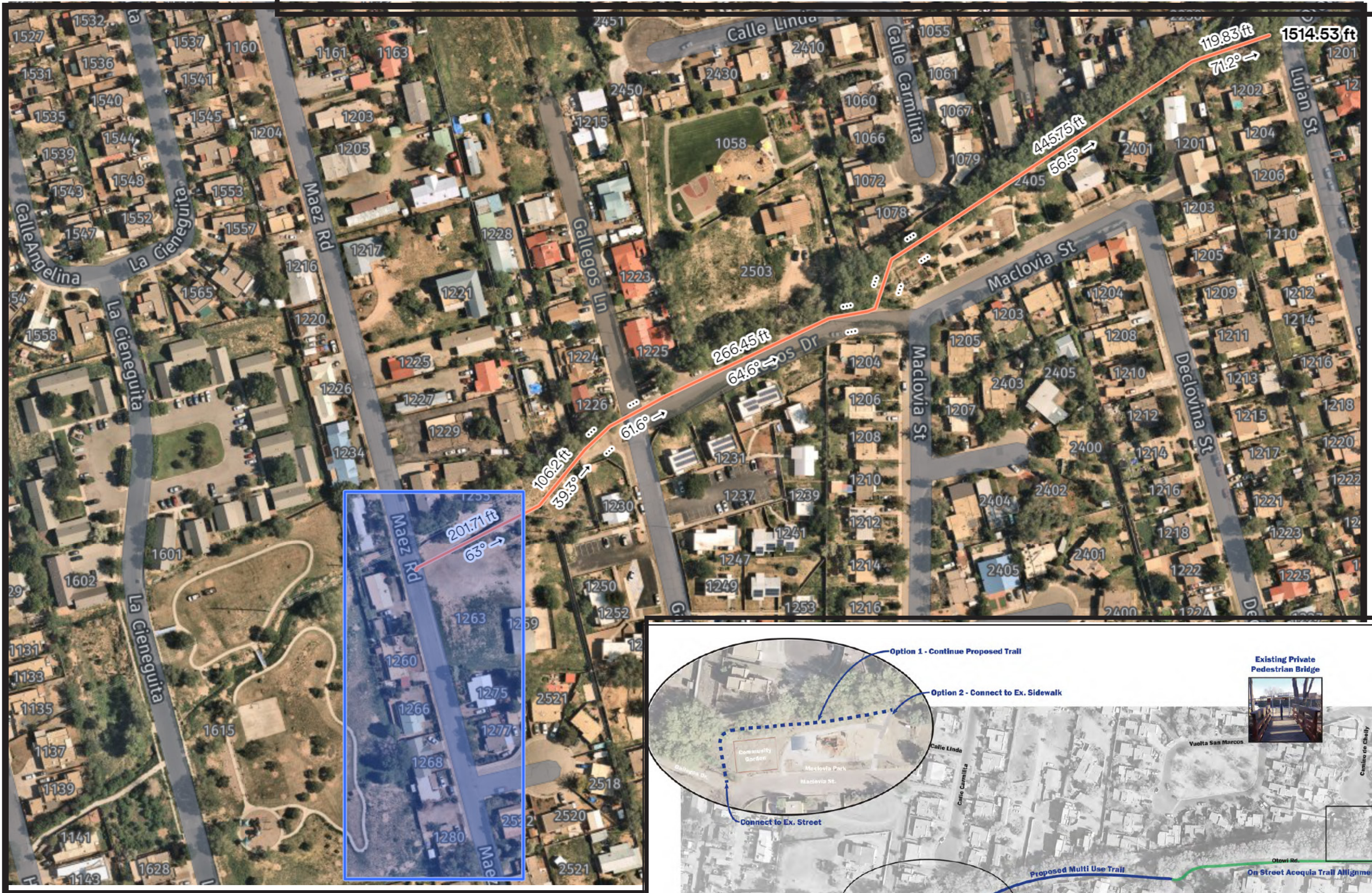
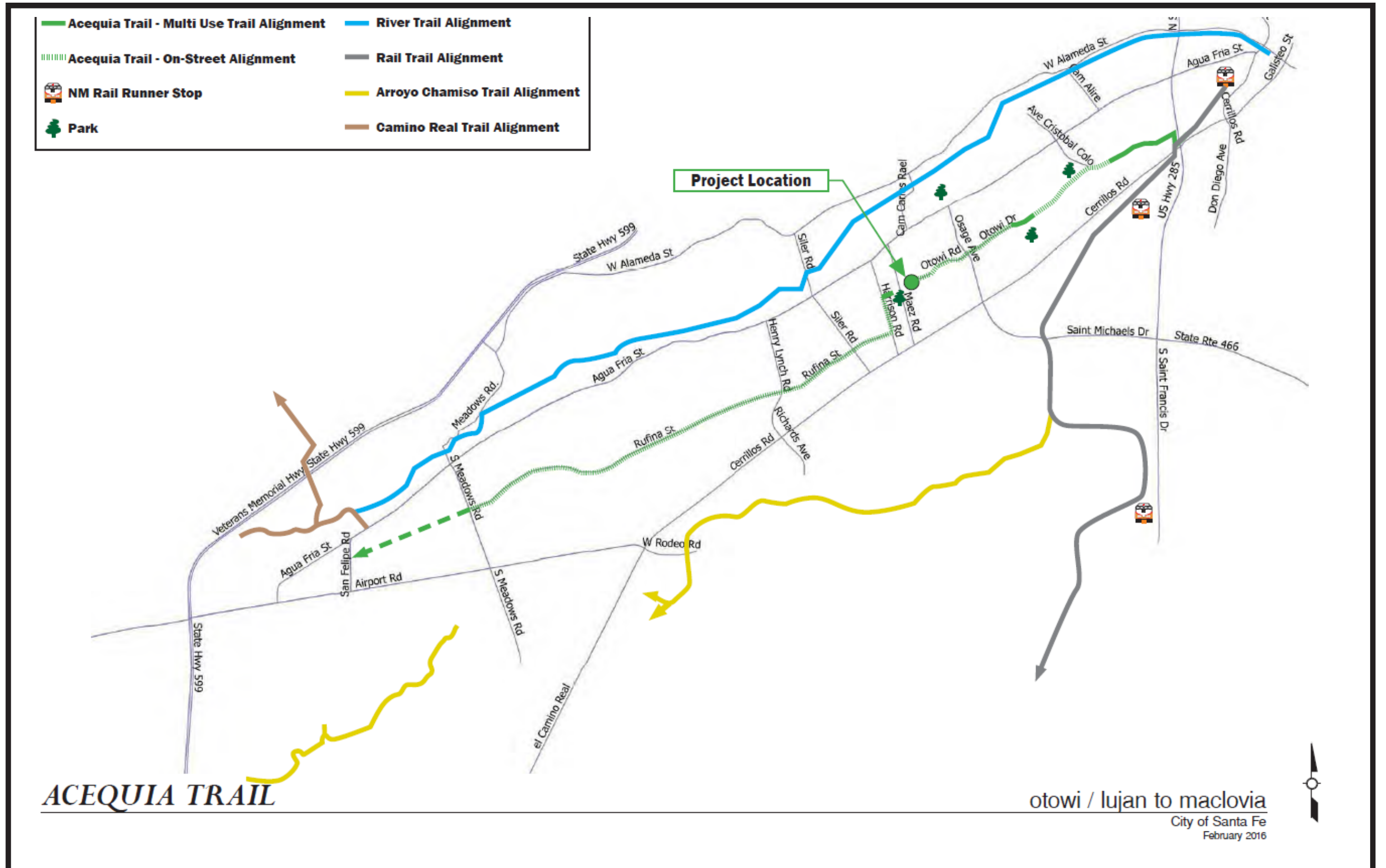
Work to Date July 2023.

The project was identified in the 2012 Bicycle Master Plan and is the #6 Trail Priority in the 2019 Bicycle Master Plan

Funds for conceptual design and public engagement occurred in 2016.

An agreement between PNM and the City for the trail easement was executed in summer of 2023 allowing the trail to be designed to Maez Rd.

The City has placed the project on its 2024-2028 Infra-structure Capital Improment Plan which means it is a priority for funding but funding has yet to be secured for design and construction.



The City made application for Federal TAP funds in 2023 but was not approved at that time where the Santa Fe Safe Routes to School Program was.

It is the intent of the City to make application during the next round of TAP funding in 2024.

In order to connect to Harrison Road via Los Hermanos Rodrigues Park a trail easment will be required somewhere along Maez here. Homewise is working on an option to purchase the lot at 1268 if that occurs, a 20' ROW with a potential 10' trail connector would be strategically beneficial to both the project and adding significant regional connectivity for Santa Fe.

A young girl with long dark hair, wearing a light blue striped shirt and a purple backpack, is holding hands with an adult wearing a yellow shirt and blue jeans. They are walking in a crowd, with other people blurred in the background.

# HSIP Traffic Signal Safety Improvements

Mike Dalmolin, PE  
Traffic Operations Engineer

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**HSIP. Invest in the future. Save lives today.**



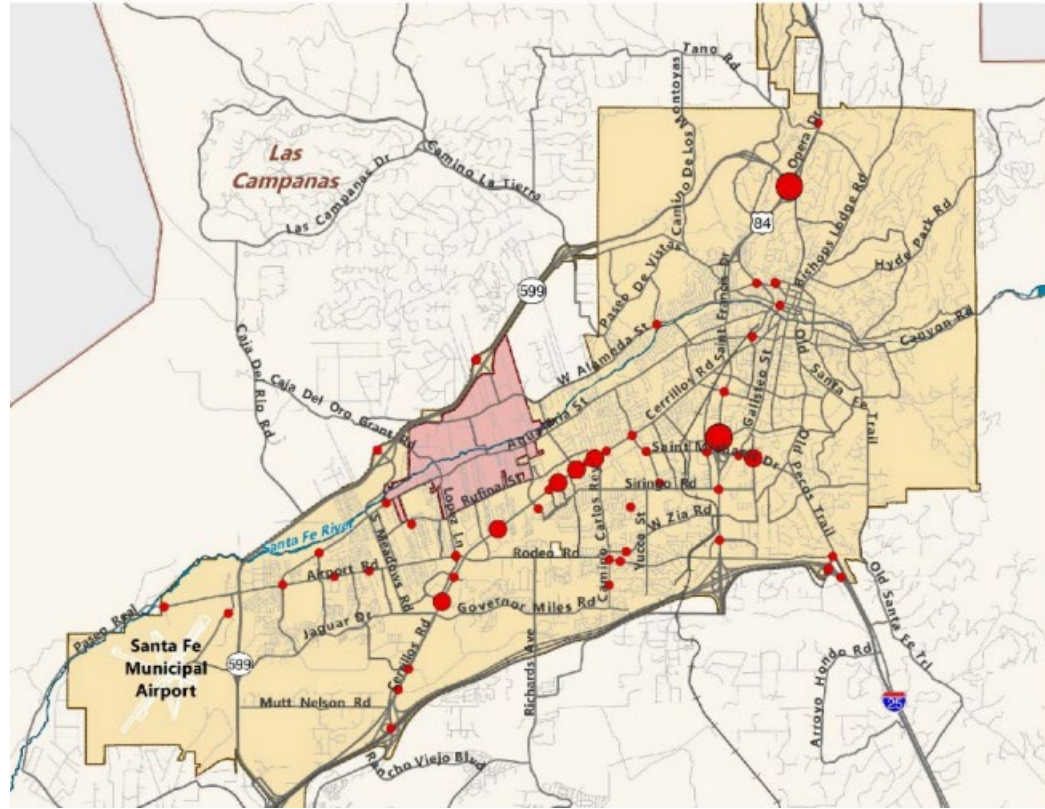
# Data + Systemic + Low Cost Countermeasures = Safer Roads.

Data Sources: The Local Road Safety Plan (LSRP) completed by the Santa Fe Metropolitan Planning Organization (SFMPO) in August 2022, 2021 NMDOT Strategic Highway Safety Plan, NMDOT Pedestrian Safety Action Plan

Systemic Improvements: 1) Identify Focus Areas by Crash Type/Facility. 2) Look for locations with similar risk factors. 3) implement low-cost safety measures widely across the network.

Low-Cost Countermeasures: Proven, low-cost, systemic countermeasures.

**HSIP. Today's data for tomorrow's roads.**



# Network Screening: Intersections

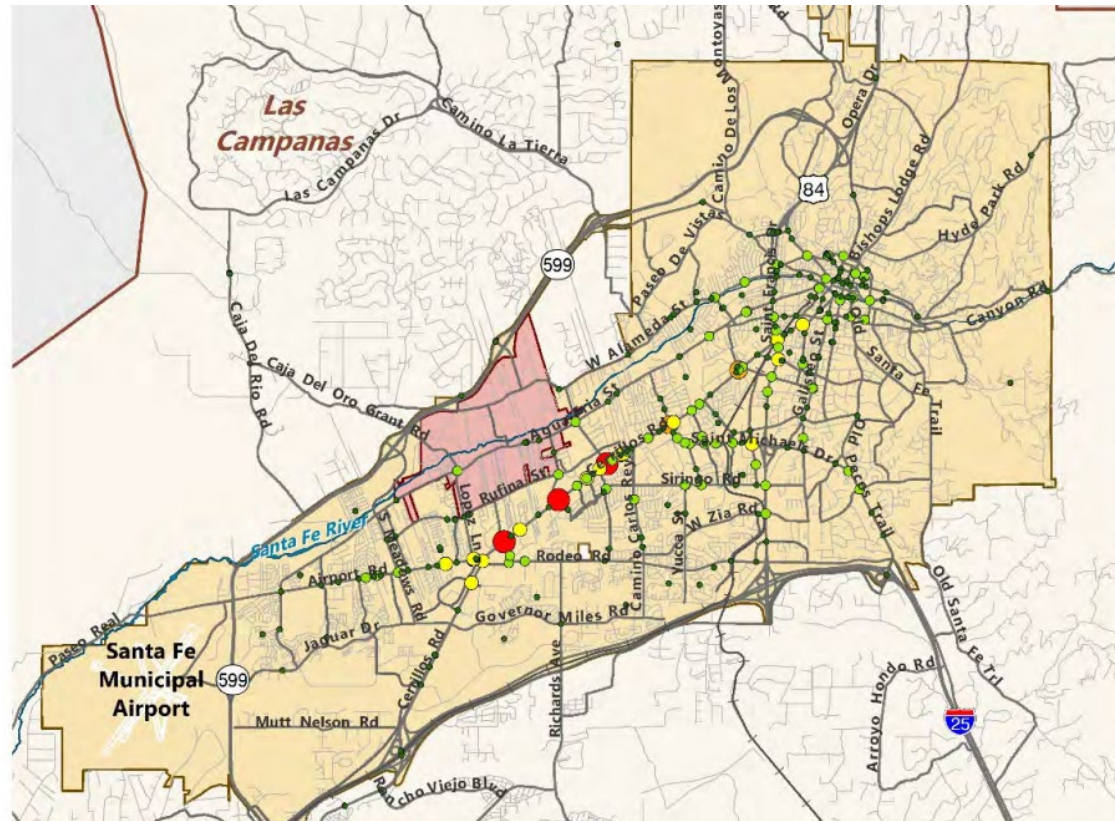
LSRP map showing location of all fatal crashes between 2010-2018. The focus of this project would be on the High Injury Network (HIN) where seventy percent of the fatal and serious injury (KA) crashes and 60 percent of the KAB crashes occurred on these priority HIN corridors, specifically on Cerrillos Road (21% KAB / 28% KA), Airport Road (10% KAB / 12% KA), St. Michaels (8% KAB / 7% KA).



## Intersections: Risk Factors

SFMPO's Risk Factors identified in the LRSP:

- Multilane Facilities
- High traffic volumes
- Higher operating speeds



# Network Screening: Pedestrians

Local Road Safety Plan showing locations of pedestrian involved fatal and serious injury crashes between 2015-2019. The focus of this project would be on pedestrian-involved high crash corridors identified by New Mexico's Pedestrian Safety Action Plan: Cerrillos Road, Airport Road, and Saint Michael's Drive.



## Pedestrians: Risk Factors

SFMPO's Risk Factors identified in the LRSP:

- Intersections: most accidents on high crash corridors occur at intersections
- Wide, multi-lane highways:
- Commercial development:

## 2021 NMDOT Strategic Safety Plan

Statewide High Priority Safety Emphasis: Intersection Related and Pedestrian Related High Injury Network (HIN) on Cerrillos Road, Airport Road, and St. Michaels.

### The Strategy: Flashing Yellow Arrow Conversions

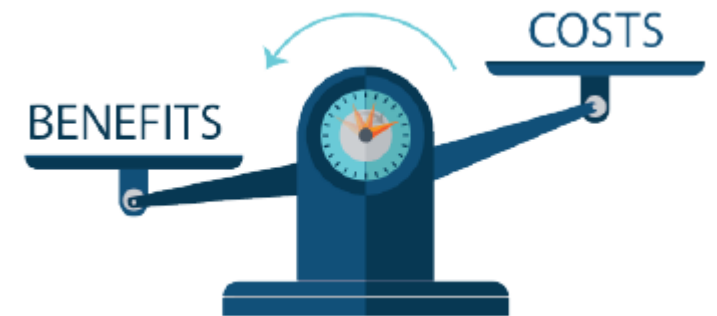
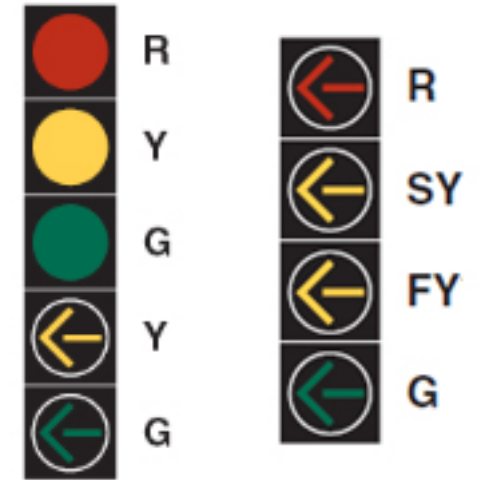
Target Intersections: Median with pedestal poles

Cerrillos Rd: Wagon Rd, Cristo's Rd, Jaguar Rd, Tierra Contenta Dr

St. Michael's Dr: 5<sup>th</sup> Street, Calle Lorca, Pacheco St

### The Result.

- 7% Crash Reduction (Simpson and Troy, 2015)
- 15% Reduction in KAB injury crashes (Simpson and Troy, 2015)
- 56:1 to 144:1. Cost/Benefit Ratio (FHWA, 2021)



*Find out which proven treatment could help you save lives.*



# FYA / Pedestrian Safety

## FYA gives Pedestrian Safety Options

- **FYA Delay:** Onset of permissive “FYA” overlap can be delayed by the number of seconds entered, thus reducing conflict between motorists turning left and pedestrians/through traffic.
- **Ped Protect:** Permissive “FYA” overlap can be omitted with a pedestrian push button actuation.



**HSIP. Take action today to save lives tomorrow.**

## 2021 NMDOT Strategic Safety Plan

Statewide High Priority Safety Emphasis: Intersection Related

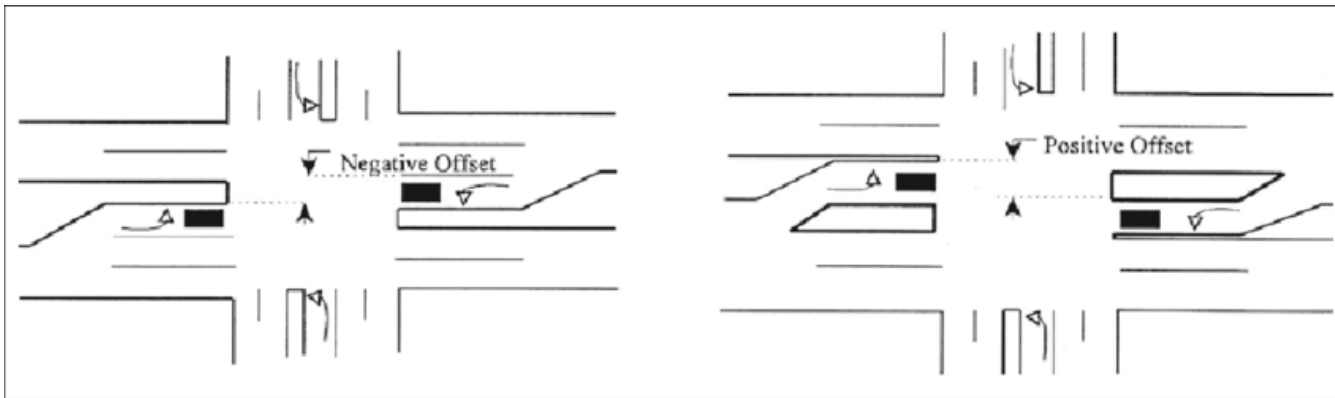
### The Strategy: Provide longer, offset, left-turn lanes at intersections

Reduce the frequency and severity of intersection conflicts through geometric design improvements

LRSP 1,3,5: verify sight triangles and eliminate obstructions

#### The Result.

- 26% in angle crashes (Persaud et al., 2009)
- 35% reduction in fatal/injury crashes (Persaud et al., 2009)
- Cost/Benefit Ratio 1:2 (FHWA, 2009)



**HSIP. Take action today to save lives tomorrow.**

## 2022 Local Road Safety Plan

2021 New Mexico Pedestrian Safety Action Plan identifies Cerrillos Road, Airport Road, and Saint Michaels Drive as pedestrian-involved high crash corridors

### The Strategy: Pedestrian Refuge Islands

1.5.6 Safe System Element: Install medians and pedestrian refuge islands.

#### The Result.

- 32% in vehicle/pedestrian crashes (Zegeer et al., 2017).
- FHWA: refuge islands can be as little as 4 feet.
- One of 28 FHWA Proven Countermeasures

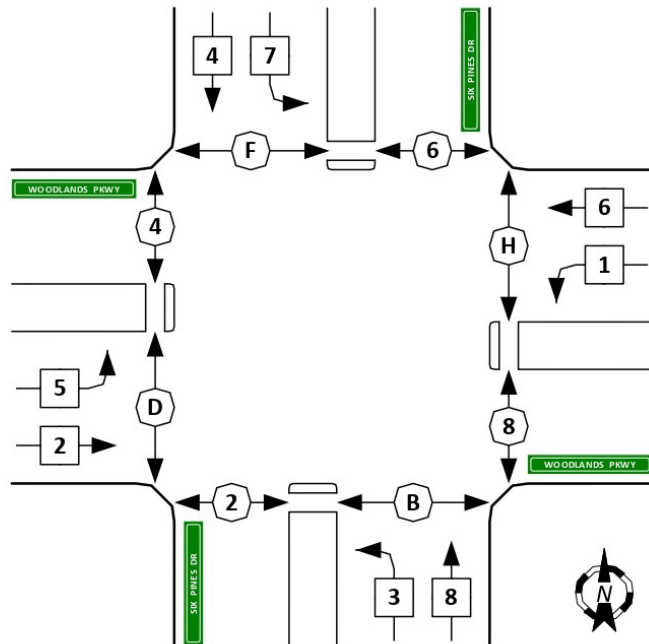


## Innovative Countermeasure: 2-Stage Pedestrian Crossing

2021 NMDOT Strategic Safety Plan, Intersection Related Safety Strategies:  
A1: Improve pedestrian and bicycle operations



**Advanced Traffic Solutions, LLC**  
440 Cobia Dr, Suite 1103  
Katy, TX 77494-7159  
P: (832) 405-8577 | F: (832) 553-3217



*Use data to invest your HSIP funds effectively.*

## 2022 Local Road Safety Plan

Systemic Safety Improvement #1: Systemic application of traffic signal backplates, high visibility crosswalks, stop bars.

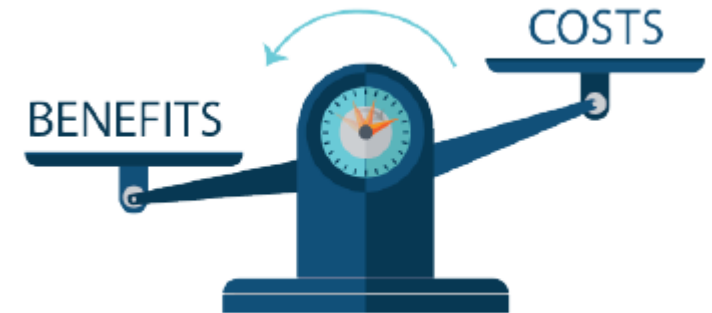
### The Strategy: High-Visibility Crosswalks

New Mexico Pedestrian Safety Action Plan identifies Cerrillos Road, Airport Road, and Saint Michaels Drive as pedestrian-involved high crash corridors – with most of these crashes occurring at intersections.



### The Result.

- 40% reduction in pedestrian crashes (Chen et al 2012)
- One of FHWA's 28 proven countermeasures.
- High-visibility crosswalks typically cost five times more than transverse parallel lines (VDOT, 2021)



## 2022 Local Road Safety Plan

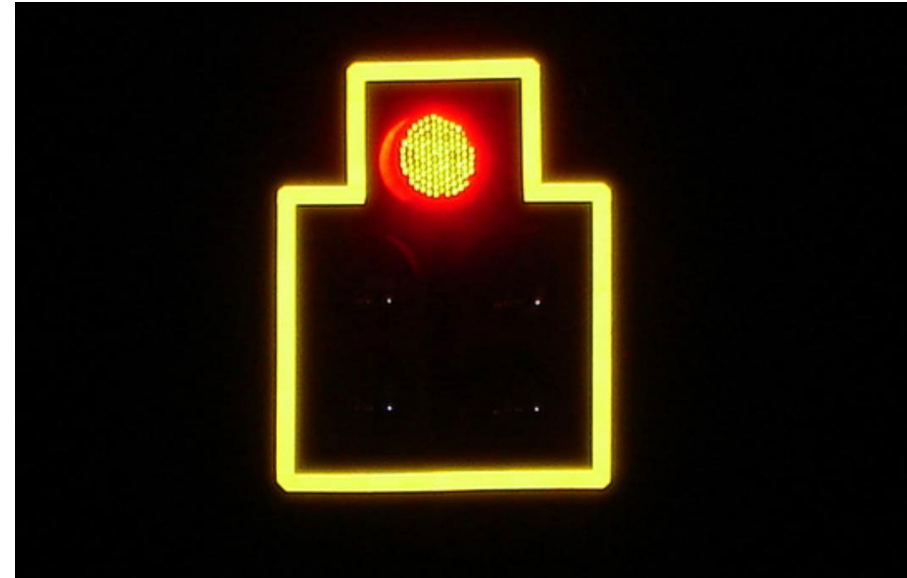
Emphasis Areas: Intersections, Pedestrians, Bicyclists, Older Drivers, Younger Drivers

### The Strategy: High Visibility Backplates

Improve visibility of intersections and traffic control devices (signs and signals) using low-cost countermeasures

#### The Result.

- 15% reduction in crashes (Miska, E., P. de Leur, and T. Sayed)
- 29% reduction in fatal/injury crashes (El-Basyouny, K. and Sayed)
- FHWA: reduces red light violations, improves visibility)
- One of FHWA's 28 proven countermeasures.



## 2022 Local Road Safety Plan

2021 New Mexico Pedestrian Safety Action Plan identifies Cerrillos Road, Airport Road, and Saint Michaels Drive as pedestrian-involved high crash corridors

### The Strategy: Leading Pedestrian Intervals

LRSP: Implement Leading Pedestrian Interval (LPI); consider adding NO RIGHT TURN blank out signs to balance safety and capacity

### The Result.

- 13% reduction in pedestrian crashes (Goughnour et al. 2018)
- 18.1% - 20.9% reduction in extreme conflicts (Guo et al. 2020)
- Cost/Benefit Ratio: 1:801 (Fayish and Gross, 2010)
- One of FHWA's 28 proven countermeasures.
- MUTCD: Accessible Pedestrian Signals (APS) should be installed with LPI





# HSIP Traffic Signal Safety Improvements Proposal

**FY2024:** Planning and Design Phase. A few key questions:

- Cost: Cost of each countermeasure at an intersection. (Example: need new conduit/wire for FYAs?)
- Interrelation between countermeasures: (Example: refuge island, offset left-turn lane, sight distance, etc)
- Coordination: St. Francis is a NMDOT roadway and these countermeasures could be applicable there.

**FY2025:** Complete construction.

**HSIP. Today's data for tomorrow's roads.**