



City of Santa Fe

AGENDA

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
JANUARY 11, 2024
5:30 PM
CITY HALL
COUNCIL CHAMBERS
200 LINCOLN AVENUE

PROCEDURES FOR BICYCLE AND PEDESTRIANS ADVISORY COMMITTEE MEETING

Written Public Comment: Members of the public may submit written comments on legislation by clicking on the comment bubble to the right of the meeting on the public portal at <https://santafe.primegov.com/public/portal> three hours prior to the start of the meeting.

The agenda and packet 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. December 14, 2023 minutes not yet available.

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

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

- a. Santa Fe Metropolitan Planning Organization (Leah Yngve, Senior Transportation Planner)
- b. Santa Fe Conservation Trust (Tim Roger, Trails Manager)
- c. Bike Santa Fe (Jennifer Webber, President)
- d. Public Safety Committee (Khalil Spencer, BPAC Vice-Chair)

7. **DISCUSSION AND POSSIBLE ACTION ITEMS**

- a. Update on the Use of Capital Funding for Parking Improvements at Salvador Perez Center and to Commit to Design Bike Lane Retrofits on Alta Vista and Hospital Drive (Chair Michael Garcia)
- b. Discussion on Possible Changes to Sidewalk Improvements and Maintenance Program (Erik Aaboe, BPAC Member)
- c. Request for Approval of Promotion, Education and Programming (PEP) Subcommittee Activities (Judith Gabriele, PEP Chair)
 - 1. League of American Bicyclists' Community Sparks Grant Application
 - 2. BPAC website
- d. Request for Approval of Phase 2 and 3 Wayfinding Project and Inclusion of Bike Route 66 into the Project (Tim Rogers, SFCT Trails Manager and Project Consultant)
- e. Discussion on Placement of Bikelanes on Streets with Parking (Dan

Painter, Technical Review Subcommittee Chair)

8. **SUBCOMMITTEE REPORTS**

- a. Promotion, Education and Programming (Judith Gabriele, Chair)
- b. Technical Review Subcommittee (Dan Painter, Chair)
 - 1. Bishop's Lodge Road Reconstruction Project (60% Design)
 - 2. Paseo del Sol Extension (Tierra Contenta Phase 3A Master Plan Development) (60% Design)

9. **MATTERS FROM STAFF**

10. **MATTERS FROM THE COMMITTEE**

11. **MATTERS FROM THE CHAIR**

12. **NEXT MEETING: No Meeting Scheduled**

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
DECEMBER 14, 2023
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

1. CALL TO ORDER

The meeting was called to order at 5:45pm by Chair Michael Garcia.

2. ROLL CALL

Members Present:

Member Erik Aaboe
Member Angela Bordegaray
Member Yolanda Eisenstein
Member Judith Gabriele
Member Tony Gerlicz
Member Dan Painter
Member Khal Spencer
Member Steve Pilcher (Online)
Chair Michael Garcia

Members Excused:

Member Ben Pingilley

Others Attending:

Romella Glorioso-Moss, Staff Liaison
Lucrecia Diaz, Clerk

3. APPROVAL OF AGENDA

- a. **Motion:** Member Aaboe moved, seconded by Member Painter to approve Agenda.

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



City of Santa Fe

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For: Member Aaboe, Member Bordegaray, Member Eisenstein, Member Gabriele, Member Gerlicz, Member Painter, Member Pilcher, Member Spencer, Chair Garcia

Against: None

Abstain: None

4. APPROVAL OF MINUTES

a. November 9, 2023 minutes

b. **Motion:** Member Painter moved, seconded by Member Spencer to approve the November 9, 2023 minutes.

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

For: Member Aaboe, Member Bordegaray, Member Eisenstein, Member Gerlicz, Member Painter, Member Pilcher, Member Spencer, Chair Garcia

Against: None

Abstain: Member Gabriele

5. COMMUNICATIONS FROM THE PUBLIC (maximum 2 minutes)

6. COMMUNICATIONS FROM OTHER AGENCIES (maximum 5 minutes)

a. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, Director)

b. Bike Santa Fe (Jennifer Webber, President)



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

7. SUBCOMMITTEE COMMUNICATIONS

- a. Discussion with Mayor's Committee on Disability Co-chair Kathlyne Gish on the Process for Including a Disability Member on Bicycling and Pedestrian Advisory Committee (Yolanda Eisenstein, Policy, Planning and Law Subcommittee Chair).
- b. Discussion on Technical Review Subcommittee's Proposed Amendments to Resolution 2018-72 (Yolanda Eisenstein, Policy, Planning and Law Subcommittee Chair).
- c. Appointment of an Alternate to Member Erik Aaboe to the Santa Fe County's Transportation Safety Committee to Attend, Vote and Make Recommendations in Member Aaboe's Absence (Romella Glorioso-Moss, Staff Liaison).

Motion: Member Aaboe moved, seconded Member Spencer for committee to vote to suggest an ad hoc meeting by meeting member, be requested whenever I'm unable to attend.

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

For: Member Aaboe, Member Bordegaray, Member Eisenstein, Member Gabriele, Member Gerlicz, Member Painter, Member Pilcher, Member Spencer, Chair Garcia

Against: None

Abstain: None



City of Santa Fe

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- d. Q & A with City Traffic Engineer Jeanne Wolfenbarger and Streets Project Administrator Mark Brooks on Streets Pavement Rehabilitation and Restriping Projects (Khalil Spencer, Vice-Chair).
- e. Discussion on Sidewalk Repair and Responsibility as Described in Santa Fe City Code of Ordinances, Chapter XIII, Sections 23-1.6 and 1.7 (Erik Aaboe, BPAC Member).
- f. Request to Approve the Appointment of Kempton Jackson as Member-at-Large to the Promotion, Education and Programming (PEP) Subcommittee (Judith Gabriele, PEP Chair).

Chair Garcia: So moved, I'll go ahead and approve Member Kempton Jackson of the Promotion, Education and Programming (PEP) Subcommittee, effective immediately.

- g. Galisteo Street Bike Path Demo (Hubert van Hecke)
- h. Request for a Conditional Approval of Use of Windfall Capital Funding for Parking Improvements at Salvador Perez Center to a Commitment to Design Bike Lane Retrofits on Alta Vista Street and Hospital Drive (Tim Rogers, Santa Fe Conservation Trust Trails Program Manager).
- i. Staff Liaison Year End Report (Romella Glorioso-Moss). See Attachment A

8. **SUBCOMMITTEE COMMUNICATIONS**

- a. Policy, Planning and Law (Yolanda Eisenstein, Chair)
- b. Promotion, Education and Programming (Judith Gabriele, Chair)
- c. Technical Review (Daniel Painter, Chair)



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9. **MATTERS FROM STAFF**

10. **MATTERS FROM THE COMMITTEE**

- a. Member Aaboe was asked by the head of the County's Open Land and Trails Advisory Committee (COLTPAC). If I would help them in their subcommittee to put an e-bike ordinance together. Instead I recommended Member Spencer & Member Eisenstein since they did all the work on our e-bike ordinance could participate.

Member Spencer I want to thank you Chair Garcia for your work on this committee, in case your not back next year hope that you are. It's been a real pleasure to have you as our chair. I would also like to thank the support staff for doing a great job.

11. **MATTERS FROM THE CHAIR**

12. **NEXT MEETING: January 11 2024**


13. **ADJOURN**

Clerk

Romella Glorioso-Moss

Liaison

Chair



BPAC Staff Liaison Year End Report

Romella Glorioso-Moss
Complete Streets Capital Projects Manager

COMPLETE STREETS DIVISION



Streets, Roadways and Trails

Design and Construct Streets, Roadways, Bridges and Trails



Streets and Drainage Maintenance

Maintains Streets and Stormwater Drainage (Pavement Rehab, Snow Removal, Potholes)



Traffic Engineering

Conducts research for safe and efficient traffic flow, i.e. road geometry, sidewalks, crosswalks, cycling infrastructure, traffic signs, etc.



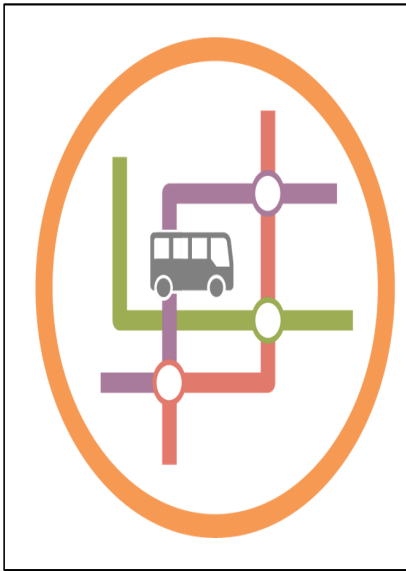
Traffic Operations

Traffic Signals, Signage and Pavement Markings

BPAC PURPOSE

To provide input and advice that supports the ongoing development and maintenance of a transportation infrastructure that makes bicycling and walking in the City of Santa Fe 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.

26 CAPITAL IMPROVEMENT PROJECTS



12 roadways



**9 intersection
improvements**



4 trails



**1 bicycle
wayfinding
signage**

**17 projects under design phase, 5 under construction,
4 completed projects**

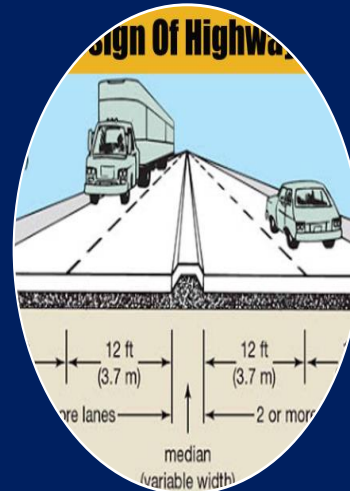
Project Development Process



Planning



Scoping



Design



Construction



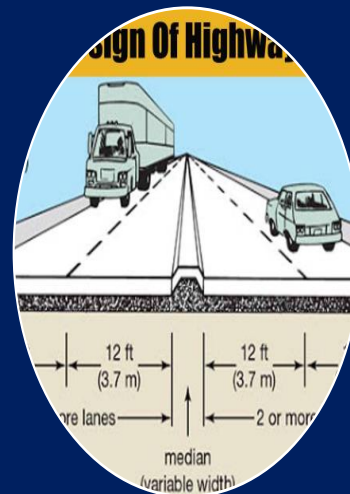
Project Development Process



Planning



Scoping



Design



Construction



Project Phase



Planning



- ❖ SFMPO Transportation Plan, Bicycle Master Plan and the Pedestrian Master Plan
- ❖ Infrastructure Capital Improvements Plan
- ❖ Impact Fees Capital Infrastructure Plan
- ❖ BPAC Strategic Plan

Project Phase



Planning



SFMPO

Santa Fe 2020-2045 Metropolitan
Transportation Plan

20 Fiscally Constrained Projects

- 14 projects
 - 5 construction phase
 - 8 design phase
 - 1 planning phase

Project Phase



Planning



SFMPO

2019 Metropolitan Bicycle Master Plan

Phase A Projects (2019-2024)

- 6 out of 30 Trail Projects
 - 3 construction phase
 - 3 design phase

Project Phase



Planning



SFMPO

2019 Metropolitan Bicycle Master Plan

Phase A Projects (2019-2024)

- 6 out of 30 Trail Projects
 - 3 construction phase
 - 3 design phase

Project Phase



Planning



Infrastructure Capital Improvements Plan (ICIP)

2025-2029 (Resolution # 2023-48)

- 80 Projects
 - 24 roadways and trails projects
 - 1 City Legislative Priority
 - 4 Council District Priorities

City Legislative Priority (#5 – 1/5)



Arroyo De Los Chamisos Crossing/ Richards Avenue Extension

- Extend Richards Avenue linking two major arterials in Santa Fe –Rodeo Road (NM 300) to Cerrillos Road
- Estimated Project Cost: \$24,025,000
- **Legislative Funding Request: \$22,500,000**

Council District 1 Legislative Priority



Cerro Gordo Reconstruction

- Reconstruct historic roadway between Canyon Rd. and Armijo Ln.
- Estimated Project Cost: \$12,400,000
- **Legislative Funding Request: \$900,000 for Design**

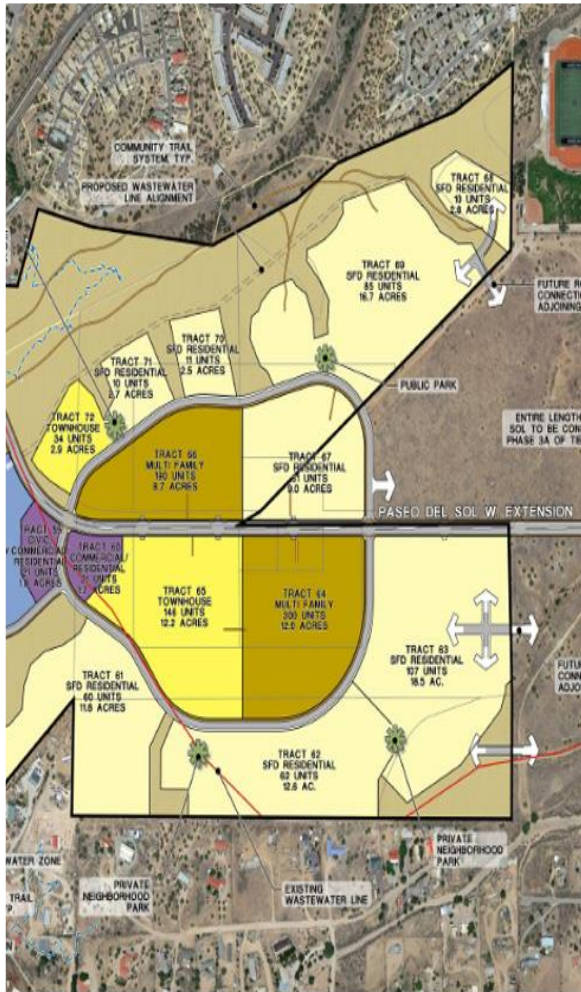
Council District 2 Legislative Priority



St. Michael's Drive/Rail Trail Underpass

- Construct underpass and spur trail
- Estimated Project Cost: \$8,000,000
- **Legislative Funding Request: \$3,015,001 for Construction**

Council District 3 Legislative Priority



Paseo Del Sol Extension

- Extend Paseo Del Sol between Jaguar Drive and Herrera Drive to facilitate the construction of more than 450 affordable homes
- Estimated Project Cost: \$15,000,000
- **Legislative Funding Request: \$14,200,000 for Construction**

Council District 4 Legislative Priority



Rufina Street/ Lopez Lane Intersection Improvements

- Upgrade facilities for cyclist and pedestrian safety
- Estimated Project Cost: \$1,000,000
- **Legislative Funding Request:**
\$1,000,000 for Design

Project Phase



Planning

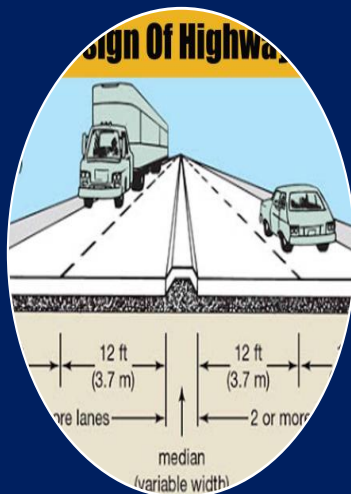


BPAC Strategic Plan (FY2023-2033)

9 Capital Improvement Projects

- 2 Roadway projects
 - Both under design phase
- 7 Trail projects

Project Phase



Engineering Design
(30%, 60%, 90%, PS&E)



- In 2023, the Technical Review Subcommittee has grown from 1 BPAC member and 2 Member-at-Large to 3 BPAC Members and 2 Member-at-Large
- Reviewed 9 Roadway and Trails Design Projects
- Reviewed 1 NMDOT project

POLICY ARENA

Ordinance 2023-4

An Ordinance Relating to Electric Bicycles; Amending Section 12-1-6 of the Uniform Traffic Ordinance (“UTO”) to Include Electric Bicycles in the Definition of Bicycle; Amending Section 12-1-40 of the UTO to Delineate Electric Bicycles from Motor Vehicles; Amending Section 12-1-88 of the UTO to Specify that an Electric Bicycle is a Vehicle; Amending Section 12-8-1 of the UTO to Prohibit Anyone Under the Age of Sixteen From Riding a Class 3 Electric Bicycle; Amending Section 12-8-10 of the UTO to Regulate and Establish a Speed Limit for Electric and Manually-Propelled Bicycles on City Sidewalks; Amending Section 12-8-15 of the UTO to Remove the Prohibition for Bicycles to Ride on a Street Adjacent to a Sidewalk or Path when Bicycles are Required to Use the Sidewalk or Street; Creating a New Section 12-8-18 of the UTO to Make it an Offense to Enhance the Speed Capabilities of an Electric Bicycle; Amending Section 12-8-23 of the UTO to Raise the Maximum Fine for Violation of Certain Provisions from Twenty-Five Dollars to One Hundred Dollars; and Amending SFCC 1987 Section 23-5.1 to Amend the Definition of Bicycle to Include Electric Bicycles, and to Regulate the Use of Electric Bicycles on City Roads.



POLICY ARENA

RESOLUTION 2024 –

Maintenance and Installation of Bicycle and Pedestrian Facilities

REVIEWED

- Resolution 2022-46 Complete Streets Policies
- Ordinance 2023 – Unicycle Bill



Promotion, Education and Programming

- **Conducted radio interview during Bike Month.**
- **Conducted outreach at Santa Fe Century**
- **Participated in District 4 survey and outreach meetings and Bike Santa Fe's re-launch**
- **Partnered with SFMPO to conduct survey to assess who is using bike trails and for what**

GOAL ACHIEVEMENT



Bicycle Friendly Communities BY RANK

As of Fall 2017, 430 communities are currently recognized as a bronze, silver, gold or platinum Bicycle Friendly Community. See the full list of BFCs at bikeleague.org/community.

314
Bronze

82
Silver

29
Gold

5
Platinum



RESOLUTION 2021-8

- Diamond-level designation

BPAC Strategic Plan

- Gold-level designation by 2033

Opportunities

- BPAC membership is full and all members are active.
- The City has a Traffic Engineer and Traffic Operations Engineer which were vacant for several years.
- Strong partnership with SFMPO, SFCT, and Bike Santa Fe.
- Lots of funding opportunities – big and small.



Key Opportunities

- BPAC membership is full and all members are active.
- The City has a Traffic Engineer and Traffic Operations Engineer which were vacant for several years.
- Strong partnership with SFMPO, SFCT, and Bike Santa Fe.
- Lots of funding opportunities – big and small.



Key Challenges

- Advisory Committee of Roadways and Trails
- Need a “buy-in” from different sections and divisions of Public Works i.e. Streets and Drainage Maintenance, Traffic Operations, Transit, Parks and Open Space; and
- Land Use, Police Department, Economic Development





THANK YOU

For Agenda Item 7.b

A) City of Santa Fe Chapter 14

- **23-1.6 - Sidewalk repairs; responsibility.**

A. No person owning or in charge or control of any lot or property within the city shall permit any footway or sidewalk contiguous thereto or running along the street line thereof to be out-of-repair, loose or broken or to be unsafe to pedestrians.

B. The person owning or in charge or control of any lot or property within the city where there exists a footway or sidewalk contiguous thereto or running along the street line thereof which is out-of-repair, loose or broken or is unsafe to pedestrians, shall immediately notify the public works department of the city of the aforesaid need for repair of the sidewalk and when the repairs shall be promptly completed. In the event the person owning or in charge or control of any lot or property within the city where a sidewalk repair is necessary fails to repair the same, then the public works department director shall require the person owning or in charge or control of any lot property within the city to make such repairs as are deemed necessary to repair the sidewalk in accordance with ADA standards, as provided in subsection [23-1.7](#) SFCC 1987.

(Code 1953, § 24-10; Code 1973, § 30-8; SFCC 1981, § 4-11-8; Ord. #1987-17, § 1; Ord. #2006-64, § 1)

State Law reference— Maintenance of Sidewalks, Sec. 3-49-4 NMSA 1978.

- **23-1.7 - Repair, improvement and construction of sidewalks.**

A. If the public works department director determines that it is necessary to repair, improve or construct a sidewalk fronting an individual tract or parcel of land, the public works department director shall prepare a notice of violation requiring that a sidewalk be repaired, improved or constructed in conformity with the existing sidewalk standards adopted by the municipality and ADA standards.

B. A copy of the notice of violation shall be served by certified mail; return receipt requested at the last known address of the owner or agent in charge of the tract or parcel of land which is contiguous to the sidewalk. If the owner, as shown by the real estate records of the county clerk or agent in charge of the building, structure or premise cannot be served as provided in this subsection, a copy of the notice of violation shall be posted on the building, structure or tract or parcel of land which is contiguous to the sidewalk and a copy of the notice of violation shall be published one (1) time in a newspaper of general circulation in the city of Santa Fe.

C. Within thirty (30) days of the receipt of a copy of the notice of violation or of the posting and publishing of a copy of the notice of violation, the owner or agent in charge of the building, structure or premise shall commence repairing, improving or constructing a sidewalk.

D. Within fifteen (15) days of the receipt of a copy of the notice of violation or of the posting and publishing of a copy of the notice of violation, the owner or agent in charge of the building, structure or premise may file a written appeal with the public works department director. The appeal shall include the following:

- (1) The factual basis for the appeal;
- (2) The legal basis for the appeal; and
- (3) The desired or requested action or outcome.

E. Appeals shall be heard by a hearing officer appointed by the city manager. The owner or agent shall be given notice of the hearing. The hearing officer shall take testimony from the city and the owner or agent, record the proceedings and prepare a written report and recommendation to the city manager. The city manager shall provide a written decision to the customer. Such decision shall be final.

F. The municipality may repair, improve or construct the sidewalk at the cost and expense of the owner or agent. If the owner or agent in charge of the tract or parcel of land which is contiguous to the sidewalk fails to commence repairing, improving or constructing the sidewalk:

(1) Within thirty (30) days of being served a copy of the notice of violation or of the posting and publishing of the notice of violation if no written objection is filed;

(2) Within five (5) days of the determination by the city manager that the notice of violation shall be enforced if no appeal is taken.

G. The reasonable cost of the repair, improvement or construction shall constitute a lien against the tract or parcel of land which is contiguous to the sidewalk. The lien shall be foreclosed in the manner provided in Sections 3-36-1 through 3-36-5 NMSA 1978.

H. If, within twenty (20) days of the receipt of the final determination of the city manager, the owner of the tract or parcel of land which is contiguous to the sidewalk fails to repair, improve or reconstruct the sidewalk as required in the notice of violation, the owner of the tract or parcel of land contiguous to the sidewalk is liable for any injury received by any person, which injury is proximately caused by the negligence of such owner pertaining to such faulty repair, construction or maintenance of the sidewalk, and the municipality is not liable.

(Code 1953, § 24-9; Code 1973, § 30-9; SFCC 1981, § 4-11-9; Ord. #2006-64, § 2)

State Law reference— Similar provisions, Sec. 3-49-4 NMSA 1978.

• **23-1.8 - Removal of snow and ice from sidewalks.**

A. The owners, agents or occupants of any property shall keep the sidewalks and gutters in front of and adjoining such property clean of snow and ice and after any fall of snow shall cause snow and ice to be immediately removed from the sidewalks and gutters fronting and adjoining their respective lots or parts of lots; provided that snow and ice not be placed in the street.

B. On the failure of any persons named above to remove snow and ice from the sidewalks and gutters, the proper city officials may cause such snow and ice to be immediately removed by laborers employed by the city; in such event, the costs and charges of removing the snow and ice shall become a lien and charge against the premises, to be paid on demand to the city clerk by the person failing to observe the provisions of paragraph A of this subsection.

C. In the event of any suit being brought by the city for the enforcement or collection of the lien and charges set out for snow removal, the person failing to observe the provisions of this subsection is liable for an attorney's fee to be paid into court for the benefit of counsel for the city in such action and such attorney's fee is a lien on the property, enforceable in the same manner as the above-mentioned charge.

(Code 1953, § 24-11; Ord. #1959-19, § 5; Code 1973, § 30-10; Ord. #1980-38, § 9; SFCC 1981, § 4-11-10)

State Law reference— Removal of snow and ice, Sec. 3-49-1 NMSA 1978.

B) City of Ithaca, New York

<https://www.cityofithaca.org/219/Sidewalk-Policy>

Sidewalk Policy

City Sidewalk Policy

The new sidewalk policy went into effect January, 2014. This program moves away from burdening individual property owners with the entire cost of sidewalk installation and maintenance for sidewalks adjoining their property, towards the creation of 5 Sidewalk Improvement Districts (SID) funded by an annual sidewalk assessment fee.

The links below will take you to a presentation about the policy, a summary fact sheet, the official map of the Sidewalk Improvement Districts, and the adopted local law. There is also a link to Tompkins County's Image Mate site, where you can view the Sidewalk Improvement District assessment units assigned to your property by the County Department of Assessment. Using those units, and the formula contained in the fact sheet and/or local law linked below, you can calculate your property's SID assessment.

Questions can be forwarded to the Engineering Office.

View our [Interactive SID Map!](#)

Additional Information:

- [2024 Sidewalk Fees](#)
- [2024 Proposed Sidewalk Fees](#)
- [2024 Proposed Sidewalk Program Work Plan Presentation](#)
- [Sidewalk Program Legislation](#)
- [Sidewalk Program Fact Sheet \(PDF\)](#)
- [Sidewalk Improvement District Map \(PDF\)](#)
- [Tompkins County's Image Mate Site](#)
- [Sidewalk Work Credit System Information \(PDF\)](#)
- [Sidewalk Work Credit Application \(PDF\)](#)
- [Non-Developable Lot Status Application \(PDF\)](#)

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CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2023-__

INTRODUCED BY:

Councilor Michael Garcia

A RESOLUTION

MAINTENANCE AND INSTALLATION OF BICYCLE/PEDESTRIAN FACILITIES

WHEREAS, one of the duties and responsibilities of the Bicycling and Pedestrian Advisory Committee (BPAC) is to assist in the prioritization of bicycle and pedestrian infrastructure projects to be completed using city, state, and federal funds, through the development of BPAC Strategic Plan FY 2023-2033, the Santa Fe Metropolitan Planning Organization (“SFMPO”) Bicycle Master Plan and the SFMPO Pedestrian Master Plan; and,

WHEREAS, in 2022, the City of Santa Fe adopted a Complete Streets Policy via Resolution 2022-46 , supporting Complete Streets design standards, which are intended to provide safer and more equitable transportation improvements and reducing the impacts of climate change in the Santa Fe Metropolitan Planning Area; and,

WHEREAS, pavement markings delineating pedestrian crossings, bicycle roadway lanes, travel transitions, sharrows, green lane markings and other delineators are essential elements of transportation infrastructure with critical impacts on safety and

1 mobility; and

2 **WHEREAS**, these pavement markings provide all road users with the necessary
3 information to adjust driving, bicycling, and walking behavior or make calculated
4 decisions about traveling, the visibility of pavement markings for all users can be the
5 difference between a safe trip and a disastrous collision; and

6 **WHEREAS**, wayfinding and signage programs for all roadway users support more
7 efficient and safer travel patterns, alert roadway users of the presence of other modes of
8 transportation and foster a sense of community with shared interests; and

9 **WHEREAS**, annual and routine maintenance of pavement markings and
10 wayfinding and signage programs are critical to support a safe and effective
11 transportation network and meet the transportation goals of the City of Santa Fe; and,

12 **WHEREAS**, the purpose of BPAC is to work with city to provide input and advice
13 to the Governing Body that supports the ongoing development and maintenance of a
14 transportation infrastructure that makes bicycling and walking in the City of Santa Fe
15 safe, viable, and comfortable modes of transportation, commuting, and recreation; and
16 the following policy recommendations are presented for approval and implementation by
17 the City of Santa Fe.

18 **NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE**
19 **CITY OF SANTA FE**

20 1. Establish a regular inspection schedule to assess the condition of the city's
21 bicycle and pedestrian infrastructure.

22 2. Develop and maintain a Geographic Information System (GIS) based inventory
23 of the physical condition of each element of the city's bicycle and pedestrian infrastructure. The
24 list will be used to prioritize maintenance and repairs and ensure that infrastructure remains safe

1 and functional, including but not limited to: returning the infrastructure to its original condition
2 (or better), especially after any planned road or infrastructure maintenance that impacts bike-ped
3 infrastructure (e.g., if roads with markings get patched or replaced; street sweeping of bikelanes,
4 etc.). Criteria may include, but are not limited to:

- 5 A. The condition of the infrastructure from the inventory list described above.
- 6 B. Equitable distribution of city resources to support bicycle and pedestrian
7 infrastructure throughout the city.
- 8 C. BPAC recommendations, public input, and constituent requests.
- 9 D. The importance of a piece of infrastructure to the connectivity of a multi-modal
10 transportation network.

11 3. Establish an annual fund with a consistent source(s) of funds to support the ongoing
12 maintenance of bicycle and pedestrian infrastructure including new developments within the city
13 limits.

14 4. Designate the appropriate entities and departments within the city's government to
15 implement the policies and manage the budget, and ensure that bicycle and pedestrian
16 infrastructure is treated as both transportation and recreation with appropriate engineering,
17 design, and maintenance funding resources.

18
19 PASSED, APPROVED, and ADOPTED this ____ day of _____, 2023.

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23 _____
24 ALAN WEBBER, MAYOR

25 ATTEST:

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KRISTINE MIHELICIC, CITY CLERK

APPROVED AS TO FORM:

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2023/Resolutions/

DRAFT



COMMUNITY SPARK GRANTS

The League's Bicycle Friendly America program awards organizations for projects and programs that spark change and catalyze a community's ability to create places where bicycling is safer, easier, and more accessible. The desire is for organizations to propose projects that build Bicycle Friendly Communities and capacity for local leaders and influencers by uplifting the community and by creating inclusive coalitions that can shed new light on current issues.

BACKGROUND

Launched in 2022, the League's Community Spark Grants support the growing number of local grassroots changemakers and organizations nationwide working to improve their communities through better bicycling with \$1,500 mini-grants.

In 2024, support from the Centers for Disease Control and Prevention (CDC) will fund 8 awards, as part of the CDC's [Active People, Healthy Nation](#)SM Initiative, which aims to help 27 million Americans become more physically active by 2027. Separately, support from General Motors will fund 7 awards in 2024.

HOW TO APPLY

[Application](#)

The [online submission form](#) to apply for a 2024 Community Spark Grant will open on Monday, November 20, 2023 and close at 5pm ET on February 1, 2024.

Grant Details

In 2024, the League's Bicycle Friendly America program will award Community Spark Grants, of \$1,500 each, to 15 organizations.

Project Categories

Fundable projects should be in one of the following categories:

- One Time Event
- Series of Events
- Classes/Educational Opportunity
- Pop-up Infrastructure/Traffic Calming*
- Placemaking/Tactical Urbanism*
- End-of-Trip Facilities (bike parking/fix-it stations, etc.)
- Giveaways or subsidies for bicycle equipment and/or accessories (e.g. lights, helmets, bells, locks, etc.)
- Bike audit, count, survey, or other evaluation/assessment effort (must have follow-up/community involvement to be eligible)
- Miscellaneous/Other

*Funding can only support temporary/non-permanent structures and materials such as paint, vertical delineators, bollards, and signage.

[See here for example projects and links to resources to help you brainstorm project ideas.](#)

Eligibility

Eligible organizations are nonprofits and public or government organizations/agencies. Of the 15 organizations to receive awards, 7 must be in GM home communities. ([See the list of eligible GM Communities here.](#)) We are seeking proposals for projects that can be completed by the end of the 2024 calendar year (December 31, 2024). See below for a complete timeline for the 2024 Community Spark Grants.

What is not eligible for funding:

- Most permit-required infrastructure, such as sidewalks or concrete for road widening.
 - Exceptions:
 - Bike racks or bike fix-it stations would be allowable but need to show broader community context and impact.

- Temporary structures or demonstration/quick builds including paint, vertical delineators, bollards, and signage would also be allowable.
- Funding for personal use.
- Funds used solely towards covering a staffer's salary.
- Petitions or signature gathering.
- Funds only used for advertising or promotional materials.
- Studies/research

Timeline

2024 Community Spark Grant Timeline

- Application Opens: November 20, 2023
- Application Closes: February 1, 2024 at 5pm ET
- Applications Reviewed: February 2024
- Applicants Selected and Notified: March 2024
- Project Execution: March-December 2024
- Final Reports Due: End of December 2024

PAST GRANTEES

CATALYZING A CYCLE OF CHANGE IN COMMUNITIES

May 26, 2023/[Lauren Jenkins](#)

Every May, the League of American Bicyclists celebrates National Bike Month and the immeasurable power of the bike to improve people's happiness, health, and wellbeing. We see this enrichment take place in communities across the country thanks to the work of local advocates who put ideas into action. To empower more of these local advocates, the League is announcing the recipients of its 18 Community Spark Grants. The Spark Grants of \$1,500 each will support local organizations and their projects with a goal to increase opportunities for people to bike as a healthy and active way to get around.

"There is no better way to keep the momentum of Bike Month rolling than through supporting the work of local changemakers," said Bill Nesper, executive director of the League of American Bicyclists. "We're so excited about the opportunities created by the selected projects to use the power of

biking to transform lives and communities. These projects are exemplars of how small projects can have a big impact.”

The funding for eight of the 2023 Spark Grants comes from the Centers for Disease Control and Prevention (CDC) as part of the CDC’s [Active People, Healthy Nation](#)SM Initiative, which is working to help 27 million Americans become more physically active by 2027. Separately, generous support from General Motors has funded an additional 10 awards granted this year.

The 95 applications received exemplify the energy of the bike community and a widespread demand for resources to make biking better for everyone in their communities. This year’s recipients include seven event-related projects, six placemaking or pop-up projects, and five additional projects with goals to increase the safety and viability of biking. Each of the 18 projects and organizations chosen demonstrate the broad desire to diversify and expand the accessibility of biking.

Here are how the 18 recipients of the 2023 Community Spark Grants plan to use the funding to further our shared mission of building a more Bicycle Friendly America for everyone.

13th Annual Mattapan on Wheels: The Musical Flavors of Mattapan – Mattapan, MA

“Mattapan on Wheels (MoW) is a youth led biking event created to encourage Mattapan residents to engage in physical activity, bring the community together, bring awareness to the city of Boston that Mattapan and black/brown people do bike, and provide route options about where riders can go on their bikes from Mattapan.”

Adaptive Cycling Center – Reno, NV

The Adaptive Cycling Center is “a membership-based program that will allow persons with disabilities to access our many adaptive bikes and jump directly on the trail, no bike transport needed. The overall goal of this program is to increase recreational opportunities and remove barriers for persons with disabilities.”



The Adaptive Cycling Center in Reno, NV, Flint Better Block in Flint, MI, and the Borinquen Trail in Ponce, PR, are three of our Spark Grant recipients.

Back on the Saddle Recovery Support – Bowling Green, KY

“BikeWalkBG is partnering with Hope House, a local non-profit that serves as a recovery program. Numerous studies point to the benefits of physical activity aiding in addiction recovery. BikeWalkBG wants to bring cycling opportunities to addiction recovery patients by taking them to the trails. Together, Hope House and BikeWalkBG will purchase several mountain bikes to kickstart a new program, Back on the Saddle.”

Bike Friendly Cultural Events – Wichita Falls, TX

Two festivals, Loco for Cinco and Los Muertos, will be bicycle-friendly events. “All patrons that arrive by bike will have their admission waived (normally \$10) and have a safe place to park their bike with an attendant. Any person that arrives without lights or helmet will be provided one free of charge. Our local advocacy group, Bike Wichita Falls, will host a booth to provide education on safety and promote bike opportunities in our area (promoting MTB, Road, BMX and social rides). There will be Spanish speaking volunteers available for the duration of the event. A local, mobile bike shop, Bicycle ER, has agreed to be on hand for minor tune-ups and repairs.”

Bike Repair 101 for Farmworkers – Half Moon Bay, CA

“Coastside on Bikes is non-profit organization focused on providing bicycle access for those in our community who most rely on them for transportation. We will identify ranches and communities who are the main recipients of our existing bike donation program, bring our team to the site, and go over the

basics of bike maintenance and repair and safe riding techniques. At each site we will leave a set of bike repair supplies and we will revisit each site bi-monthly in order to refresh and check up on the supplies.”

Bike Runnel at Capen Hall – Buffalo, NY

If a person biking wants to go from one side of the SUNY Buffalo campus to the other, they currently have to go around the centralized staircase located at one of the busiest crossroads on the North Campus or carry their bike up a large staircase. To promote biking on campus, this grant will facilitate the installation of a “bike runnel” on the staircase.

Borinquen Trail in Playa de Ponce – Ponce, PR

“This project proposes a ‘Street Painting Day’ along approximately 3 kilometers of community streets in Playa de Ponce, Puerto Rico. Playa de Ponce has been suffering the effects of natural disasters and global trends that have disconnected the coastal community from other sectors. This tactical urbanism project consists mainly of a ‘Street Painting Day’ where dozens of community volunteers will be supervised in the implementation of bike symbols and pedestrian crosswalks.”

Five Points South Bike racks – Birmingham, AL

“The Five Points South Bike Racks Project will provide bicycle storage facilities within the busy Five Points South Commercial District along the Red Rock Trail System in Downtown Birmingham, Alabama. The Five Points area is an historic mixed use area featuring some of the City’s most iconic destinations, including restaurants, hotels, and historic architecture and is one of the most demographically and economically diverse neighborhoods within the metro Birmingham area.”

Flint Better Block – Flint, MI

“The Crim Fitness Foundation will work with partner organizations to create temporary installations that will serve as tangible, real life examples of Complete Streets and other built environment changes. Local colleges and maker organizations will play a significant role in supporting the installation. This will build the capacity of residents to advocate for the health of their family and communities. Through engagement and education, we aim to encourage and help neighbors understand what it will take to turn these temporary installations into long-term sustained developments of walkable, bikeable districts.”



Tigers Pedal Forward in Sacramento, CA, Reading Riders in St. Louis, MO, and Mattapan on Wheels, in the Mattapan neighborhood of Boston, MA, are three of our Spark Grant recipients.

Limitless Cycling – Hudson, WI

“Limitless Cycling brings piloted adaptive bicycles to senior living facilities, community centers, local events, parks, and trails in Hudson, WI and the surrounding areas. We provide free rides to those who can no longer bicycle independently and with them create an outdoor experience for our riders and the opportunity for volunteerism for our community. We acknowledge the diversity of our community as we promote the principles of inclusion (for riders and Pilots alike) with a fleet of various adaptive bicycles so that all may enjoy the outdoors and create equity for all.”

Mayors’ International Bike Ride – Yuma, AZ

“The ride is hosted by the mayors and elected officials from the cities of Yuma, Somerton, San Luis, Wellton, and San Luis Rio Colorado, Yuma County as well as the Fort Yuma Quechan and Cocopah tribes. The event brings awareness to bicycle riding in our city and the safety needed for our riders. Key leaders of the community participate in the event so they get to see first hand what it is like to be a bike rider in their community.”

Mobilizing Underserved Community Populations – Grand Rapids, MI

“Upcycle Bikes donates used adult bikes to underserved community populations in need of an accessible and affordable transportation option. Currently, we provide bikes to refugees and homeless young adults. In 2023,

we plan to increase the number of bikes we provide to these to populations and to begin serving domestic abuse victims and addiction sufferers.”

Pop-Up Protection = Safe Cycling For All – Miami, FL

“This project will enable BikeSafe to propose bringing pop-up protected bike lanes to schools in neighborhoods that reflect the culturally rich and diverse population of Miami-Dade County. An overarching aim of the project is that the pop-up protected bike lane demonstration will eventually serve as a landmark template for safe infrastructure for the youth who walk, bike or scoot to and from school and that the relevant local entities will utilize this template to improve conditions in their communities.”

Reading Riders Book and Bike Riding Club – Saint Louis, MO

“The Reading Riders is a book and bike club for youth from the 3rd to 8th grades. Club members have weekly reading and gather on Saturdays to discuss the readings and go on a group bike ride. The club meets annually for six rides. The final ride is a two-day adventure that includes a ride and an overnight campout followed by a ride back to the starting point. The Reading Riders Book & Bike Riding Club offers youth and their families a safe means of developing an interest in biking and a means to build self confidence in order to consider cycling as an everyday means of transportation.”

Safe Street Popup Project – Petaluma and Santa Rosa, CA

“Our Safe Street Popup Project will create a ‘library’ of reusable materials for the installation of temporary crosswalks, protected bike lanes, curb extensions, and other safety features. Our long-term goal is that these popups lead to more community activism leading to better bicycle infrastructure that makes our street safer for folks of all ages and abilities, resulting in more residents choosing active transportation.”

St. Louis Traffic Calming Pop-Up Demonstration – Saint Louis, MO

“Trailnet will host a traffic calming pop up demonstration with local community partners. We will target high-crash corridors – streets where data shows a concentration of crashes impacting people walking or biking. This project will expand on Trailnet’s experience supporting and hosting traffic calming pop-up demonstrations. Trailnet offers a Traffic Calming Lending Library from which community organizations can borrow equipment to host their own pop up.”

Tigers Pedal Forward – Sacramento, CA

The bike fix-it cafe and mechanics courses at John Still Middle School serve not only the students’ growth but also the Meadowview neighborhood, a

historically underserved area of South Sacramento. The community does not have a bike shop easily accessible without a car and the closest one is more than five miles away and unaffordable for most residents. The grant will allow for the needed tools, helmets, locks and lights to provide for successful riding.

WyCo Bike-O – Kansas City, KS

“Because much of our community relies on non-vehicular transportation, increasing the bike culture through safety education and collaborative events will directly impact residents’ comfort with cycling. We believe our efforts will promote a healthy bicycle culture by providing safe spaces to ride and safe riding education. We are working to distribute over 50 bicycles, 100 helmets, and 100 bike lights during bike month.”

This is the second year of the League’s Community Spark Grants initiative. Our [2022 Community Spark Grants funded projects](#) such as a bike education program that assists physicians in promoting the health benefits of bicycling to their senior patients and an open streets event featuring temporary pedestrian crosswalks, bike lanes and street art to help city officials and residents visualize how streets can be used in a way that prioritizes families and children.

The League is thrilled to be able to support these organizations as they begin to *spark* change and make a long-lasting impact on their communities through the Community Spark Grant program. We hope to see the benefits of these projects break down barriers within communities and enable this and future generations to know the power of the bicycle.

Community advocates looking for other ways to receive technical assistance and/or recognition for their work to become more welcoming for people who bike should consider applying for an award from one of the [Bicycle Friendly America programs](#). The BFASM program is a tool for [states](#), [communities](#), [businesses](#) and [universities](#) to make bicycling a real transportation and recreation option for all people and it recognizes those doing it well.

Posted in [Bicycle Friendly America](#), [Bicycle Friendly Community](#)

For Agenda Item 7.c.2

Draft Suggestions for BPAC Webpage Promotion, Education and Programming Subcommittee January 2024

GENERAL COMMENTS/QUESTIONS:

- Need to be able to access the webpage easier when going through the city website
- How often do we update the website and how do we go about it?

HOME PAGE:

- The Santa Fe Bicycle and Pedestrian Advisory Committee is a citizen committee that advises the city on the ongoing development and maintenance of a transportation infrastructure that makes bicycling and walking in the City of Santa Fe safe, equitable, viable, and comfortable modes of transportation, commuting, and recreation.
- Hot Topics/What's new (e.g. E-bike ordinance, status of League of American Bicyclists certification status, updates on pedestrian and bicycling related construction projects, Bike Month activities, etc.)
- Meeting Schedule and how to access meetings (in person/YouTube/Zoom)
- Pictures of all kinds of constituents (age/racial/ethnic/ability diversity) using various modes of transportation (walking, biking, running, pushing a stroller, using a wheelchair, using a walker) on paths and trails

TABS:

1) About Us

- The Bicycle and Trail Advisory Committee (BTAC) was created on September 24, 2003 via Resolution No. 2003-87 and amended to the Bicycle and Pedestrian Advisory Committee (BPAC) in 2021 to ensure implementation of the city's plan and policies related to bicycle and pedestrian trails and to advise the Governing Body on such matters.
- BPAC consists of ten members, one of whom is a member of the City Council who serves as its Chair, along with nine members of the public, eight of whom are City residents - 2 from each district - and one County resident. Appointed by the Mayor for two-year staggered terms, they may serve for no longer than six consecutive years.
- BPAC has three subcommittees appointed by the Chair, with four BPAC members and three members of the public (members-at-large): 1) Policy, Planning and Law (PPL); 2) Promotion, Education and Programming (PEP); and 3) Technical Review (TR). Each subcommittee is chaired by a BPAC member.
- Member pictures and profiles and term limits

2) Meetings

Links to BPAC meeting minutes and associated documents (How far back should we go?)

3) Documents and Presentations

Links to important documents:

- Fiscal Year 2023- Fiscal Year 2033 strategic plan, including brief updates on periodic progress on plan (using symbols such as green dot, yellow dot, red dot?)
- Enabling resolutions (2003-87; 2021-?)
- E-bike ordinance (2023-4)

- Presentations to other entities (e.g. BPAC presentation to Governing Body, Public Works Committee, etc.)

4) Partners

Short descriptions of active partnerships and what these partners do and how we coordinate or collaborate with them (including how they are different from us?) and links to their websites (Must ensure that the websites that BPAC links to are current). *Is there any liability associated with linking to other organizations' websites?*

- MPO
- Bike Santa Fe
- Santa Fe Conservation Trust
- Mayor's Committee on Disability

5) Suggestions/Feedback




6) Pedestrian and Bicycling Resources

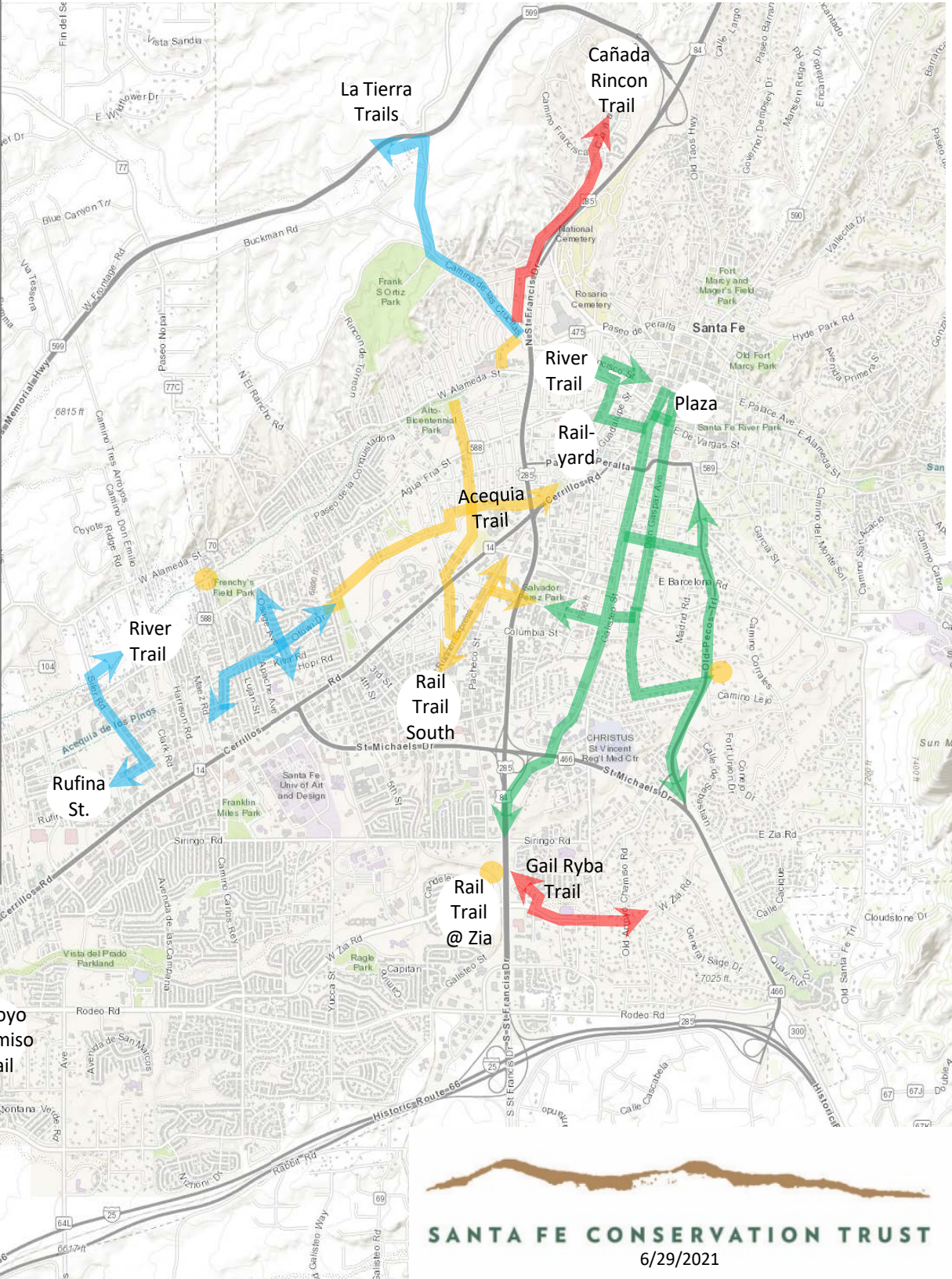
- Links to Trail maps
- List of bike shops and other bike organizations that aren't listed under active partners (e.g., SOBs, Fat Tire Society)?

7) Contact Us

Contact info for BPAC Chair and Chairs of Subcommittees

Map: City of Santa Fe Bicycle Wayfinding Planning & Design, Phases 1 - 3

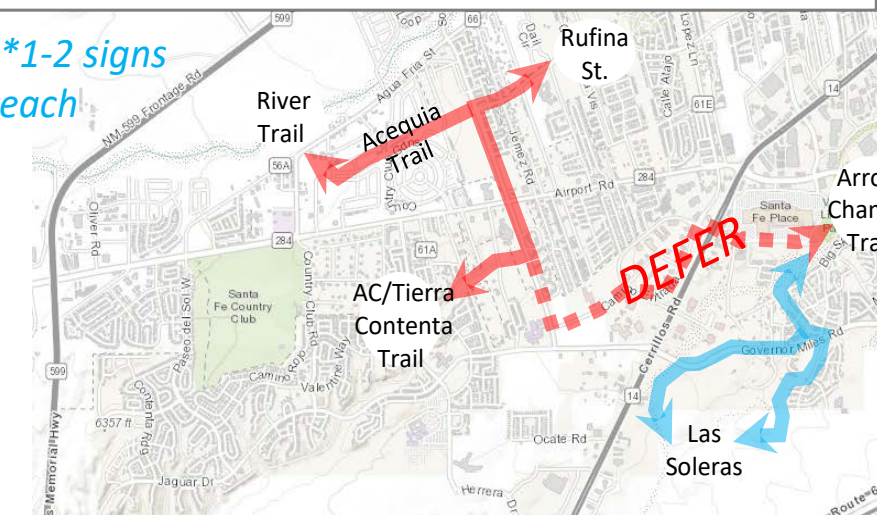
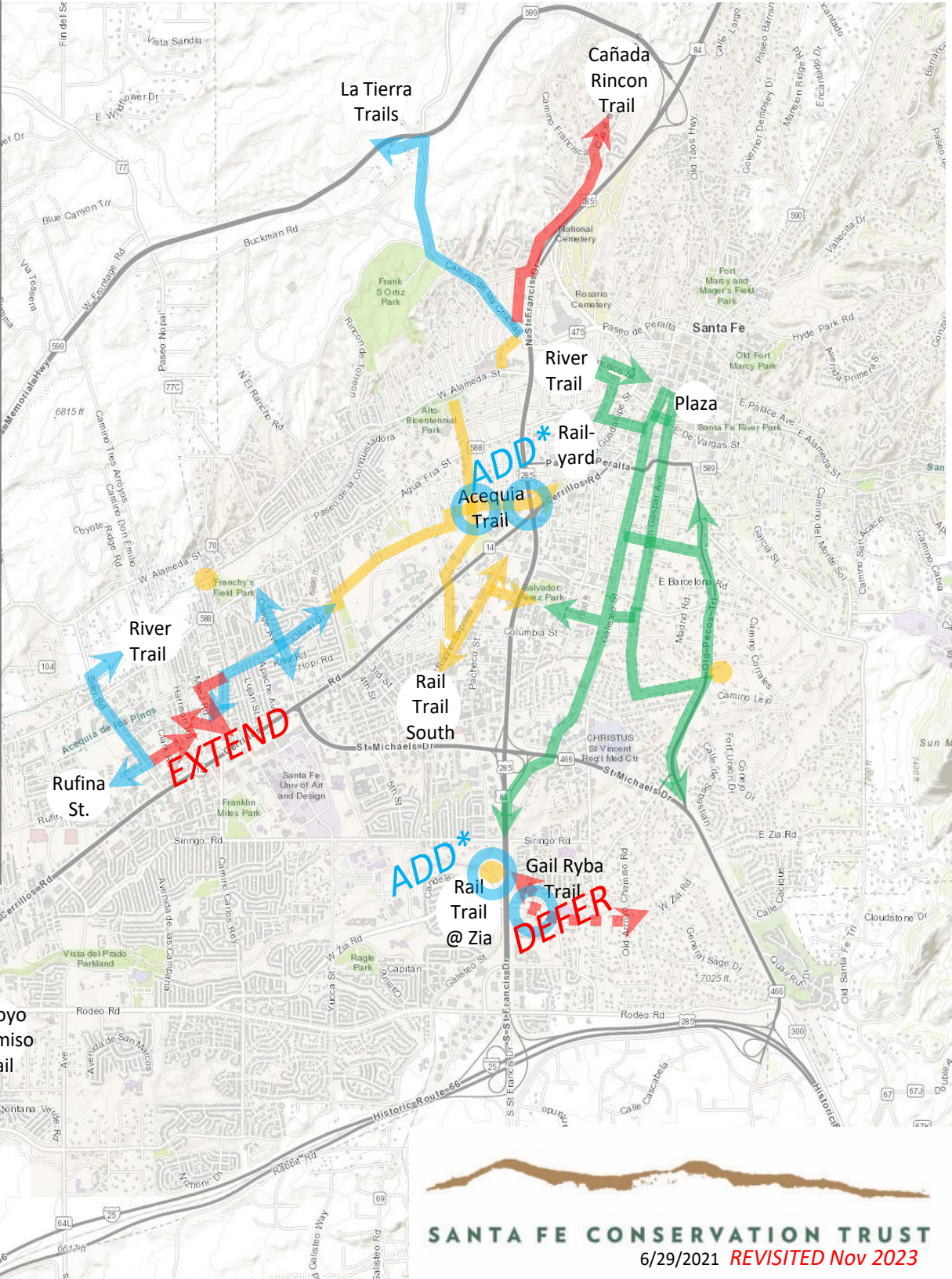
-  Phase 1: Groups A and B (Existing “Bike Routes,” Plaza/Railyard/River Trail)
-  Phase 1: Groups C and D (Baca St. Railyard, Street Names & Other Trail Intersection Signage)
-  Phase 2: Rufina to River via Siler, Arroyo Chamiso Trail to Las Soleras, River to La Tierra Trails, Acequia/River Re-vamp (Casa Alegre)
-  Phase 3 (Pending Improvements): Rufina-South Meadows-River, Acequia & Arroyo Chamiso Trails; River Trail to Canada Rincon Trail; Gail Ryba Trail



Map: City of Santa Fe Bicycle Wayfinding Planning & Design, Phases 1 - 3

- COMPLETE** Phase 1: Groups A and B (Existing "Bike Routes," Plaza/Railyard/River Trail)
- COMPLETE** Phase 1: Groups C and D (Baca St. Railyard, Street Names & Other Trail Intersection Signage)
- ADD SPOT LOCATIONS* EXTEND RUFINA ACEQUIA** Phase 2: Rufina to River via Siler, Arroyo Chamiso Trail to Las Soleras, River to La Tierra Trails, Acequia/River Re-vamp (Casa Alegre)
- DEFER Two Segments** Phase 3 (Pending Improvements): Rufina-South Meadows-River, Acequia & ~~Arroyo Chamiso~~ Trails; River Trail to Canada Rincon Trail; ~~Gail Ryba Trail~~

*1-2 signs each

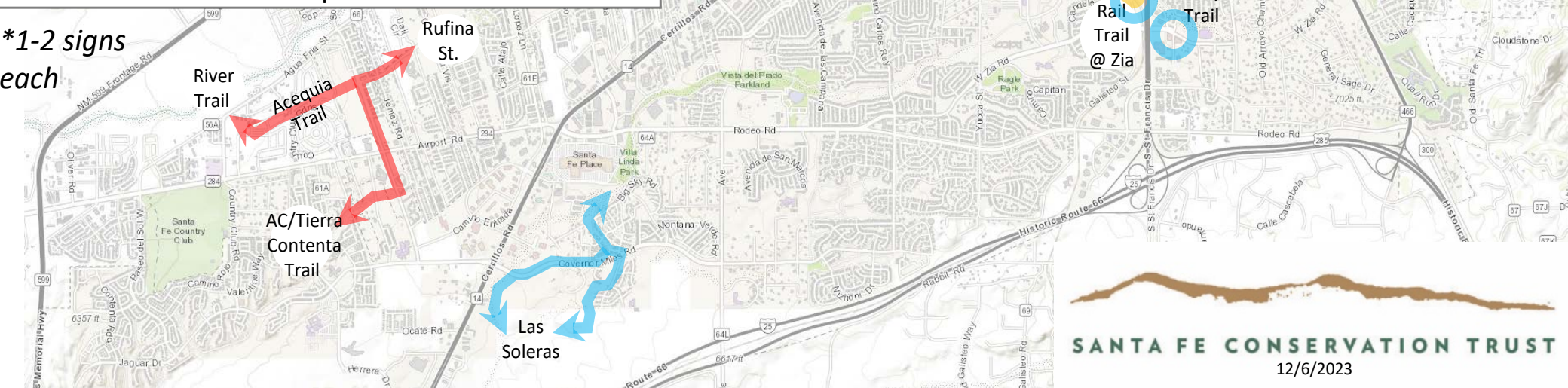


Map: City of Santa Fe Bicycle Wayfinding Planning & Design, Phases 1 - 3

COMPLETE

- Phase 1: Groups A and B
- Phase 1: Groups C and D
- Phase 2:
 - Rufina to River Trail via Siler
 - Rufina to Acequia Trail via Harrison
 - Arroyo Chamiso Trail to Las Soleras
 - River to La Tierra Trails
 - Acequia/River Re-vamp (Casa Alegre),
 - Spot Improvements*:
 - Acequia @ Rail Trail & @ Felipe
 - Gail Ryba Trail @ Rail Trail & @ Zia
- Phase 3 (Pending Improvements):
 - Rufina to River Trail via Acequia Trail
 - Acequia Trail to Tierra Contenta Trail via S. Meadows
 - River Trail to Canada Rincon Trail
 - Extend Acequia Trail to Harrison

*1-2 signs each



Santa Fe Metropolitan Bicycle Master Plan, 2012

- Pueblos del Sol <-> Desert Sage (connection planned) <-> Las Soleras and /or Richards Ave./SFCC

Signage should specify direction and possibly provide distance to ultimate destination (“Railyard Park 2.5”) or interim destination (“Rail Trail 1.5”). Each of these routes might also be considered as an opportunity to establish specific designated local bike routes, such as “Bike Route 1,” “Bike Route A,” or a named local bike route as discussed in the MUTCD. Some may be integrated into N.M. or U.S. Bike Routes as discussed below.

Opportunities should be considered to provide additional guidance and to minimize downtown signage through consolidation of bicycle wayfinding with the City’s recent pedestrian signage initiative (see photo).



This guidance for pedestrians on Cordova Rd. at St. Francis Dr. could also let pedestrians and bicyclists know that S. Capitol Station and the Rail Trail are just around the corner.

b. State Bike Route 9

State Bike Route 9 (SBR 9) currently has termini at the south end of Tesuque Village Rd. (CR73) and at the junction of US285 and CR33 near Lamy.

- Extend SBR 9 north to Tesuque Village center, working with Santa Fe County and NMDOT, via road diet on Tesuque Village Rd. (CR73). Consider continuing northward along CR73 and US84/285 frontage road in collaboration with Tesuque Pueblo, with long-range potential to connect SBR 9 through Pojoaque and Española to Ojo Caliente per NMDOT BPE Program plans.
- Extend SBR 9 south to and beyond the border of the MPO area via US285 and NM41 (pending programmed improvements to NM41), to Galisteo, Moriarty, and Estancia per NMDOT BPE Program plans.
- Given recent extension of bike lanes on Old Pecos Trail north to Cordova Rd., the City may consider working with NMDOT to redirect northbound SBR 9 into Santa Fe to stay on Old Pecos Trail to Old Santa Fe Trail to the plaza, if it is deemed that guidance to San Mateo, Don Gaspar, and Galisteo is no longer of value to plaza-bound cyclists.



c. Bike Route 66, State Bike Route 66, and US Bike Route 66

Bicycle tourism is an important component of promoting bicycling in general in Santa Fe. This Plan proposes that the MPO collaborate with Adventure Cycling Association, NMDOT, and the City and County of Santa Fe to consider prospective alignments of Bike Route 66 through the Santa Fe area. In particular, as a possible precursor to US Bike Route 66, and in conjunction with a “road diet” on NM300 proposed above, pursue

Santa Fe Metropolitan Bicycle Master Plan, 2012

signing Old Las Vegas Highway (NM300) east of US285 as “State Bike Route 66” to the Cañoncito interchange at I-25. This route could then be integrated into existing State Bike Route 9 into downtown Santa Fe.

Another opportunity to designate State Bike Route 66 in Santa Fe may be found along Cerrillos Rd. (NM14), the pre-1937 alignment of historic Route 66 which within a few years will have paved shoulders or bike lanes the entire distance from St. Francis Dr. to I-25.

Bike Route 66. On November 22, 2010, the premiere provider of mapping and travel information services for long-range bicycle tourists in North America, the Adventure Cycling Association (ACA), announced that it will add “Bike Route 66” between Chicago and Los Angeles to the 40,000 mile network of routes that ACA has researched and mapped (see www.adventurecycling.org/news/20101122.cfm).

ACA will be working with state and local agencies and through AASHTO to designate a U.S. Bike Route Bicycle Route 66 in conjunction with ACA’s Bike Route 66. Routes through the Santa Fe metropolitan area will undoubtedly be researched and mapped by ACA within the next year or so, and it can be anticipated that the pre-1937 alignment of Route 66 through Santa Fe will a major alternative, if not the major alternative, promoted by ACA (see Appendix 8, including map of Route 66 alignments between Santa Rosa and Albuquerque). Because it may take many years before states approve signing the U.S. route, it is conceivable that parts of the future route be signed as New Mexico State Bike Route 66 in the interim.



State Bike Route 66 (shield on left), has been signed in elsewhere in NM and could be a precursor to US Bike Route 66 (shield on right) in the Santa Fe area.

Photo from ACA blog, “[Bicycling the Mother Road](#),” Nov. 24, 2010

Santa Fe Metropolitan Bicycle Master Plan, 2012

Phase A: 2012-2017, listed in order of Agency, and then type of project				
	Type of Improvement	Improvement	miles	Cost Estimate
(4) City-Lead On-Road Bikeway Improvements (in rough order of priority)				
1	Bike Lanes	W. San Francisco: Contra-flow bike lane from plaza to Galisteo	0.10	\$ 1,870
2	Bike Lanes	Siringo: Study and Implement Bike Lanes where feasible (Ave de las C to Botulph)	2.50	\$ 115,500
3	Bike Lanes	W. Alameda: Stripe bike lanes between Alire and Defouri St. (restrict some parking; consider sharrows @ major intersections)	1.20	\$ 37,510
4	Bike Lanes	Galisteo: Stripe bike lanes from St. Michael's/Harkle to Hospital	0.40	\$ 14,438
5	Bike Lanes	Galisteo: Widen by 5 ft. from San Mateo to Hospital	0.05	\$ 6,875
6	Bike Lanes	Widen Camino de las Crucitas: 5 ft., Michelle to Buckman	0.20	\$ 55,000
7	Bike Lanes	San Mateo: Study and Implement Bike Lanes where feasible (Galisteo to 2nd St.)	1.00	\$ 46,200
8	Bike Lanes	Widen Old Santa Fe Trail: Sun Mtn Rd. to E. Zia Rd. and beyond within city limits	0.75	\$ 206,250
9	Bike Lanes	Paseo de Peralta Road Diet: Palace to Old Santa Fe Trail	0.60	\$ 27,720
10	Bike Lanes	Siler Road Diet (under way)	0.40	\$ 18,480
11	Bike Lanes	Pacheco St.: Study and Implement Bike Lanes where feasible (n. of San M to Siringo)	1.00	\$ 30,800
12	Bike Lanes	Wagon Rd.: Restripe with Bike Lanes (if not sharrows)	0.10	\$ 4,620
13	Bike Lanes	Cerrillos Rd.: Reconstruct with Bike Lanes, Maez Rd. to Llano St.	0.60	-
14	Sharrows	Osage: Sharrows bet. Agua Fria and San I	0.10	\$ 550
15	Sharrows	Paseo de Peralta: Sharrows bet. Washington and Palace	0.30	\$ 1,650
16	Sharrows	Tierra Contenta: Sharrows as needed where road narrows on Jaquar, Paseo del Sol, etc.	1.00	\$ 5,500
17	Sharrows	Wagon Rd.: Sharrows	0.10	\$ 550
TOTAL			10.40	\$ 573,513
(5) County-Lead Trail Construction (in rough order of priority)				
1	Multi-Use Trail	ARROYO HONDO: NM599 Station to Fire Place Rd. via abandoned I-25 on-ramp	0.25	\$ 165,000
3	Soft-Surface Trail	COUNTY RAIL TRAIL: Improvements from Rabbit Rd. to Spur Trail	1.50	\$ 330,000
4	Multi-Use Trail	RIVER TRAIL: Frenchy's Field to Siler Rd.	1.00	\$ 660,000
5	Soft-Surface Trail	SPUR TRAIL: Connect into SFCC (SFCC lead)	0.40	\$ 19,800
6	Soft-Surface Trail	COUNTY RAIL TRAIL: Improvements from Spur Trail to Ave Vista Grande	5.00	\$ 1,100,000
7	Multi-Use Trail	RIVER TRAIL: Siler Rd. to San Ysidro Crossing, with connection to Henry Lynch Rd.	1.13	\$ 1,017,500
8	Multi-Use Trail	RIVER TRAIL: San Ysidro Crossing to Caja del Oro Grant Rd. (pave existing trail)	0.50	\$ 220,000
9	Multi-Use Trail	RIVER TRAIL: San Felipe to E. of S. Meadows (at AFTC line)	1.25	\$ 825,000
10	Multi-Use Trail	RIVER TRAIL: Caja del Oro Grant Rd. west to AFTC line (w/connection n. to S. Meadows)	0.75	\$ 495,000
11	Multi-Use Trail	Connect County River Trail to Agua Fria Park trails	0.03	\$ 16,500
12	Multi-Use Trail	ARROYO HONDO (south branch): Fire station Trailhead at Rancho Viejo Blvd. to private development west of Richards Ave. - minus section along Via Orilla Dorada	1.25	\$ 825,000
13	Soft-Surface Trail	DALE BALL TRAILS: La Piedra Connection to Little Tesuque River (SFNF Trails) from DB Trails	0.60	\$ 29,700
14	Soft-Surface Trail	COUNTY RAIL TRAIL: Improvements from Ave Vista Grande to New Moon Overlook	4.50	\$ 990,000
15	Soft-Surface Trail	NM CENTRAL/KENNEDY LINE: Rancho Viejo "District Trail" to Eldorado (Soft-surface)	4.00	\$ 198,000
TOTAL			22.15	\$ 6,891,500
(6) County-Lead On-Road Bikeway Improvements (in rough order of priority)				
1	Bike Lanes	Road Diet: Tesuque Village Rd., Tesuque R. s. to JCT US84/285	1.20	\$ 55,440
2	Bike Lanes	Widen Old Santa Fe Trail: E. Zia Rd. to El Gancho Way	2.00	\$ 1,100,000
3	Bike Lanes	Widen Ave del Sur bet. Rancho Viejo Blvd. and Amy Biehl School (where not already widened for	0.15	\$ 41,250
TOTAL			3.35	\$ 1,196,690
(7) State-Lead Bikeway Improvements (in rough order of priority)				
1	Bike Lanes	Road Diet: OLVH from Paseo de la Luz to Ojo de la Vaca Rd.; w/ SBR 66 wayfinding signage, remove / rebuild cattle guard to east	0.60	\$ 33,220
2	Bike Lanes	Intersection of Airport Rd./Rodeo Rd. and Cerrillos Rd. (NM14): Study all four legs and implement Bike Lanes where feasible	NA	\$ 11,000
3	Multi-Use Trail	ARROYO HONDO to ARROYO DE LOS CHAMISOS TRAIL: via I-25 / NM14 Interchange (Dinosaur Trail to Beckner Rd.); Consider signing as State Bike Route 66	1.10	\$ 726,000
4	Bike Lanes	Full-width paving, selected state highways (e.g. NM14; frontage roads along NM599, I-25, US84-2	NA	\$ -
5	Bike Lanes	Widen other state highways to create shoulders, e.g. as work occurs on narrow frontage roads, NM592	NA	\$ -
6	Bike Lanes	NM14: Modify traffic islands south of NM599, assess future resurfacing or restriping needs in order to provide consistent shoulder or bike lane bet. Rancho Viejo Blvd. and NM599; Consider signing as State Bike Route 66	1.00	\$ 11,000
7	Bike Lanes	St. Michael's Dr. (NM466): Consider Bike Lane Retrofit through lane width reduction, west of St. Francis Dr., when next resurfaced & restriped	1.50	\$ 46,200
8	Bike Lanes	St. Michael's Dr. (NM466), Galisteo St. to Arroyo Chamiso Rd.: Consider bike through lanes in right-turn lanes, e.g. per NACTO	0.50	\$ 2,750
TOTAL			4.70	\$ 830,170
(8) Other Phase A and Ongoing (in rough order of priority)				
1	Bike Share System	Bike Share System	NA	\$ 550,000
2	Wayfinding	City Wayfinding: Various Bike Routes along Trails and Roads	NA	\$ 22,000
3	Wayfinding	County Wayfinding: Various Bike Routes along Trails and Roads	NA	\$ 11,000
4	Wayfinding	State Highway Wayfinding: State Bike Routes 9 and 66	NA	\$ 1,100
TOTAL			NA	\$ 584,100
City Trail Construction			9.21	\$ 6,746,942
City Trail Crossing Improvements			NA	\$ 959,200
City Trail Maintenance (Repaving, etc.)			3.85	\$ 1,749,000
City On-Road Bikeways & Wayfinding			10.40	\$ 595,513
City Bike Share			NA	\$ 550,000
County Trails			22.15	\$ 6,891,500
County On-Road Bikeways & Wayfinding			3.35	\$ 1,207,690
State Bikeways & Wayfinding			4.70	\$ 831,270
TOTAL			53.66	\$ 19,531,114



Santa Fe Metropolitan Bicycle Master Plan, 2019

HISTORICAL TRAILS

Since 1600 A.D., Santa Fe has served as a destination and nexus for major trade routes between Mexico and portions of the United States. Beginning before the 16th century, the El Camino Real de Tierra Adentro, a 404-mile artery of commerce and cultural exchange, served as a major north/south trade and travel route between Mexico and Santa Fe, extending up to Ohkay Owingeh Pueblo. The Old Spanish Trail, a 2,700 mile trade route beginning in late 1829, extends from Santa Fe west to Los Angeles. The Santa Fe Trail, a 1,203 mile commercial highway, connected Missouri to Santa Fe and operated between 1821 and 1880. (www.nps.gov/national-historic-trails)

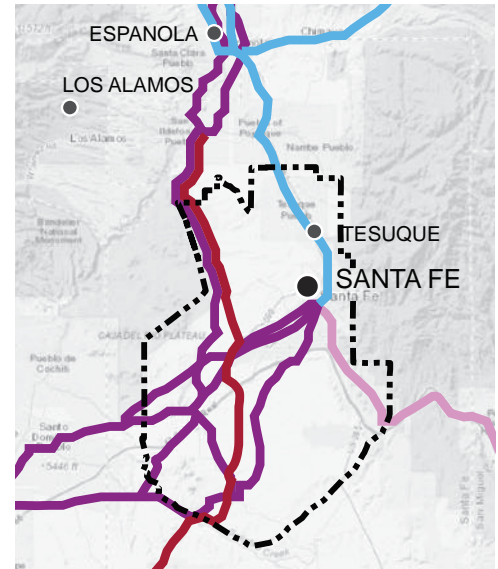
In the 20th century between 1926 to 1937, the **Historic Route 66**, one of the first main east/west highways traveled through Santa Fe. In 1937, Route 66 was straightened between Santa Rosa and Albuquerque, bypassing Santa Fe. Currently, portions of these historic trail routes are being revived as new state and interstate trails.

INTERSTATE TRAILS

The United States Bicycle Route System (USBRS) is a developing nationwide system of numbered, signed, and approved bicycle routes. Planned route alignments have been mapped and their adoption is being spearheaded by the Adventure Cycling Association. To date, New Mexico has not yet approved or signed any USBRS routes within the state. US Bicycle Routes are nominated for national designation by state DOTs and designated and catalogued by AASHTO at their meetings. The following planned Routes are located within the Santa Fe MPO boundary:

USBR 66 - almost 500 miles of the 2,493-mile bicycle route extending from Chicago to Los Angeles traverse New Mexico, with **ca. 36 miles within the Santa Fe MPO boundary.**

USBR 75 - this proposed north / south corridor parallels the Rio Grande River Corridor and will extend between El Paso north into Colorado. In some sections, the route will share alignments with paved sections of the Rio Grande Trail as well as NM highways.



- BOUNDARY, MPO
- CONCEPTUAL TRAIL, RIO GRANDE TRAIL
- NPS HISTORIC TRAIL, SANTA FE TRAIL
- NPS HISTORIC TRAIL, OLD SPANISH TRAIL
- NPS HISTORIC TRAIL, EL CAMINO REAL DE TIERRA ADENTRO

Map 2.7: Historical Trail Map
Source data: National Parks Service, "Historic Trails"



Image 2.9: Rio Grande Trail logo, developed through a partnership with the New Mexico Tourism Department and the Rio Grande Trail Commission.



Image 2.10: El Camino Real de Tierra Adentro National Historic Trail logo, developed by the National Park Service - National Historic Trails program.



Image 2.11: El Camino Real de Tierra Adentro Trail - Santa Fe County Section.



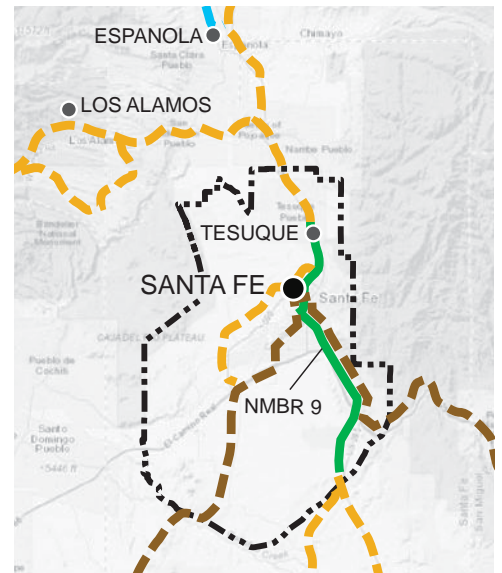
Starting in the 2000s, the state Bicycle Pedestrian Equestrian (BPE) Advisory Committee identified state bicycle routes. Routes typically follow portions of NM highways and are signed with green (wayfinding) state bicycle route signs. The 2018 NM Bike Plan recommends that the system be integrated with NM Bike Plan infrastructure network, coordinated with national designated routes that pass through the state, and signed with consistent signage and wayfinding along the routes. The following designated Routes are located within the Santa Fe MPO boundary:

NMBR 9 - approximately 20 miles of north / south roadway within the MPO has been signed as a state bicycle route. From Lamy to Tesuque via the historic Santa Fe plaza, the route generally follows Old Pecos Trail south of downtown Santa Fe and Old Taos Highway north of downtown.

RIO GRANDE TRAIL

In 2015, state legislation (HB 563) established the Rio Grande Trail Commission to oversee the development of a 500-mile cross-state recreational trail along the Rio Grande. The recreational trail for hiking, biking, and horseback riding will allow users to “*explore, learn about, and connect with a tapestry of diverse national habitats, rich history, striking landscapes, and vibrant communities.*”

RGT - the preferred trail corridor alignment, a 23-mile stretch within the Santa Fe MPO area, is intended as designated multi-use backcountry trail or sidepath. It follows the historic El Camino Real de Tierra Adentro trail and portions of it parallel NM 14, designated as the Turquoise Trail National Scenic Byway.



- BOUNDARY, MPO
- NM ROUTE, EXISTING
- - - NM ROUTE, PLANNED
- - - NM ROUTE, PROPOSED
- - - US ROUTE, PROPOSED (USBR 66)

Map 2.8: US + State Bicycle Route Map
Source data: New Mexico Department of Transportation, “NM Bike Routes,” and League of American Cyclists, “USBR 66”



Image 2.12: New Mexico State Bicycle Route, Example sign (M1-8-NM)



Image 2.13: United States Bicycle Route, Example sign



Image 2.14: NM State Bike Route 9 along Galisteo Street.



PHASE A PROJECTS: ON-ROAD IMPROVEMENTS

Type of Improvement	Improvement	Score	Miles	Cost Category	
(2) City-Lead On-Road Bikeway Improvements (in rough order of priority)					
1	Stripe Bike Lane	W. San Francisco: Permit contra-flow traffic from plaza to a bike lane from Don Gaspar to Galisteo	33	0.10	\$
2	Bike Lanes - Widen	Widen Old Santa Fe Trail: from E. Zia Rd. south to city limits	32	1.10	\$\$\$
3	Stripe Bike Lane	Alcaldesa: Contra-flow bike lane from Chili Line Rd. to Market St. (with rail crossing gate)	32	0.10	\$\$
4	Stripe Bike Lanes	Paseo de Peralta: Lane Reduction via Restriping, W Alameda to Old Santa Fe Trail (w ped. refuges)	31	0.40	\$\$
5	Stripe Bike Lanes	San Mateo: Study and Implement Bike Lanes where feasible, St. Francis Dr. to Rail Trail at 2nd St.	31	1.00	\$
6	Stripe Bike Lane	Sandoval: Southbound bike lane, Alameda to Montezuma, with wayfinding to Railyard	31	0.15	\$
7	Stripe Bike Lanes	Pacheco St.: Study and Implement Bike Lanes where feasible (n. of San M to Siringo)	30	1.00	\$
8	Stripe Bike Lanes	Wagon Rd.: Restripe with Bike Lanes (if not sharrow)	30	0.10	\$
9	Stripe Bike Lanes	Alta Vista St. (Bike Route 66): RR tracks to Salvador Perez Park, orig. crosswalk, prioritize eastbound	30	0.27	\$
10	Stripe Bike Lanes	Calle Mejia, Viento Dr. to cul-de-sac at Reserve	29	0.17	\$
11	Bike Lanes - Widen	Widen San Felipe Rd., Airport Rd. to Agua Fria St.	29	0.30	\$\$
12	Stripe Bike Lanes	Hospital Dr., Lupita to St. Michael's Dr.	28	0.28	\$
13	Stripe Bike Lanes	W. Alameda: Striped shoulders eastbound and westbound from St. Francis Dr.; prioritize eastbound as uphill & buffer for River Trail, to ped X-ing; sharrow/bike lane in rt.turn lane by Burger King	27	0.22	\$
14	Stripe Bike Lanes	Camino Alire, Paso de la Conq. to Agua Fria: Both sides or southbound bike lane only (uphill)	26	0.26	\$
-	Rt.-Turn Lane trtmnts	Various sharrow or bike lane in right turn lanes leading to bike lane, per NACTO	-	-	\$
-	Signage	Bicycle Wayfinding on Roads & Trails	-	-	\$
(4) County-lead On-Road Bikeway Improvements (in rough order of priority)					
a	Bike Lanes - Widen	Henry Lynch Rd.: Add shoulders	29	0.44	\$\$
b	Bike Lanes	STUDY: West Alameda St. Bike Lanes w/City	28	4.50	\$
c	Bike Lanes	Study: Feasibility Bishops Lodge Road Bike Lanes	26	4.00	\$
d	Bike Lanes	Ave del Sur between Rancho Viejo Blvd. and Richards, integrating existing bike lanes in front of Amy Biehl School and unused parking bays to east	29	0.42	\$\$
e	Bike Lanes	Caja Del Oro - Agua Fria to NMS99 Frontage	27	2.00	\$
f	Bike Lanes	Rancho Viejo Blvd	24	3.00	\$\$\$
g	Bike Lanes	STUDY: Richards Avenue, A Va Nu Po and Avenida del Sur Bike Lane Loop	25	6.00	\$
h	Bike Lane	Camino la Tierra - northbound (uphill), mailboxes to Wildflower	28	0.23	\$
-	Signage	Bicycle Wayfinding on Roads & Trails	-	-	\$
(6) NMDOT-lead On-road Bikeway Improvements (in rough order of priority)					
a	Bike Lanes - Widen	Widen Hyde Park Rd. (NM475) where possible, Artist Rd. to Little Tesuque Cr., esp. uphill direction	36	3.50	\$\$\$\$
b	Rt.-Turn Lane trtmnts	St. Michael's Dr. (NM466), Galisteo St. to Arroyo Chamiso	29	0.50	\$
c	Stripe Bike Lanes	Old Las Vegas Highway from Paseo de la Luz to Ojo de la Vaca Rd. (Bike Route 66): Lane Reduction	28	0.60	\$
d	Shoulders - Rehab.	Old Las Vegas Highway from US285 to Paseo de la Luz (Bike Route 66): Rehabilitate Shoulders	26	1.60	\$\$\$\$
e	Stripe Bike Lane	NM14 northbound, from w. of Fire Place to Rancho Viejo Blvd.: Re-Stripe or widen with bike lane	25	0.60	\$

For Agenda Item 7.e

Youtube video from Montreal, Canada

<https://www.youtube.com/watch?v=C16SDtpKBg>

60% COMMENTS (BISHOP'S LODGE RD RECONSTRUCTION PROJECT)

Jeanne Wolfenbarger, Complete Streets Traffic Engineer

Roadway

1. On median plans and ADA curb ramp plans, label all roadway names. **Wilson to revise plans.**
2. For Artist's Road and Bishop's Lodge Road, identify all signal infrastructure. Due to road reconstruction, all signal infrastructure at this intersection shall be brought to current MUTCD and ADA standards. Coordinate with Traffic Operations; they have provided separate comments. **The Artist Rd/BLR intersection may or may not be included in the final plan set. The governing factors are cost and coordination with NMDOT. Should the intersection be included in the project then all necessary revisions to meet MUTCD, ADA and other applicable codes will be used to determine any necessary revisions.**
3. Investigate shortening crosswalk lengths for pedestrians at the Bishop's Lodge/Artist Road intersection by moving curb ramp locations; minimize tripping hazard between the two directional curb ramps at the corners. Label 4-foot minimum distance between stop bar and crosswalk as a general note or provide dimension for anything exceeding 4 feet. **Wilson to review.**
4. With respect to detectable warning surface locations, curb ramps along bike pathway shall be designed to direct pedestrians across the side streets if not directing them across Bishop's Lodge. **Wilson to review.**
5. Consider grade of road when designing length of all of the curb ramps at roadways and driveway locations when providing a maximum 8.33% slope. **Wilson to review.**
6. Provide turning template designs for roadway locations. At minimum, curb radius for the design vehicle shall be met, and nose of medians shall be out of the pathway of the vehicles. However, minimize curb radii to meet complete streets objectives for ease of travel for pedestrians and bicyclists. Any curb radii over 30 feet at the roadway intersections may be excessive. **Curb radii to be adjusted to 28'.**
7. What is the basis for the left turn bay length at Camino Encantada? While storage and deceleration lengths need to be taken into account, consider shortening the length to the minimum length necessary. This would help meet traffic calming objectives for the City. **The turn bay is warranted. Wilson to review length.**
8. Cross-Section Sheets: For erosion protection of the trail and other bicycle facilities, provide a 1 to 2-foot flat area adjacent to the edge of the asphalt surface before beginning the 3:1 slope. **Wilson to review and revise plans.**
9. Provide details for any fire hydrant and other utility relocations while showing dimensions for meeting minimum PROWAG standards. **All necessary details will be provided. The CoSF is considering including the replacement of the water mains in BLR as part of the project.**
10. Provide any details/specifications for median pavement and roadside ditches. **Wilson to review and revise plans.**
11. For very narrow medians such as on Typical Sections "D" and "L", this appears to be a road hazard, particularly at nighttime. **Median width is developed based upon available ROW and are utilized as traffic calming features. Wilson will review to determine if additional median can be provided.**

12. Label all beginning and end of road cross sections on the plan views for the road reconstruction. **Wilson to revise plans.**
13. Follow AASHTO standards for bikeways when selecting handrail locations at culverts and retaining wall locations. (Call out handrails on drainage profiles and road cross-sections as necessary.) **Wilson to review and revise plans.**
14. At Morales, provide a longer median protection for the crosswalk at the intersection. Based on dimensioning, it is well under 6 feet. Show ramp on the roadway construction plans along the east side of the road. **Wilson to review and revise plans.**

Driveways

1. Many of the driveways are too steep at slopes well over 15%. How do these compare to existing, and what can be done at these locations? 15% would be the desirable maximum slope. Also, provide vertical curves to prevent vehicles from bottoming out with sharp change in slopes. **Wilson to review and revise plans.**

Storm Drainage

1. Show HGL, EGL, and pipe velocities on the storm drain profiles. **Wilson to review and revise plans.**
2. For series of pipes at Station 35+00, what will be the erosion protection provided on the downstream end; same comment goes for other culvert locations. **Appropriate erosion control will be added where necessary.** Were capacity calculations done for the culverts? **Yes.**
3. Label any drainage right-of-way limits or easement limits on sheets at various culvert locations. **Wilson to review.**
4. Label class of pipes based on cover provided. For areas with minimal cover, make sure the bell of the pipe does not conflict with pavement section. **Wilson to review.**
5. Fix text overlaps on storm drainage sheets. **Wilson to review and revise plans.**

Signage and Striping

1. Show all lane dimensioning on striping sheets. **Wilson to review and revise plans.**
2. There was discussion about lowering of the speed limit. **The maximum speed limit is 35mph (lower in some areas).** Provide speed limit signs on the plans. **Wilson to review and revise plans.**
3. Provide signage for pedestrian crosswalks that are at uncontrolled intersections in accordance with current FHWA standards. **Wilson to review and revise plans.**
4. To prevent conflict with medians, provide signage at the noses of the medians that indicate to keep right (R4-7) along with object marker signage. **Wilson to review and revise plans.**
5. Provide details for high visibility markings and median markings to indicate size of markings and spacing. **Wilson to review and revise plans.**
6. Traffic Operations had made a comment on using engineering judgement on providing high visibility crosswalk markings. Consider frequency of use, amount of vehicular activity from side streets, and visibility of bicyclists. **This topic should be reviewed in more detail with the CoSF so that City standards can be incorporated.** **Wilson to review options with CoSF.**

Traffic Control/Lighting

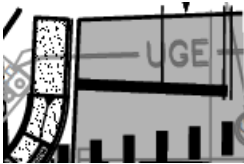
1. How will traffic be maintained along Bishop's Lodge during construction? What is the traffic control phasing? **As a general note the TCP needs to be more robust. This will likely require a meeting with Wilson and NV5 to develop a comprehensive plan that can be shared with city staff. Traffic control budget may need to be adjusted.**
2. Meet with Traffic Operations on any proposed lighting to make sure the signalized intersection and crosswalks are properly illuminated. **The overall corridor lighting needs to be reviewed with City staff so that the plans can appropriately reflect the final design determination. Wilson to provide an estimate for lighting only intersections and crossing versus lighting throughout the corridor.**

Mike Dalmolin, Complete Streets Traffic Operation's Engineer

1. Sheet 2-3 (Typical Sections): 1) In several sections, the minimum sidewalk width is proposed to be 4'. Given this is a complete rehabilitation project, will this meet PROWAG/ADA standards? Does any 4' section of sidewalk extend more than 200', thus requiring a passing space? 2) In section A, a 2.5' bike lane is proposed. The minimum width is 5' when curb is present. One alternative may be to consider whether a turn lane is warranted as you approach the intersection of Artist, thus narrowing the roadway section to increase the sidewalk and bike lane width. **The project will be designed to meet the PROWAG/ADA standards.**
2. Sheets 2-32 through 2-37 (Median Details): Per Section 1200-58 Pedestrian Facilities of the NMDOT Road Design, lighting should be installed at midblock crosswalks; please ensure all midblock crosswalks are properly illuminated. **See note for Traffic Control/Lighting note #2 above.**
3. Sheet 2 (Curb Ramp/Intersection Details): 1) The maximum length of the curb ramp appears to be 7' throughout many of the curb ramp designs. Some of the slopes exceed the maximum ADA standard of 8.3%, such as in the cases of CR6 and CR19. Please address. **Wilson to review and revise plans.** 2) Curb Radius design is excessive. Some intersections are proposed with a curb radius of 50 in the case of Encantado Dr! A transit bus typically only requires a curb radius of 20-30. Federal Highway states the turning radius should be 15' with the radius increased to about 25' or so only in cases where substantial volume of turning buses and/or trucks. The higher proposed radius of between 30' to 40' will result in higher turning speeds vehicles, endangering pedestrians. With the bicycle lane factored, the curb radius can be even tighter. **Radii to be adjusted to 28'.**
4. Sheet 2-56 and 2-57 (Intersection of Artist): The recently published Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way will trigger required pedestrian signal improvements at this intersection given this project will be considered analteration/rehabilitation. 1) Push Buttons: Many of the existing push buttons at this intersection would not meet current PROWAG/ADA standards. A) Pedestrian push buttons must be located no greater than 5 feet from the side of a curb ramp run or the edge of the farthest associated crosswalk line from the center of the intersection (R307.4). B) Pedestrian push buttons must be located between 1.5 and 10 feet from the edge of the curb or pavement. C) Pedestrian push buttons need to be located 10 feet apart from each other. Even if closer together, they will need to be on separate poles. D) Buttons need to be located on a minimum of

a 4' by 4' surface with no more than 2% cross slope in any direction. 2) Accessible Pedestrian Signals (APS): New APS buttons are required to be installed. The signage/tactile arrow should point in the same direction as the associated crosswalk. See previous notes above on Artist/BLR intersection.

2. Sheet 7 (Signing and Striping Plan) General: 1) Please angle the stop bars perpendicular to the lane of travel. At the intersection of Artist, the SB direction does not appear to be. 2) Where crosswalks are striped, stop bars should be installed. 3) Recommend using high visibility crosswalks by judgement and not as a standard. Transverse lines should be considered for intersections with local roads. 4) Per Section 3B.20 of the MUTCD, the "Only" word pavement marking is optional in the case of turn lanes. This design proposes to install these only markings in all left-turn lanes but the City prefers these only be installed when engineering judgement believes they should be. Wilson to review and revise plans.



6. Sheet 7-1 (General Notes): 1) Note #8 proposes to reset existing signs. With Section 2A.08 Maintaining Minimum Retroreflectivity of the MUTCD in mind, the engineer or contractor shall verify that these signs meet minimum retroreflectivity standards prior approving being reutilized. 2) Note #12 states the contractor shall keep a minimum of a 2 foot lateral clearance for any sign installations. Please expand note that sign posts, if installed in the sidewalk, shall keep the minimum pedestrian clear width of 4'. Wilson to review and revise plans.
7. Sheet 7-6: 1) Please consider a brief operational analysis to consider the best lane geometry at the signal at Artist and Bishop's Lodge. On the Artist approaches, one side has a shared through/right and a dedicated left turn lane while the other direction has a dedicated right-turn lane and a shared through/left. 2) Given PROWAG will trigger pedestrian signal improvements, the curb ramp design / crosswalk striping should be designed to have the pedestrian crossing be parallel to the direction of vehicle travel and perpendicular to the travel of the pedestrian. 3) What is the appropriate pavement marking design for eastern approach on Bishop's Lodge where there is not length to provide a standard right-turn lane? I do not like an arrow installed if there are no lane markings. Should Artists/BLR intersection be included in the project, then these notes will be reviewed and incorporated by Wilson.

DEE BEIGESSNER, Land Use Department Engineer

See Sheets 3-2 and 3-3

SERGIO VALORA SANDOVAL, Wastewater Division Engineer Associate

Utility Plan Sheet NO: 11-2 (The entire Utility Plan Series): It appears that these are currently listed as only 30% submittal. We are particularly keen on receiving any insights, especially pertaining to potential manholes that might necessitate adjustments to the rim and or concrete collars post-roadway construction.

City of SF Standard Details for Manholes: If manholes are part of the plan, it is essential to ensure that the City of SF standard details are incorporated. This will not only align with regulatory requirements but also contribute to the overall coherence of the project. **Wilson to review and revise plans.**

ZOE ISAACSON, River and Watershed Manager

Sheet 1-6 Environmental Notes:

These should be requirements not recommendations, please change the wording below: **All notes provided by Z. Isaacson were reviewed and will be incorporated into the drawings by Wilson.**

FLORA:

~~IT IS RECOMMENDED THAT ANY AREA DISTURBED BY CONSTRUCTION ACTIVITIES BE RESEEDDED WITH AN APPROPRIATE NATIVE SEED MIX.~~

Change to: "ANY AREA DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE RESEEDDED..."

NOXIOUS WEEDS:

~~IT IS RECOMMENDED THAT THE CONTRACTOR CLEAN ALL EQUIPMENT PRIOR TO MOBILIZATION AND DEMOBILIZATION AND ANYTIME EQUIPMENT ENTERS OR IS REMOVED FROM THE AREA. ANY MATERIALS USED IN CONSTRUCTION SHOULD BE INSPECTED FOR NOXIOUS WEEDS, AND NOT USED IF ANY ARE FOUND. IT IS RECOMMENDED THAT AREAS DISTURBED BY CONSTRUCTION BE RESEEDDED WITH A NATIVE SEED MIX.~~

Change to: "THE CONTRACTOR SHALL CLEAN ALL EQUIPMENT..."

SOILS:

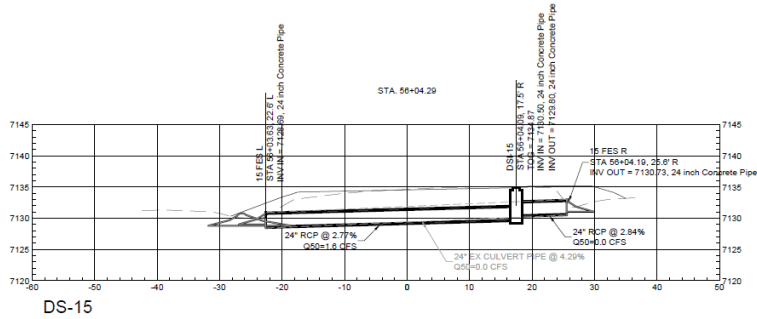
~~IT IS RECOMMENDED THAT APPROPRIATE EROSION CONTROL STRUCTURES BE PUT INTO PLACE PRIOR TO ANY CONSTRUCTION AND MAINTAINED, TO MINIMIZE SEDIMENT LEAVING THE PROJECT AREA. ANY AREA DISTURBED BY CONSTRUCTION ACTIVITIES SHOULD BE RESEEDDED WITH AN APPROPRIATE WEED-FREE NATIVE SEED MIX.~~

Change to: "APPROPRIATE EROSION CONTROL STRUCTURES SHALL BE PLACED PRIOR TO ANY CONSTRUCTION AND MAINTAINED..."

In general, please ensure that outfall protections are provided where appropriate:

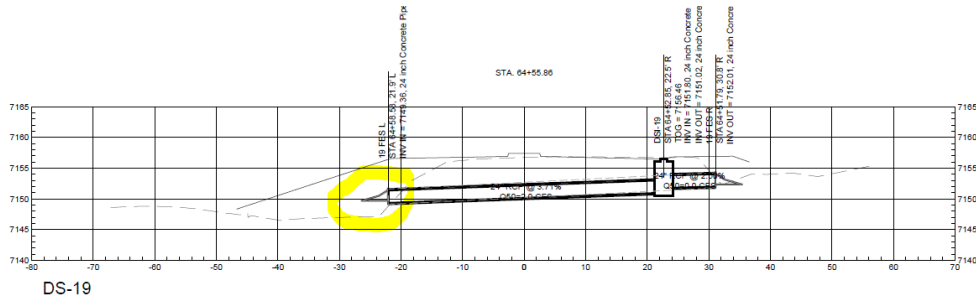
Sheet 10-5

DS-15: shows to flared end sections, should be cleaned up



- 602-02 BUILD 1 - 6'X10' OUTFALL RIPRAP PAD
- 570-02 BUILD 1 - 24" RCP FLARED END SECTION - 15 FES L
- 206-01 BUILD 1 - 24"X41' RCP SD PIPE - 15 FES L TO DSI-15
- 623-13 BUILD 1 - DROP INLET FOR TYPE "A" CURB TYPE II - DSI-15
- 206-01 BUILD 1 - 24"X8' RCP SD PIPE - DSI-15 TO 15 FES R
- 570-02 BUILD 1 - 24" RCP FLARED END SECTION - 15 FES R

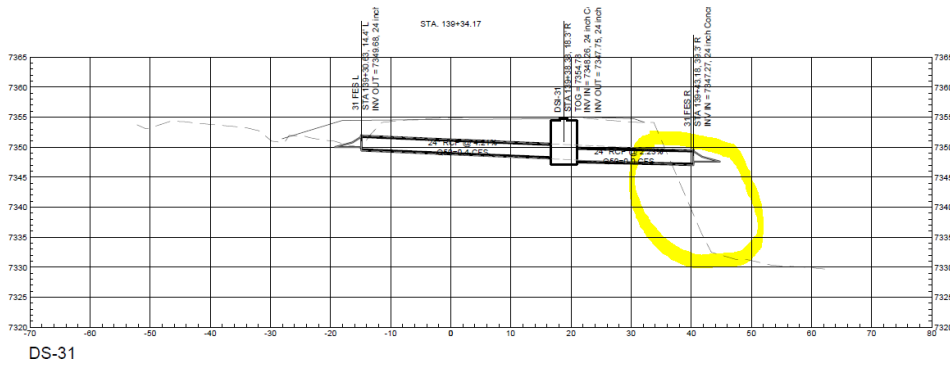
DS-19: Drawing is hard to read: outfall is above existing ground (~2'6") is there a plan to construct a rundown with armoring? Or, should the outfall be extended beyond the final grade to beyond -48?



- 602-02 BUILD 1 - 6'X10' OUTFALL RIPRAP PAD
- 570-02 BUILD 1 - 24" RCP FLARED END SECTION - 19 FES L
- 206-01 BUILD 1 - 24"X45' RCP SD PIPE - 19 FES L TO DSI-19
- 623-13 BUILD 1 - DROP INLET FOR TYPE "A" CURB TYPE II - DSI-19
- 206-01 BUILD 1 - 24"X9' RCP SD PIPE - DSI-19 TO 19 FES R
- 570-02 BUILD 1 - 24" RCP FLARED END SECTION - 19 FES R

Sheet 10-9

DS-31: Plan for a rundown and armoring?



570-02	BUILD 1 - 24" RCP FLARED END SECTION - 31 FES L
206-01	BUILD 1 - 24"X33' RCP SD PIPE - 31 FES L TO DSI-31 BUILD
623-13	1 - DROP INLET FOR TYPE "A" CURB TYPE II - DSI-31 BUILD
206-01	1 - 24"X22' RCP SD PIPE - DSI-31 TO 31 FES R BUILD 1 - 24"
570-02	RCP FLARED END SECTION - 31 FES R
602-02	BUILD 1 - 6'X10' OUTFALL RIPRAP PAD

DS-33: Same: plans for armoring?

Sheet 10-12:

DS-36: Same, plans for armoring or outfall protection?

Sheet 10-13:

DS-37: Will there be slope protection at the outfall?

Kody Keelin, Complete Streets Project Administrator

1. Page 2-3 calls HMA trail with SP-3. SP-4 is a better surface for pedestrian use. **Wilson to incorporate comment.**
2. I have concerns with existing slopes next to the sidewalk eroding and creating silt, can a header curb be used as retention. **See previous notes on this topic.**
3. Proposed HAM pavement sections are show as SP-3, this needs to be changed to SP-4. The first lift is ok with SP-3 however the final lift shall be constructed of SP-4 HMA. **Wilson to incorporate comment.**
4. Road sections "F-G-H-J-K-L-M" shows mountable curb and gutter, what is the purpose of this type of curb and gutter? **The design speed is 40mph which requires mountable curb and gutter.**
5. The curb ramp at NE turnout Camino Santiago exceeds the maximum 8.3% running slope, plan shows 11.9% at 7'. **Wilson to review.**
6. Multiple curb ramps are shown exceeding the maximum allowed running slopes and cross slopes. Multiple curb ramp landing exceeds the maximum allowed 2% turning space. **Wilson to review.**

Water Utility Division

HUEY, BILL C. <bchuey@santafenm.gov>; MOYA, MICHAEL R. <mrmoaya@santafenm.gov>; DELMAR, JOHN P. <jpdelmar@santafenm.gov>; PETERSON, CLINTON D. <cdpeterson@santafenm.gov>

Hi Romella,

We reviewed the 60% plans and are considering replacing the majority of our existing water mains in Bishops Lodge Rd along this corridor while the roadway is being replaced. It doesn't look like there's any water main replacement accounted for in the plans currently, so this would be an addition to the project. We still need to discuss internally a bit more before we have the official green light to proceed with this replacement, but if we do proceed, I have a few questions. **Prior to the city review there was a separate meeting with Water Utility Division. CoSF to determine if the replacement of the water mains is to be incorporated into the scope of the project.**

1. Is the water main replacement design something that could easily be added into Wilson's design scope and then incorporated into the overall plan set?
2. It would be simplest and most cost-effective if the water main replacement can be done as part of the overall construction contract. That should be pretty simple if Wilson is able to incorporate the design into their overall plan set, but let me know if you see any concerns with that approach.
3. What is the remaining design schedule and target date for bid advertisement? Assuming Wilson can do it, the water main replacement design should be pretty straightforward since they already have the existing survey and proposed roadway plans – but we'd be playing catchup since the 60% roadway plans are already complete. We'd have to check with Wilson to see if it's feasible to complete the full water main design without impacting the overall schedule too much.

If you'd like, we can meet separately to discuss this addition and the potential impacts further. I see that you're out of office until the 20th – I'll be in on the 20th but out of office starting on the 21st through Christmas. If we can connect on the 20th that'd be great, otherwise it might have to wait until the following week.

BPAC Technical Review Committee

(Dan Painter, Chair, Erik Aaboe, Ben Pingilley, Gary Schiffmiller, Nathan Lemons)

1. On Sheet 2-5, why do the Typical Sections "G", "H" & "J" have mountable curbs adjacent to the trail? **See previous notes.**
2. On Sheets 2-4 & 2-5, Sections "F", "G", "H" & "J" need to include a retaining wall or some other treatment adjacent to the bike lane that will prevent materials from eroding off the slopes onto the bike lane. This treatment should be called out wherever the bike lane is adjacent to an uphill slope. **See previous notes.**
3. Has any thought been given to undergrounding the utility lines (electric, cable...) that exist along BLR as part of this project? **Yes.**

4. Sheet 2-32 and following show the wide medians as stamped concrete. The medians will be more ecologically designed if they are left as either bare soil/vegetation, rock or permeable asphalt cover to allow rain and melting snow to infiltrate the ground. **Per CoSF directions medians will have impermeable surface.**
5. All curb radii of intersecting streets should be no greater than 25' to reduce the possibility of vehicles entering BLR at high speeds and potentially colliding with bicycles in the bike lanes. **See previous notes regarding curb radii.**
6. The radii of median noses (C16) on Sheet 2-35 and C18 on Sheet 2-36 should be increased to reduce the potential of vehicles running over them. Perhaps the widths could be increased also. **See previous notes on this topic.**
7. Where right-of-way is available or obtainable, all intersecting streets should be aligned so that they are perpendicular (90 degrees) with BLR. This will increase safety by allowing drivers to comfortably look both directions before entering BLR. **This has been considered in the current design.**
8. On Sheet 2-38, the compound radii at Station 24.00 (Artist Rd.) should be eliminated and have crosswalk line up with opposite corner "A". To achieve this, pull in Corner B to match other three corners **See previous notes on Artists/BLR intersection.**
9. On Sheet 2-38 make crosswalk at corners "E" & "F" (and "C" & "D") be similar to configuration at Callecita Pl.
10. On Sheet 2-39 - the intersection of Williams Street needs to be realigned so that it is perpendicular to BLR like Camino Manana on Sheet 2-40. **Wilson to review.**
11. Realign both intersections on Sheet 2-41 to be perpendicular with BLR. **Wilson to review.**
12. On Sheet 2-42 reduce the radii on both sides of Brownell Howard intersection perhaps down to 15'. **Wilson to review.**
13. Some private driveways have large radii such as "CS" on Sheet 2-51 that should be looked at for reducing them. **Wilson to review.**
14. Why is there a crosswalk at the driveway TO-51 on Sheet 2-52? **Wilson to review.**
15. Reduce the radius on driveway TO-59 on Sheet 2-47. **Wilson to review.**
16. The curb ramps on Sheets 2-58 through 2-61 need to be shifted to be more directional to eliminate possible confusion which would lead to unintentional crossing of BLR by blind pedestrians. **Wilson to review.**
17. Curb ramps that completely wrap around a corner should be reduced to be more directional if permitted crossings of just the intersecting roadway and not BLR. **Wilson to review.**
18. On Sheet 2-73 CR 37 is pretty extreme. This ramp should be more directional even if accommodating crossings in 3 directions. **Wilson to review.**
19. On Sheet 2-103, CR 97 should be truncated on both ends to be more directional. **Wilson to review.**

Yolanda Eisenstein, Bishop's Lodge HOA Representative

Q. Will the utilities be buried in the ground? **Yes unless it's power for lighting which has yet to be review/designed.**

ADDED 12/18/2023

Tim Rogers, Trails Manager, Santa Fe Conservation Trust

I am still not exactly sure why we are building a ten-foot wide trail along this road while while we are failing to consider doing this on far more appropriate opportunities, such as Henry Lynch Rd. where a sidewalk as "trail" will create connectivity between other trails, the River Trail and the Acequia Trail.

The width of the trail was set at 10' based on previous plan reviews. This can be adjusted down to 8' if indicated by the CoSF.

That said this trail will be a nice pedestrian and (uphill) bicycle facility along Bishop's Lodge Rd. However this design will present several significant safety challenges for pedestrians and bicyclists because of its location directly along the curb, gutter and roadway. This means increased crossing distance and increased exposure to turning vehicles at all driveway and road crossings, because the ADA ramps are in fact part of the corners as opposed to set behind them. The corners are ample for fire engines, which contributes further to this deficiency and allows smaller vehicles to turn with more speed which is known to decrease pedestrian safety as well as comfort.

Fire engines and other traffic will be turning from and to a point on the road seven feet away from the curb and gutter (five foot bike lane plus two foot buffer). Has this been taken advantage of to minimize the curb radii of corners, in order to minimize crossing distance, minimize exposure, minimize speed of turning vehicles, and maximize pedestrian safety? The concept is "effective turning radius" and if we are interested in pedestrian safety we should employ it on every project with bike lanes or any kind of shoulder space between travel lane and curb. Wilson will review this comment when making adjustments to the radii as noted previously.

This facility could really be thought of as a super sidewalk. It will be great for getting along Bishop's Lodge Rd. It will not be a trail that trail users seek out per se nor will it be thought of as part of the "trail system" especially because it will not have any connectivity with any other trail. Being located directly on the curb, it will feel constantly like part of the road. It might feel more like a trail, and be more safe and comfortable at some conflict points, if it had separation from the road as AASHTO recommends (in line with City Code) for all sidewalks and sidepaths like this.

If we wanted to make this more like a trail, and avoid some of the compromises in safety and comfort outlined above, we would take advantage of all opportunities to separate it from the road. Or we could at least take advantage of one or two best opportunities where the City has ample right of way. For example **from Sta 96 - 103 the trail could follow the frontage road instead of the main road** to provide a far more enjoyable experience for pedestrians and cyclists. Wilson to review. (Note, regarding the "less maintenance" argument that is behind the City's unwillingness to provide sidewalk buffers as recommended by AASHTO and City Code, the City has to maintain both of these roads, so it really should not make a difference which one of them the trail is following) Same comment for 131-136, where at Brownell Holland the trail and crosswalk might be 30 ft off Bishop's Lodge Rd. instead of directly next to it. Wilson to review.

In any case, even if the trail is to remain along the main line, please create or allow for connectivity between the trail and these frontage roads so that walkers and bicyclists can have a chance to get away from the main road for a moment. Wilson to review.

If we were really interested in building a good trail rather than just a sidewalk we would not only be taking advantage of these opportunities but also looking at the power line easement to the east which is where a far higher-quality trail facility might be located, at least in some locations. I realize we are way past that point but that's how one plans and designs a good trail when there is time and interest to do so. **This point can be reviewed and discussed with City Staff.**

Typo: Sheet 2-4 G2 typical section D lists "curb and gutter" instead of "bike buffer" on right side. **Wilson to incorporate comment.**

Sheet 3-2 Transition between bike lane and sharrow occurs at identical spot in each direction. This is not taking into account that northbound cyclists need the bike lane far more than southbound. Cross section space should be provided to the northbound bike lane as close to Artist Rd. as possible, at the expense of the southbound bike lane (and buffers) until such point as you can fit both - There is no need to make the transitions to/from sharrows mirror each other, at the same location. **Wilson to review.**

Sheet 3-3 How was it decided that the west-side sidewalk should not extend past Murales? In general it may be appropriate, but it is ending directly before just about the most dense residential development along any part of this road. It seems like 714-732 Bishop's Lodge Rd. should be served by a sidewalk, if not the church beyond. The sidewalk was ended so as not to create a dead end. **The design intent was to have the sidewalk extend to a point that didn't require a mid block crossing. If the CoSF would like to see this extended and a mid block crossing added, then that can be accomplished.**

For Agenda Item 8.a.2

Project Review Schedule: January 10, 2024

BPAC Technical Review Subcommittee Comments on Paseo Del Sol 60% Plans

(Dan Painter, Chair; Members: Erik Aaboe, Ben Pingilley, Nathan Lemons and Gary Schiffmiller)

Date Submitted: January 4, 2024

1. Provide a raised crosswalk across Paseo Del Sol between Tracts E and F.
2. The on-street parking lanes are shown as 6 feet wide instead of 8 feet. Though this may accommodate most vehicles it eliminates adequate room for opening doors without conflicting with passing vehicles and bicycles. An 8-foot parking lane is preferable. This can be achieved without expanding the cross-section by reducing the planting area by a couple of feet.
3. The section of sidewalk on Sheet 8B, north of the round-about, should be straightened out, away from the curb. There appears to be no logical reason for making this section so circuitous.
4. On Sheet 9A, guard rail and/or pedestrian railing need to be shown on top of the retaining wall along Paseo Del Sol from the intersection of Jaguar Drive to beginning of the median. It appears that the drop-off approaches 30 feet.
5. On Sheet 9A the "existing path" to the east of the intersection with Jaguar Drive needs to be accommodated by either an underpass or a raised pedestrian crossing.
6. A note needs to be added to the plan set that states that any section of a pedestrian/bike path that has an adjacent uphill slope will have either a depressed gutter or a retaining wall to prevent erosion materials from covering the path.
7. Placing the bike lane on the traffic side of the parked cars sets up a situation where bicyclists can be "doored" by someone exiting a parked car unless the cyclist moves left into the traffic lane. Placing the bike lane on the sidewalk side of the parked cars, would create a truly protected bike lane. The parking lane would act as a barrier to protect bicyclists. This configuration would not require more space or add any additional costs than the current configuration. This technique is being employed by many cities.