



Agenda

**Regular Meeting of the Bicycle
and Pedestrian Advisory
Committee
February 13, 2025 at 5:30 PM
City Council Chambers, City
Hall
200 Lincoln Avenue**

Procedures for Bicycle and Pedestrian Advisory Committee Meeting

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
 - a. Request for Approval of December 12, 2024 Minutes.
5. Communications From the Public
 - a. Irena Ossola, Emailed January 15, 2025
 - b. Bill Adrian, Emailed February 4, 2025
6. Communications from Other Agencies
 - a. Safe Route to School (Ryan Harris, Coordinator)
 - b. Bike Santa Fe (Aria Chodo, Board Member)
 - c. Santa Fe Metropolitan Planning Organization (Leah Yngve, Sr. Transportation Planner/ Erick Aune, Director)
 - d. Parks and Open Space (Melissa McDonald, Director)
 - e. Public Safety Committee (Steve Pilcher, BPAC Vice-Chair)
7. Discussion and Possible Action Items
 - a. Appointment of Mr. Tim Rogers as Subcommittee Member of Technical Review.
 - b. A Discussion about Restricting Motor Vehicles specifically from the Acequia

Trail between Harrison Road and La Cieneguita, and from all bicycle/pedestrian trails generally. (Gary Schiffmiller)

- c. Appropriate Trail Signage (Tony Gerlicz)
 - d. A Discussion on Ms. Irena Ossola's Bicycle Accident First Brought to BPAC in November 2024 (Steve Pilcher)
 - e. Senate Bill SB 73, "Idaho Stop" (Steve Pilcher)
 - f. Speed Limits on Trails (Steve Pilcher)
- 8. Subcommittee Communications
 - a. Policy, Planning and Law (Steve Pilcher, Chair)
 - b. Promotions, Education and Communications (Judith Gabriele, Chair)
 - c. Technical Review (Erik Aaboe)
 - 9. Matters from Staff
 - 10. Matters from the Committee
 - 11. Matters from the Chair
 - 12. Next Meeting:
 - 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.

**Regular Meeting of the Bicycle and Pedestrian Advisory Committee
December 12, 2024 at 5:30 PM
City Council Chambers, City Hall
200 Lincoln Avenue
MINUTES**

1. Call to Order

The meeting was called to order by Chair Michael Garcia at 5:36 PM, on Thursday, December 12, 2024, in the Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. Roll Call

MEMBERS PRESENT:

Member Erik Aaboe
Member Judith Gabriele
Member Tony Gerlicz
Member Steve Pilcher
Member Gary Schiffmiller
Chair Michael Garcia

MEMBERS EXCUSED:

Member Angela Bordegaray
Member Ben Pingilley
Staff Liasion Romella Glorioso-Moss

OTHER PARTICIPANTS ATTENDING:

Clerk Lucrecia Diaz

3. Approval of Agenda

MOTION: Member Pilcher moved, seconded by Member Gabriele to approve the Agenda as amended.

Amendments: Moved to correct date from October to November 14, 2024, meeting minutes.

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

For: Member Aaboe, Member Gabriele, Member Gerlicz, Member Pilcher, Memeber Schiffmiller, Chair Garcia

Against: None

Abstain: None

4. Approval of Minutes

- a. Request for Approval of October 10, 2024 Minutes. - ,

Motion: Member Gabriele moved, seconded by Member Aaboe to approve the November Minutes as amended.

Amendment: moved to correct under communications from the public the word peditricians to pedestrians.

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

For: Member Aaboe, Member Gabriele, Member Gerlicz, Member Pilcher, Member Schiffmiller, Chair Garcia

Against: None

Abstain: None

b. Request for Approval of July 11, 2024 Minutes.

Motion: Member Pilcher moved, seconded by Member Gabriele to approve the minutes.

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

For: Member Aaboe, Member Gabriele, Member Pilcher, Member Schiffmiller, Chair Garcia

Against: None

Abstain: Member Gerlicz

5. Communications From the Public

Meredith Ziegler

I would like to discuss something I perceive as an issue, a section of the Acequia Trail that runs between Harrison Rd. & Las Cienegita. It's a short portion of trail. People drive their vehicles on the trail. I'm not sure why this section. I have requested several times and have several work orders with the City to put a bollard up and this has gone on for five years now. I have been told it would cause a safety issue for cyclists, but it's more of a safety issue if a cyclist gets hit by a vehicle.

6. Communications from Other Agencies

a. Safe Route to School (Ryan Harris, Coordinator) - ,

Update on our Walk & Roll School Program: 50% have shut down for the winter due to weather. The other ones continue despite the weather, by riding or walking. We are currently at 1,208 participants. The week of November fourteenth we held a story walk event for Ruby Bridges, which is a National movement to celebrate the first African American to attend a segregated school in the south.

We have been working with Free Bikes for Kids. We have asked our Walk & Roll champions who lead our programs to identify students who need bicycles, and we will be receiving 55 bikes to be disrupted in January for students.

b. Bike Santa Fe (Aria Chiodo, Board Member)

Our main action we have been working on is the audit which Jenn will share with you later. We are continuing in our collaboration, working with Bike Albuquerque and Velo Cruces, and we will be attending a statewide bike advocacy coalition meeting with them next week. Join them for the upcoming legislative session. Plan to support legislation for the Idaho Stop.

Also, we are working on getting people trained as LCI's to expand our education outreach. Hearing much more of that later by Tony Gerlicz this evening.

We have been encouraging our cyclists through our email news later to report paths, streets and sidewalk maintenance issues to show how much maintenance issues we do have.

Planning a winter social at the end of January and just stay tuned on details on that.

c. Public Safety Committee (Steve Pilcher, BPAC Vice Chair)

7. Discussion and Possible Action Items

a. Downtown Multimodal Analysis of Five Signalized Intersections (Erick Aune, AICP, SFMPO Director)

b. Discussion of Potential Use of Speed Limits, Striping, and Signage on Multi-use Trails (Steve Pilcher, Policy, Planning and Law Subcommittee Chair)

Motion: Member Gabriele moved, seconded by Member Aaboe, to assign the research of this question to the Policy and Law Committee.

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

For: Member Aaboe, Member Gabriele, Member Gerlicz, Member Pilcher, Member Schiffmiller, Chair Garcia

Against: None

Abstain: None

c. Bike Santa Fe Bike Audit Presentation (Jennifer Webber, Bike Santa Fe President)

d. Governor Miles Reconstruction Progress Plans (Gary Schiffmiller, BPAC Member)

e. Promoting LCI's (Licensed Cycling Instructor) in Santa Fe (Tony Gerlicz, BPAC Member)

f. Appointment of Technical Review Subcommittee Chair

Chair Garcia appointed Erik Aaboe to be Subcommittee Chair.

8. Subcommittee Communications

- a. Policy, Planning and Law (Steve Pilcher, Chair)
- b. Promotion, Education and Communications (Judith Gabriele, Chair)
- c. Technical Review

9. Matters from Staff

10. Matters from the Committee

Member Pilcher asked what the status of filling the two vacant positions?

Chair Garcia said staff liaison has not opened up for recruitment yet.

11. Matters from the Chair

Thank you all for a great year of work. Continue success into 2025.

12. Next Meeting: _____

- a. January 9, 2024

13. Adjourn

ADJOURN: 7:13pm

Lucrecia Diaz

Lucrecia Diaz, Clerk

Romella Glorioso-Moss

Romella Glorioso-Moss
Staff Liaison

Councilor Michael Garcia, Chair

----- Forwarded message -----

From: **Irena Ossola**

Date: Wed, Jan 15, 2025 at 11:05 AM

Subject: Innocent cyclists and pedestrians need protection

To: Steve Pilcher

Hello Mr Steve Pilcher,

I am reaching out as I feel you are the best person to contact as I step forward in my duty as a bike advocate and survivor of being hit by a car while riding my bike in 2017. I have made statements at the Bike and Pedestrian Advisory Committee (BPAC), and also with Bike Santa Fe, but have not received a response or feedback that steps will be made. So I reach out to you as you have the ability to make movement forward and I was recommended to reach out to you.

Penalties and repercussions for a car hitting a cyclist and pedestrian needs to increase.



I was a pro cyclist on track for the Olympics and racing at a world class level when I was hit while riding my bike in a bike lane, nearly killed (6 days of coma, 2 months in the hospital, over \$1 million in hospital bills), and this man drove his uninsured and unregistered car home with a \$150 fine. This man should have gone to jail for what he did! He gave an excuse that the sun was in his eyes, but that is no reason to be driving a deadly vehicle without the ability to see. If nearly killing me isn't a reason for penalty, then isn't driving without insurance or registration illegal? This should have been reason for jail time or penalty if nothing else for this man.



After this near-death incident, I coached cross country at St. Michael's High School, where I went to high school. A woman that was an ex high school competitor, friend and mother of 2 young boys that I coached. She was biking on the shoulder of the road in Santa Fe, with her husband when she was hit by a car. She died in her husband's arms, and this man received NO penalty for killing this mother of 2 young boys. He gave an excuse that allowed him to walk away, where there should be no excuse to all this kind of incident to go unpenalized.

If the penalty for hitting a pedestrian or cyclist is increased to forced jail time, even just for 1 day, drivers would raise consideration of innocent cyclists on the road and the repercussions for hitting them. The current penalties protect the drivers, whom have a steal cage around them for protection, cyclists are being killed by these drivers that receive no penalty for running us over.

I have experienced a further example of inexplicable excuses at my personal home on Galisteo street. A man, a lawyer, drove and crashed his car into my house and caused damage that took 6 months to repair (April- November 2024). This could have killed a person. And he received NO penalty.

He told the police and myself, that he had a seizure, but did not present any signs of medical issues/trauma. He did not take the provided ambulance to the hospital, but was walking around the scene with no implication of having just crashed his car so severely into my home. He also was not required to take a drug or alcohol test.



If a person claims to have a medical issue after crashing their car or causing damage to property or a person, they should be required to be reviewed at the hospital, and if they deny then they should be required to take a drug and alcohol test immediately, otherwise they will go to jail as they refuse to follow mandatory requirements after causing such damage or an incident.

In this letter, I have provided 2 personal examples of damage caused to myself and my home due to inexcusable and unpenalized excuses that people gave.

This needs to change, and I ask that you help me to make these first steps to make a change in our state. Please contact me if I can make further statements or assistance and HOW TO MAKE STEPS FORWARD FOR PROTECTION.

Thank you,

Irena Ossola

Galisteo, Santa Fe

From: Bill Adrian

Sent: Tuesday, February 4, 2025 11:22 AM

To: GLORIOSO-MOSS , ROMELLA S. <rsglorioso-moss@santafenm.gov>

Cc: Judith Gabriele

Subject: Public Comment Portion of BPAC Agenda

FYI

On April 12, Keep Santa Fe Beautiful Spring Cleanup Day, the neighborhoods of Casa Alegre, Pueblo Alegre, and La Cieneguita, will again coordinate with the Acequia Madre paricante, Santa Fe Watershed Association and the S3 Housing Volunteers "Trash Pandas" to clean up the portion of the Acequia Trail in these neighborhoods ,and the adjoining open spaces and parks.

Children and adults participating in Salazar School's Safe Routes to School Walk and Roll program are being invited again to pick up trash as they travel the Trail the week before.

BPAC and MPO will have information available, logistics still being worked out. Other organizations are also being invited to participate.

Parks and Open Spaces staff are coordinating for pickup of trash and brush accumulated.

Park Rangers will coordinate for pick up of trash found from any encampments and/or biohazardous waste.

Tentative plans are to place temporary trail arrows to introduce the Maez Crossing and identify the current Trail from Ashbaugh Park to Los Hermanos Park.

Bill Adrian

Casa Alegre Neighborhood Association-comunidad de Centro

casaalegrena@gmail.com

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Preserving the Past, Improving the Present, and Planning for the Future



Bollards Location Map

Melissa McDonald

Parks and Open Space Division Director



CORDOVA

ALTA VISTA ST





MICHAELS DR



SAINT MICHAELS DR



2008 SAINT MICHAELS DR A

2010 SAINT MICHAELS DR

858 SAINT MICHAELS DR

2097 CAMINO LADO

1905 SIRINGO RD 1

SIRINGO RD

1903 SIRINGO RD 1B

1903 SIRINGO RD 1C





GALISTEO RD

RODEO RD

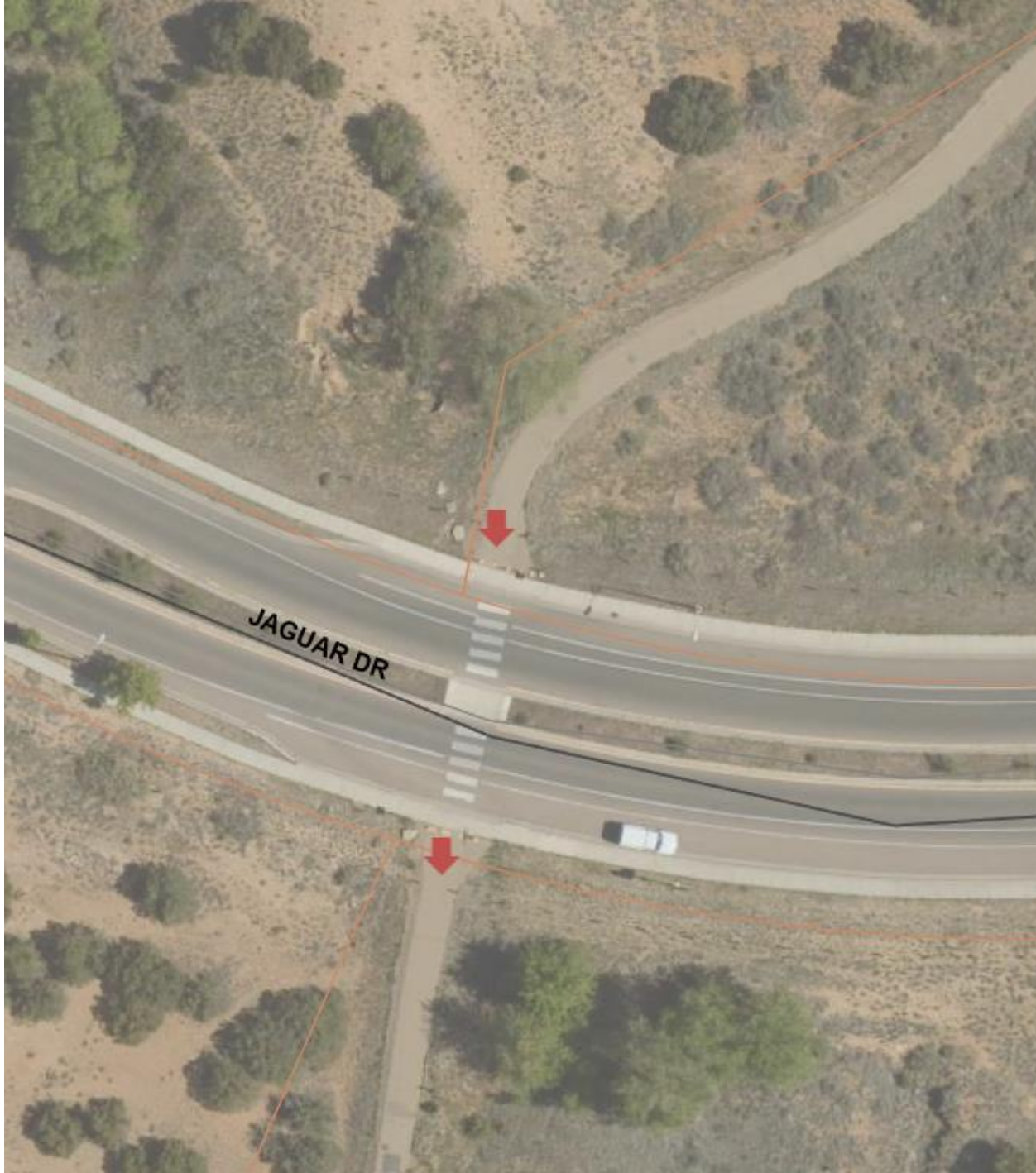


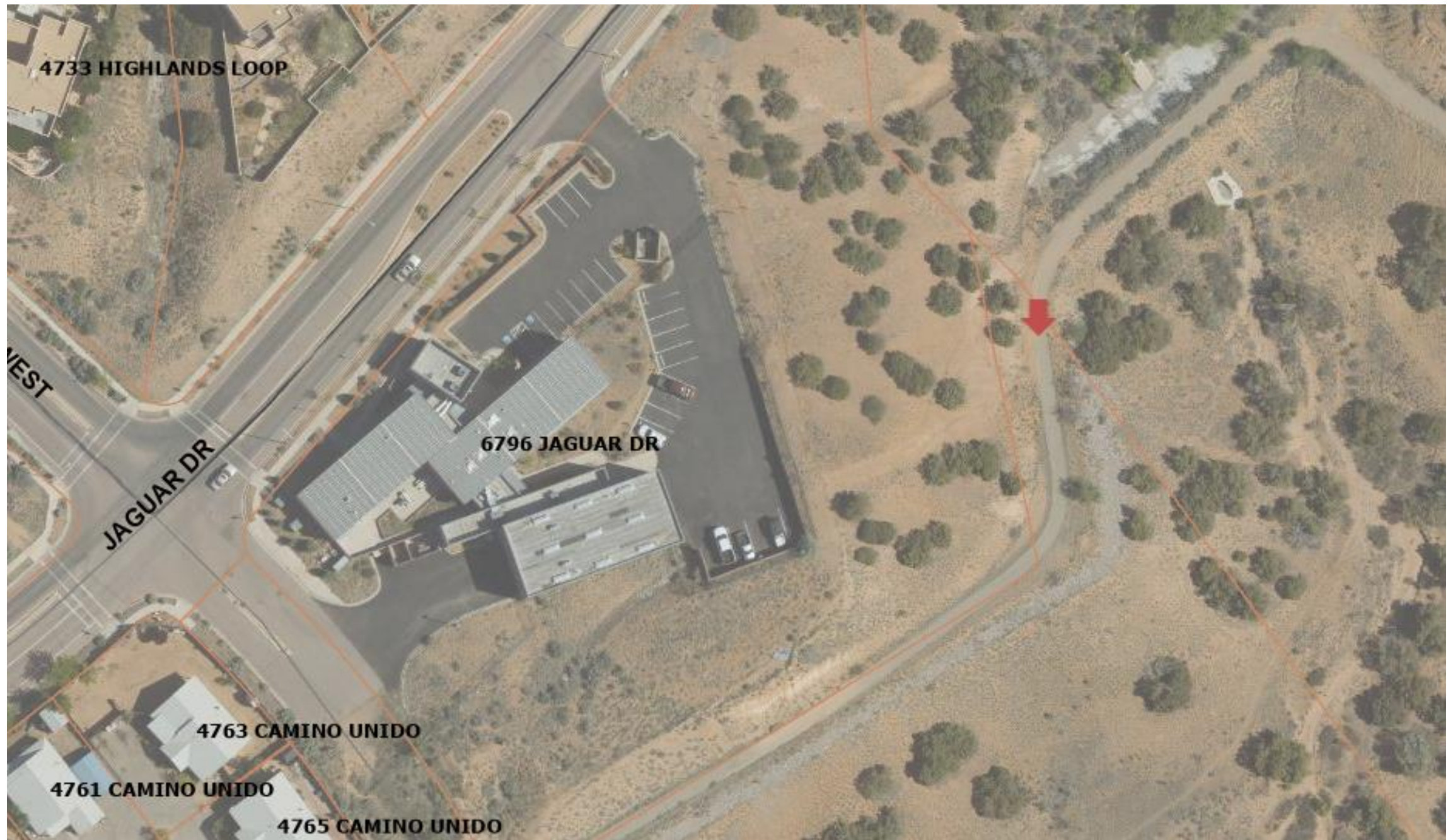


















Signs and Etiquette for Shared-use Urban Trails

Encouraging different types of users to share the trail is just as important on urban trails as it is on backcountry trails.

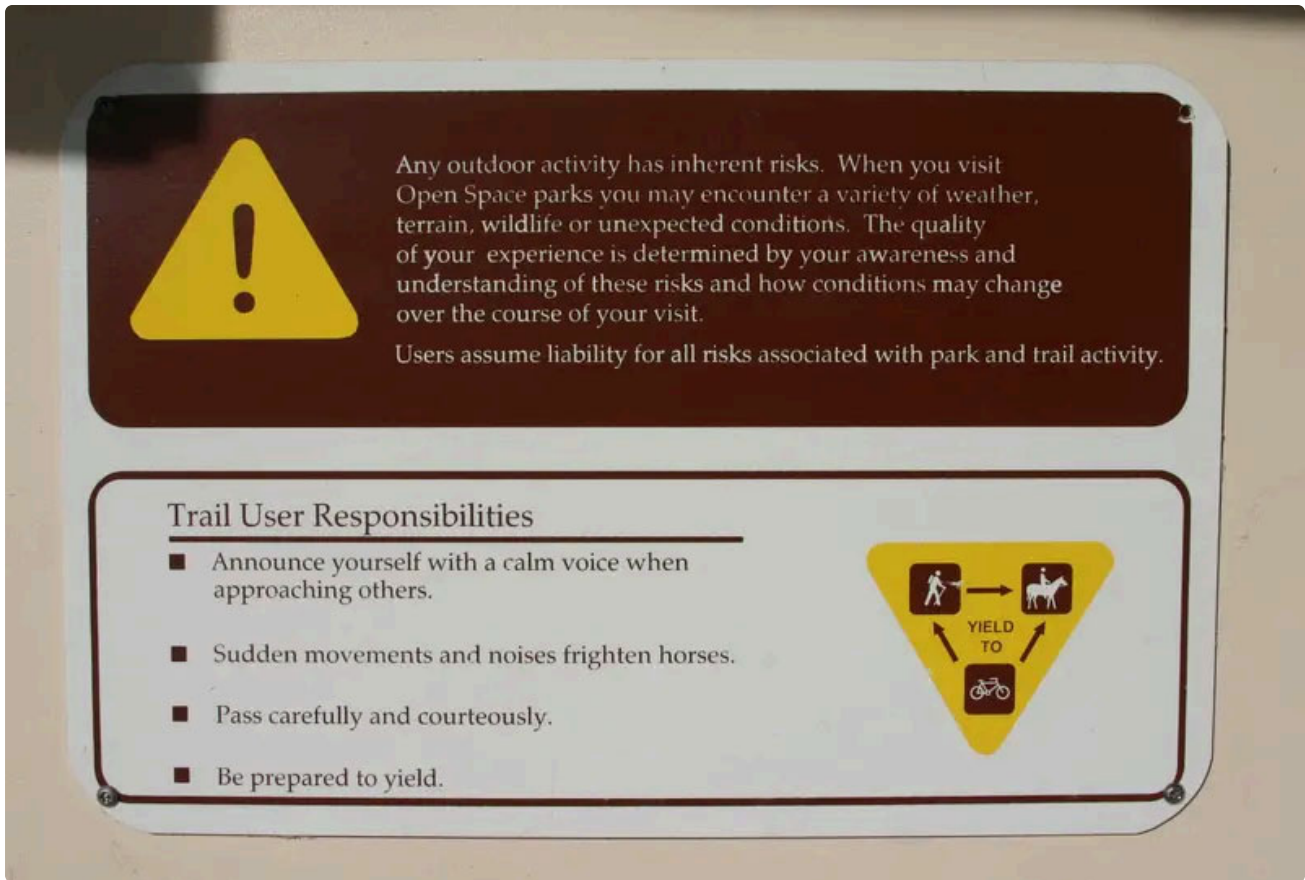
by Stuart Macdonald (<https://www.americantrails.org/presenters-and-authors/stuart-macdonald>), Trail Consultant, American Trails

In many urban trail corridors the sheer amount of use creates some difficulties for sharing the trail. Wider trails are one solution. But how wide do you want to make the trail? And does a single surface material satisfy all trail users? In many cases, the better solution is to provide two or even three pathways or trail treads with different surfaces. Other treatments seek to make the separation of treads more clear. The two treads may be adjacent or some distance away. The secondary tread may even be an informal path made by mountain bicyclists or horse riders. Signs or pavement markings may also be provided to clarify the separation.



([https://optimise2.assets-servd.host/material-civet/production/images/3-10-Chattanooga-17-Nov-IMG_0480.JPG?](https://optimise2.assets-servd.host/material-civet/production/images/3-10-Chattanooga-17-Nov-IMG_0480.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062439&s=8aa3cfbae3b127ae24b437c63fdb61cc)

[w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062439&s=8aa3cfbae3b127ae24b437c63fdb61cc](https://optimise2.assets-servd.host/material-civet/production/images/3-10-Chattanooga-17-Nov-IMG_0480.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062439&s=8aa3cfbae3b127ae24b437c63fdb61cc))
Rules for trail users posted along Tennessee Riverwalk trail, Chattanooga, Tennessee



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[w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062327&s=942c13772e7c95f23c681439593f8702\)](https://optimise2.assets-servd.host/material-civet/production/images/4-10-Crown-Hill-Park-trails-Wheat-Ridge-CO-20DecIMG_0539.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062327&s=942c13772e7c95f23c681439593f8702)

Users cautioned and encouraged to be courteous on Crown Hill Park trails, Wheat Ridge, Colorado

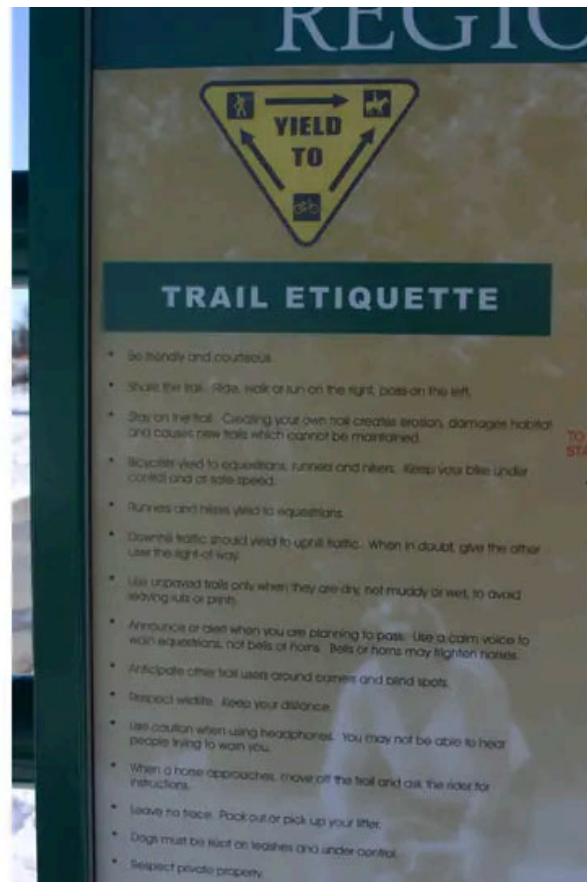


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[w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062373&s=c8e6efa671166079401204a7d9fb0e77](https://optimise2.assets-servd.host/material-civet/production/images/2-SanDiegoMissionBay7-Sept09-P9070685.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062373&s=c8e6efa671166079401204a7d9fb0e77))
Rules for bikers and walkers to follow on San Diego Mission Bay trail



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All trail users are advised to go slow and keep right approaching circular ramp on trail bridge crossing Town Lake, Austin, TX



([https://optimise2.assets-servd.host/material-civet/production/images/Sign_Share_Parker-Cherry-Creek-wide.jpg?](https://optimise2.assets-servd.host/material-civet/production/images/Sign_Share_Parker-Cherry-Creek-wide.jpg?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062126&s=bcc3f91d67d68c92e30b47f93f0c1fb4)

[w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062126&s=bcc3f91d67d68c92e30b47f93f0c1fb4](https://optimise2.assets-servd.host/material-civet/production/images/Sign_Share_Parker-Cherry-Creek-wide.jpg?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062126&s=bcc3f91d67d68c92e30b47f93f0c1fb4))
Sign asks bicycles to yield to skaters and runners, Liberty Park Trail, Salt Lake City, Utah



([https://optimise2.assets-servd.host/material-civet/production/images/19-West-River-Parkway-Minneapolis-29Oct2010-P1010014.JPG?](https://optimise2.assets-servd.host/material-civet/production/images/19-West-River-Parkway-Minneapolis-29Oct2010-P1010014.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062378&s=4da89534bd56f0f9ed644274c25064a2)

[w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062378&s=4da89534bd56f0f9ed644274c25064a2](https://optimise2.assets-servd.host/material-civet/production/images/19-West-River-Parkway-Minneapolis-29Oct2010-P1010014.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062378&s=4da89534bd56f0f9ed644274c25064a2))
Pavement stripes and symbols keep cyclists and pedestrians in their own lanes; Martin Olav Sabo bridge on Midtown Greenway, Minneapolis



([https://optimise2.assets-servd.host/material-civet/production/images/17-Cherry-Creek-Trail-Denver-19-Dec-2009-PC191969.JPG?](https://optimise2.assets-servd.host/material-civet/production/images/17-Cherry-Creek-Trail-Denver-19-Dec-2009-PC191969.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062405&s=8df806bc2e3a97ca9cfe6f1fe4730885)

[w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062405&s=8df806bc2e3a97ca9cfe6f1fe4730885](https://optimise2.assets-servd.host/material-civet/production/images/17-Cherry-Creek-Trail-Denver-19-Dec-2009-PC191969.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062405&s=8df806bc2e3a97ca9cfe6f1fe4730885))
Stencils on trail pavement reinforce yield message on Cherry Creek Trail, Denver, CO

SHARE THE TRAIL



RESPECT:

OTHER VISITORS - Slow Down & Communicate When Passing.

THE LAND AND WILDLIFE - Leave NO Trace.

TRAIL RULES - Be Responsible.



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(<https://optimise2.assets-servd.host/material-civet/production/images/18-Minneapolis-Martin-Olav-Sabo->

bridge-Midtown-Greenway-28-Oct-2010-P1010037.JPG?

w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062393&s=6c5ac05d4e69f262ab2db15ade5db5b7)

Pavement stripes and symbols keep cyclists and pedestrians in their own lanes; Martin Olav Sabo Bridge on Midtown Greenway, Minneapolis



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w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062405&s=45649d04addf5971f691e89f44cf9f8a)

Bikers and skaters yield to walkers: post on Tennessee Riverwalk trail, Chattanooga, TN



(<https://optimise2.assets-servd.host/material-civet/production/images/15-P1160799.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062402&s=f29de8512dd681af3e39b7969a251a99>)
Sign at curving trail underpass warning cyclists along Cherry Creek Trail, Denver, CO



([https://optimise2.assets-servd.host/material-civet/production/images/14-09-Snow-Trails-Denver-Boulder-10-11Dec-Clear-Creekk-24Dec.JPG?](https://optimise2.assets-servd.host/material-civet/production/images/14-09-Snow-Trails-Denver-Boulder-10-11Dec-Clear-Creekk-24Dec.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062402&s=d9984d8f033e97ca579f970f18f39c8a)

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Sign asking trail users to keep right, Cherry Creek Trail, Denver, CO



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Urban greenway in Corvallis, OR, with similar yield sign with no horses



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Rules for trail users posted along Tennessee Riverwalk trail, Chattanooga, Tennessee



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Bicyclists yield to walkers, and everyone yields to horses; Clear Creek National Recreation Trail, Wheat Ridge, Colorado



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ATVs share the Tri-County Recreation Corridor; motorized users are asked to yield to horses, hikers, and bikers; Superior, Wisconsin



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[w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062340&s=1e9616060eb5a7e6a72d277bc66abc06](https://optimise2.assets-servd.host/material-civet/production/images/5-HighlineCanal-CherryHillsVill-18Oct2009PA181181_200114_234329.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062340&s=1e9616060eb5a7e6a72d277bc66abc06))

Horseback riders share a tunnel under a roadway with bikers and walkers; Highline Canal Trail, Greenwood Village, Colorado



([https://optimise2.assets-servd.host/material-civet/production/images/11-IMG_0384-Crescent-Trail-Bethesda-MD.JPG?](https://optimise2.assets-servd.host/material-civet/production/images/11-IMG_0384-Crescent-Trail-Bethesda-MD.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062406&s=8335c05eb1574e04933a16c5d73de7b8)

[w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062406&s=8335c05eb1574e04933a16c5d73de7b8](https://optimise2.assets-servd.host/material-civet/production/images/11-IMG_0384-Crescent-Trail-Bethesda-MD.JPG?w=800&h=540&auto=compress%2Cformat&fit=crop&dm=1620062406&s=8335c05eb1574e04933a16c5d73de7b8))
 No horses, so the yield sign simply says bikes yield to pedestrians; Crescent Trail, Bethesda, Maryland

About the Author



Stuart Macdonald spent 19 years as Colorado's State Trails Coordinator. He is the editor of *American Trails Magazine*. During 1998-99, he represented State Trail Administrators on the national committee that proposed regulations for accessible trails. He chaired the National Recreational Trails Committee, which advised the Federal Highway Administration in the first years of the Recreational Trails Program. Stuart grew up in San Diego and his main outdoor interest besides trails is surfing. He has a BA in English from San Francisco State and a Masters in Landscape Architecture from Utah State.

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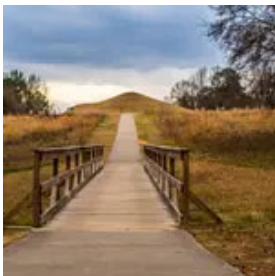


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BLM Sign Guidebook (<https://www.americantrails.org/resources/blm-sign-guidebook>)

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This National Sign Guidebook presents information for planning, designing, fabricating, procuring, installing, and maintaining signs in a clear, complete, and user friendly format.

Trail Signage Guidelines (<https://www.americantrails.org/resources/trail-signage-guidelines>)

posted May 6, 2021

Trail Signage Guidelines for San José Program



(<https://www.americantrails.org/resources/trail-signage-guidelines>)

The purpose of this document is to provide the required tools for trail planners, designers, and contractors to deploy a cohesive trail signage program throughout the City of San José's Trail Network.

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SENATE BILL 73

57TH LEGISLATURE - STATE OF NEW MEXICO - FIRST SESSION, 2025

INTRODUCED BY

Antoinette Sedillo Lopez and Pamela Herndon

AN ACT

RELATING TO THE OPERATION OF BICYCLES; REQUIRING A PERSON RIDING A BICYCLE AND APPROACHING A STOP SIGN OR A YIELD SIGN TO STOP WHEN REQUIRED FOR SAFETY; AMENDING SECTIONS OF CHAPTER 66 NMSA 1978.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF NEW MEXICO:

SECTION 1. Section 66-3-702 NMSA 1978 (being Laws 1978, Chapter 35, Section 101) is amended to read:

"66-3-702. TRAFFIC LAWS APPLY TO PERSONS RIDING BICYCLES.--Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle except [~~as to the special regulations within Sections 64-3-701 through 64-3-707 NMSA 1953~~] in regard to the:

A. equipment, maintenance and operation of the bicycle pursuant to Sections 66-3-701 through 66-3-707 NMSA 1978; or

B. operation of the bicycle at an intersection pursuant to Section 66-7-345 NMSA 1978."

SECTION 2. Section 66-7-345 NMSA 1978 (being Laws 1965, Chapter 91, Section 3, as amended) is amended to read:

"66-7-345. AUTHORITY TO DESIGNATE THROUGH HIGHWAYS AND STOP AND YIELD INTERSECTIONS.--

A. The state transportation commission, with reference to state and county highways, and local authorities, with reference to other highways under their jurisdiction, may designate through highways and erect stop signs or yield signs at specified entrances thereto or may designate any intersection as a stop intersection or as a yield intersection and erect stop signs or yield signs at one or more entrances to the intersection.

B. Preferential right of way at an intersection may be indicated by stop signs or yield signs as authorized in the Motor Vehicle Code.

C. Except when directed to proceed by a police officer or traffic-control signal, every driver of a vehicle, other than a person riding a bicycle, approaching a stop intersection indicated by a stop sign shall stop before entering the crosswalk on the near side of the intersection or, in the event there is no crosswalk, shall stop at a clearly marked stop line, but if none, then at the point nearest the intersecting roadway before entering the intersection.

D. The driver of a vehicle approaching a yield sign, if required for safety to stop, shall stop before entering the crosswalk on the near side of the intersection or, in the event there is no crosswalk, at a clearly marked stop line, but if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway.

E. Except when directed to proceed by a police officer, every person riding a bicycle and approaching:

(1) a stop intersection indicated by a red traffic control signal shall stop before entering the crosswalk on the near side of the intersection or, in the event there is no crosswalk, shall stop at a clearly marked stop line, but if none, then at the point nearest the intersecting roadway before entering the intersection. After stopping, if there is no approaching pedestrian, bicycle or vehicle traffic with the right of way, the person riding a bicycle may proceed through the intersection without waiting for the traffic control signal to turn green; and

(2) an intersection with a stop sign or a yield sign, if there is no approaching pedestrian, bicycle or vehicle traffic with the right of way, the person riding a bicycle may proceed through the intersection without stopping. If required for safety to stop, the person riding a bicycle shall stop before entering the crosswalk on the near side of the intersection or, in the event there is no crosswalk, at a clearly marked stop line, but if none, then at the point nearest the intersecting roadway where the person riding a bicycle has a view of approaching traffic on the intersecting roadway."

SECTION 3. EFFECTIVE DATE.--The effective date of the provisions of this act is July 1, 2025.

- 4 -

To: BPAC

From: Steve Pilcher

Re: Additional information regarding establishing a speed limit for multi-use trails

I didn't have a lot of success hearing back from other jurisdictions. However, I received a lot of good information from Spokane, Washington:

Spokane River Centennial Trail

The Spokane River Centennial Trail is a state park, so the WA State Parks & Recreation Commission established all rules, safety, and etiquette for the trail, including the 15 mph speed limit. The Friends of the Centennial Trail group has donated speed limit signs for the trail and highly recommends they be placed about 150 feet from trailhead access points in both directions. Enforcement is done by park rangers. Cyclists in pace lines training for rides are always the biggest obstacle to speed limit enforcement, and trail users complain the most about them. E-bikes are second highest for complaints. Dogs off leash or leashes too long and people who walk more than 2 abreast bring the third most complaints.

The 15-mph speed limit was established as this is a multi-use trail, and it is managed as a recreational trail. The speed limit considers that bicyclists will be sharing the trail with pedestrians and horse-users and hence the speed limits are designed to foster a safe experience for all. Speeds in the highly congested downtown portion of the trail are further limited to 7 mph.

The underlying rationale is that the Spokane River Centennial Trail is first and foremost a recreational trail, not a commuter trail. In essence, both in its construction and management it prioritizes recreation over transportation. That is not to say it is not used by commuters on bicycles, but it is managed with a recreational mindset to allow for the safe interaction of various users in a natural environment. Some trail sections are narrower (with a 12 ft tread-width), with curves and vegetation creating some line-of-sight issues; a trail developed primarily for commuting purposes would have a wider tread-width and cleaner line-of-sights.

Enforcement is done via signage, and with law enforcement patrols to encourage compliance. The focus is primarily on education. There are also volunteer groups (Sheriff community-oriented civilian volunteers) who patrol this 40-mile trail to educate and provide support. Some large groups of bicycle riders consistently riding at speeds near 25 mph have been stopped by park rangers and warned (very few are cited). Typically, they are aware of the speed limit and simply need a reminder. Frequent patrols are likely the best tool to gain compliance.

Although there will never be 100% compliance, with consistent messaging and education, it has been noticed that when trail-users experience unsafe practices, they remind each other of the trail restrictions. As a result, when it comes to speeding on the

trail, it most often occurs in wider sections of the trail and where there is very little other traffic, in a way partial success.

A “Share the Trail” messaging campaign has recently been implemented, using mobile sandwich boards (with that large header on every sign). The sandwich boards have a general “Share the Trail” message that applies to all users on one side, and a targeted message on the other to remind each type of user of their responsibilities: pedestrians, horse-users, dog walkers, bicyclists. That way no particular group is singled out and it conveys the idea that all users have a role to play in creating a safe multi-use trail. The sandwich boards are moved about every six-weeks and placed along the trail (not at trailheads) in a new location to keep the message fresh.

City of Santa Fe Parks

Parks appears to at least be open to the idea of installing signs. They would need to know the number of signs being requested, their proposed locations and whether this is an approved project of BPAC. Any installation will need approval from the Parks Division and Department Directors and will need budget allocated to it.

Code Enforcement would be responsible to enforce a speed limit if one were to be set, though it doesn't seem likely that this would be a high priority for the short-staffed division.

Recommendation

Based upon the research I've done, there doesn't appear to be a “best practices” answer to the question of establishing a speed limit. BPAC should first decide whether it wishes to do so; or simply have additional “trail etiquette” signs installed; or leave things as they are. If a decision is made to install some type of signage, BPAC will need to work on finding funding.