



Agenda

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BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING

Wednesday March 18, 2015 5:30 p.m. – 7:30 p.m.

City Council Chambers

Ground Floor, City Hall

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF AGENDA

D. APPROVAL OF MINUTES from February 18, 2015

E. CITIZEN COMMUNICATIONS FROM THE FLOOR

F. COMMUNICATIONS FROM OTHER AGENCIES

G. DISCUSSION & ACTION

1. **Update and Status Report Regarding a Resolution Directing Staff to Collaborate with the Metropolitan Planning Organization (MPO) and the Bicycle and Trails Advisory Committee (BTAC) to Study the Costs, Benefits and Potential Locations to Implement a Pilot Project to Install and Evaluate Green Colored Pavement Markings in Bicycle Lanes at High-Risk Intersections within the City Of Santa Fe; Work with the MPO, BTAC and other Stakeholders to Conduct a Study of Existing Bicycle Safety Issues; Review the Metropolitan Bicycle Master Plan Project Recommendations for On-Road Bikeway Improvements; and Develop an Implementation Plan Over the Next Five Years Targeted at Improving On-Road Bicycle Safety within the City Of Santa Fe (John Romero and Keith Wilson).**
2. **Presentation, Discussion and Action Regarding an Existing Ordinance or Resolution Pertaining to On-Road Bike Infrastructure Improvements on Repaving City Street Projects (John Romero).**
3. **Presentation, Discussion and Action Regarding the May 2015 "Bike to Work Week" Event (Erick Aune, MPO Staff).**
4. **Presentation, Discussion and Action Regarding the Tierra Contenta Trail Extension Phase A (Leroy Pacheco, Engineering).**
5. **Presentation, Discussion and Action Regarding the Way Finding Trails Project (Leroy Pacheco, Engineering).**

BTAC Subcommittee Updates:

- **On-Road**
- **Mountain Bike**
- **Bike Education and Outreach**
- **La Tierra Master Plan**

H. STAFF COMMUNICATIONS

I. COMMITTEE COMMUNICATIONS

J. ADJOURNMENT

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CITY OF SANTA FE
BICYCLE & TRAIL ADVISORY COMMITTEE
March 18, 2015

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G. DISCUSSION AND ACTION		
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3. 2015 Bike to Work Week Event	Discussed	9
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MINUTES OF THE
CITY OF SANTA FÉ
BICYCLE AND TRAIL ADVISORY COMMITTEE

March 18, 2015
5:30 p.m. – 7:30 p.m.

A. CALL TO ORDER

A regular meeting of the City of Santa Fé Bicycle and Trail Advisory Committee was called to order by Chair Patti Bushee on this date at approximately 5:30 p.m. in City Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fé, New Mexico.

B. ROLL CALL

Roll call indicated the presence of a quorum as follows:

Members Present:

Patti Bushee, Chair
Frank Herdman, Vice-Chair
Joseph Abbatacola
Shelley Robinson [arriving later]
Gretchen Grogan
James Ronald Pacheco [arriving later]
Paul Cooley

Members Absent:

John Longworth [Excused]
Tomás Rivera

Staff Present:

Melissa McDonald for Robert Siqueiros, Staff Liaison
John Romero, Traffic Division Director
Keith Wilson, Senior Planner, SFMPO
Leroy Pacheco, Engineering Division
Carl Boaz, Stenographer

C. APPROVAL OF AGENDA

Ms. Grogan requested to move item #5 (of Discussion and Action items) up after item #2 and the original #3 be moved to be the last item under Discussion and Action.

Ms. Grogan moved to approve the agenda as amended. Mr. Cooley seconded the motion and it passed by unanimous voice vote.

D. APPROVAL OF MINUTES - February 21, 2015

Mr. Herdman moved to approve the BTAC minutes of February 21, 2015 as presented. Mr. Abbatacola seconded the motion and it passed by unanimous voice vote.

E. CITIZEN'S COMMUNICATIONS FROM THE FLOOR

Mr. Steve Newhall reported he was at the National Bike Summit last week. The League of American Bicyclists is now pushing is called "vision zero" which is basically no traffic bicyclist fatalities. It is something we should start working on. He provided a printout he got from the Internet.

He also announced that a week from Saturday, March 28th, Bike Santa Fé is holding their fifth annual bike swap at Rob and Charlie's.

There were no other communications from the floor.

F. COMMUNICATIONS FROM OTHER AGENCIES

There were no communications from other agencies.

G. DISCUSSION AND ACTION

- 1. Update and Status Report Regarding a Resolution Directing Staff to Collaborate with the Metropolitan Planning Organization (MPO) and the Bicycle and Trails Advisory Committee (BTAC) to Study the Costs, Benefits and Potential Locations to Implement a Pilot Project to Install and Evaluate Green Colored Pavement Markings in Bicycle Lanes at High-Risk Intersections within the City of Santa Fe; Work with the MPO, BTAC, and other Stakeholders to Conduct a Study of Existing Bicycle Safety Issues; Review the Metropolitan Bicycle Master Plan Project Recommendations for the Road Bikeway Improvements; and Develop an Implementation Plan Over the Next Five Years Targeted at Improving On-Road Bicycle Safety within the City of Santa Fe (John Romero and Keith Wilson).**

Mr. Ron Pacheco arrived at 5:41.

Mr. Romero presented this matter to the BTAC and explained that the resolution has two parts to it. He didn't have anything on the second part yet which basically is coming up with a 5-year on-road improvement plan and will follow the MPO Bicycle MP to decide on projects in the plan to implement using

CIP or bond funding.

He said the first part is the green bicycle lane markings at specific intersections with a 60 day time limit. Mr. Romero provided a handout to the Committee. Staff selected six locations and tried to pick locations that involve different types of conflict. The first one is Paseo at Don Gaspar where the bike lane is between lanes for driving through and right turn. The next three are along Camino Carlos Rey because it is an on-road connection with Arroyo Chamiso and the River Trail. The first one there is a shared through lane. The bike lane gets pinched off at that intersection so the bike lane would be sharing the right hand portion of the through vehicular lane. The next one is the right turn from Camino Carlos Rey to Cerrillos Road and the last one is on Camino Carlos Rey on the opposite side of Cerrillos Road going the other direction where the bike lane shares the right turn lane with motorists.

Mr. Cooley said this one, from a safety standpoint, is wrong. Putting a bike on the right side is an unsafe position. In the second example, the bicyclist should really move out to the middle of that lane. To make sure no one turning right doesn't turn right around them. It is the same at La Cieneguita where a bicyclist shouldn't be in the right lane.

Mr. Romero said they followed the AASHTO guidelines and put the bicycle lane on the left side of the right turn lane. For the second example, it is only a ten-foot wide lane and there are different opinions whether you take the middle or not.

Mr. Cooley said he tries to take up the middle and get in front of the cars at the light so he can trigger the signal there. He would be interested in what others are saying but the best practice would be not to stripe at that location. The lane is lost there. Some motorists make take it as a reason not to move it out further than the green lane might indicate.

Chair Bushee asked if other intersections were considered. She asked if Staff considered Agua Fria west bound at Siler Road.

Mr. Romero said that one is similar to Cieneguita. If you want a different location.

Chair Bushee said we just built Siler and put a bike lane and pedestrian walkways but didn't make any connection there. She mentioned that one because it is recent but the City stopped on step short of safety.

Ms. Robinson arrived at 5:48.

Mr. Romero hoped to get cyclists using it.

Mr. Cooley said the benefit there would be for people who bicycle to the homeless shelter.

Mr. Abbatacola thanked Mr. Romero for doing this. Trying to get everyone to agree is challenging. He used the green lanes in Chicago and to Mr. Cooley's point, in an ideal world it would work but here there is not enough room. He asked if these locations were also areas where we think there is high bike traffic to

give us a good test. Last time we suggested several Ike Yucca at Zia where the bike lane disappears. He would lean to a location where there are more cyclists.

Mr. Romero said he wanted to set up cameras but the resolution says it has to be back to Council in 60 days.

Chair Bushee understood but felt it was more important to succeed so the time could be extended. The Council doesn't understand it.

Mr. Romero said if Chair Bushee were to introduce a resolution for more time, BTAC could give him more ideas.

Mr. Herdman read the resolution on 60 days and thought BTAC could report we are studying the best locations. BTAC could support taking the time to do this right. Coming up with good locations is a finding that we need more time. We can offer our observations but if we need more time.

Mr. R Pacheco supported that intersection at Agua Fria at Siler Road.

Chair Bushee agreed - going west on Agua Fria. She liked the first location and the third location.

Mr. Herdman suggested that BTAC could think about this for a month and come up with best locations. He saw a benefit in keeping it close in a concentrated area. And maybe that benefit gets diminished. It is also an educational opportunity. We've spent years educating the community on sharrows. He was concerned that if we spend money on it, it might be best to keep to a concentrated area where it could be studied. He thought the deadline should be flexible.

Mr. Abbatacola asked if Mr. Wilson chimed in on these locations at all for crash data.

Mr. Wilson said he had not looked at the crash data. There is no concentration of them. It is all over the place. But Camino Carlos Rey is a corridor at risk.

He said he and Mr. Romero did consult on these. It is an identified corridor between trails and felt there is conflict that needs to be highlighted. Don Gaspar is another one. This is one of the locations of this connection and he thought it was a good one. The challenge is that he didn't think any one corridor has such a concentration of cyclists. There are minimal volumes.

Mr. Cooley said Alameda at St. Francis is a good location. It would be nice to have this guidance anyway.

Mr. Herdman had the same problem. He was concerned that having the distraction wouldn't be skewed by having this alternative. He could see the logic of this route. This is something to pay attention to.

Ms. Grogan agreed with Mr. Abbatacola to find intersections with different types of connections. She liked the first one because it is a unique condition and is a real commuter route. It does have bike travel, especially in warmer months and also liked the third one on Camino Carlos Rey. But she wondered about Cieneguita and what a cyclist would be going to. She questioned if it has viable bike traffic.

Mr. Romero said the effort of getting that data is intense. So we have to have a way to count -and that is labor intensive.

Ms. Grogan didn't want it to require that kind of effort. She suggested maybe Agua Fria and Tyler.

Mr. Abbatacola asked how the Staff will gauge the success of these pilot locations and have an effect on auto behavior.

Mr. Romero said that is the only way he could think of. The other way might be a survey of drivers.

Mr. Romero said Mr. Wilson has the cameras already. And the comment about detection is important. This would be microwave or infrared and he has a quote on it. It would about \$13,000 for detection mounted up on the signal. It is said to be very effective and it will differentiate the type of vehicle. Detection is always a benefit. He was not aware of any of these in New Mexico.

Ms. Robinson asked if the green has reflective qualities.

Mr. Romero said no but it is a good thing to evaluate if it is visible at night. These intersections are lit at night.

Mr. Herdman suggested checking with Portland who has done this.

Mr. Romero said that would be worthwhile if they had more time.

Mr. Cooley noted that what is confusing is that it looks like the cars would be driving over the green lanes also because road is narrow. "If I was a driver and saw it I'd try to not drive on it. It will be a strange adjustment period."

Mr. Romero said after the locations are set it will take no more than two months for the installations.

Ms. Robinson reminded them that this is a pilot. If she was on a bicycle she would wonder if she was in the right location. But if it is green and a new biker, what would they think.

Mr. Herdman said it is not a bike lane but a holding place for bikes at intersections.

Mr. Romero agreed but the whole purpose is whether it will be effective and understandable.

Mr. Romero said he has talked to one company about the green plastic application and there is another that does resin. It will cost about \$25,000 for materials and installation. With the detection it is just under \$40,000 now.

Chair Bushee thought he had been asked to bring back four locations with one in each district and the locations he proposed were not that far off.

Mr. Newhall said the first is exactly what LCI teaches. The second one at Siringo and Camino Carlos Rey - the bike should be on left side of the right turn lane. Part of the straight lane. The third one would be most effective. Inexperienced bikers want to hug the sidewalk all the way where you should merge to the left of straight traffic. On the fourth location you should be in the straight through lane, not part of the right lane.

Chair Bushee proposed having Mr. Cooley and Mr. Newhall meet with staff and narrow it down and have Mr. Siqueiros send other suggestions and have them report at the next meeting.

Ms. Grogan moved that BTAC appoint a subcommittee to work with Mr. Romero and look at maps and whatever statistics or anecdotal information to find four locations for the green striping pilot project and understanding it might exceed the budget. Mr. Abbatacola seconded the motion with the addition of other possible locations for cyclists commuting to SFCC on Richards Avenue or other high concentrations.

Mr. Herdman asked for an amendment to consider the findings preliminary.

Chair Bushee rephrased the amendment to come back and report findings to BTAC with possible other locations. Ms. Grogan agreed to the amendment and the motion passed by unanimous voice vote.

2. Presentation, Discussion and Action Regarding an Existing Ordinance or Resolution Pertaining to On-Road Bike Infrastructure Improvements on Repaving City Street Projects (John Romero).

Mr. Romero said he scoured all the ordinances and couldn't find such an ordinance. Chair Bushee had asked that it be brought back to put on the agenda again.

Chair Bushee asked to postpone this item indefinitely.

Mr. Herdman moved to postpone this item indefinitely. Mr. R Pacheco seconded the motion and it passed by unanimous voice vote.

5. Presentation, Discussion and Action Regarding the Way Finding Trails Project (Leroy Pacheco, Engineering)

Mr. L. Pacheco said he would make a brief presentation- and offer some options for consideration by the Committee. The contractor hired to do this project is Santa Fe Engineering at approximately \$20,000 and the work is halfway through. This is not a users' guide but for engineers who are dealing with signage on trails. This would create an integrated way finding approach. The good news is that we went and studied the entire trails system and documented the existing conditions of all trail systems. Over many years and decades there is a uniform signage system that is being followed.

There also has been a diverse look at this, whether by city arts, local architects; a diverse approach aesthetically how we have marked the trails. It is a nice pallet and was addressed in the recent bond. What it lacks is connectivity between systems.

We now find a need to get people from one system to another. That was identified in the bond. Sheet 3, which is a living document, shows the color scheme on the MP. The connectivity in the system has been identified in the Bike MP,

The last piece of his handout was the design detail some of which was recognizing existing conditions and options that might come up. They didn't design a logo for trail wayfinding. It is just a placeholder. The aluminum signs are compliant with standards. These are placeholders for situations along the trails - in the family of signs. They did not design a logo.

There are now two current wayfinding contracts and the next step is come up with construction documents to implement the plan in these various locations. Ragin Company is going to do the Acequia bikeways Trail. It begins on Otowi. They are also developing connections between the River and Acequia Trails along Osage and Cristobal Colon. Mr. Wilson is going to work with him on the Santa Fé Engineering Contract on three locations where the Santa Fé Engineering work will happen.

Mr. Wilson said in making those trail to trail connections, Leroy asked me for ideas about the three locations. The ones that came to his mind first was along with the green project on Don Gaspar that would direct people from the Plaza and on to St. Francis and Don Gaspar. The second point is Chamisa and Acequia at Camino Carlos Rey. The third is wayfinding from downtown to La Tierra Trails. Those are three major corridors.

Mr. L. Pacheco liked the second option because it can get cyclists to the river from Cieneguita through Frenchy's and hits all three trails.

Mr. Herdman thought they were wonderful choices but there is so much graffiti on the trails - paint cover over, paint, cover over. So what he would like would be signs that are resistant and placed higher up, simple and likely more resistant to graffiti.

Mr. L. Pacheco said that hair spray takes the graffiti off.

Ms. Grogan pointed out that these signs won't be on the multi-use trails but on the street.

Mr. L. Pacheco agreed. Wayfinding and the next task is on-road connectivity which is the identified need now. On sheet 3, the first suggestion is from downtown to St Francis, giving people guidance on the connection. Second, the yellow from Arroyo Chamiso to Acequia Trail and across St. Francis to the River Trail. Those trails are not that far apart.

The third is from Downtown to La Tierra Trails. Lots of visitors don't realize they are less than 2 miles from the trail head.

Mr. Abbatacola asked if BTAC is trying to pick one of the three.

Mr. L. Pacheco asked BTAC to prioritize them. The contract is \$20,000. They have done a lot of work already with sample applications and at the end would prepare construction documents to get them up.

Mr. Abbatacola asked if there was any thought that in the future we might have companies pay for the signs.

Mr. L. Pacheco said that idea came up and the problem is that it gets out of control to bring in an advertising element. We're not inviting advertising. It is too much. This has also been digested by Parks, Public Works and Santa Fe County. Our system is growing to the southwest. This is a living, moving document and will go to every contractor doing trails. The city facilities are included but high schools are not.

Mr. Abbatacola said it is a great job. He just thought locating food would be important to tourists using them.

Mr. L. Pacheco said the Tierra Contenta Trail will be coming up. Projects will absorb the need for connectivity and that will go into all the projects. Signage isn't that expensive when included in the projects.

Ms. Grogan would like the first priority be Chamisa to Acequia to River Trail; the second from downtown to St. Francis and the third from downtown to La Tierra Trails.

Mr. Herdman concurred with those priorities.

Mr. L. Pacheco mentioned El Camino Real where the NPS has been marking it. It is another example.

Ms. McDonald reviewed the contents of the handout for El Camino Real and noted there are six locations for wayfinding.

Ms. Grogan - and they are interpretive signs. And with other trails into the park.

Mr. L. Pacheco said there are three markings: bike, cars and interpretive. The County and Park Service has asked the City to sign off on this. It is a diverse and rich aesthetic for marking trails that isn't

uniform. It opens up the doors to other artists.

Chair Bushee agreed with the priorities. She liked what they did with Acequia trail and river walk. It is organic and looks less engineered. She liked the colors proposed.

The Committee discussed the aesthetics of the signs.

Mr. Abbatacola pointed out that we don't even have rail trail signs that direct users.

Mr. L. Pacheco said they are working on projects to connect with the Rail Trail.

Mr. Abbatacola said, as a tourist, he wouldn't know where the Rail Trail is. He supported connectivity but it should start at square one with the Rail Trail.

Mr. L. Pacheco agreed. The need is vast and never-ending. He asked BTAC to recommend a project location with a motion.

Mr. Herdman said these three major trails are as a no-brainer.

Mr. Herdman moved to approve the three priorities as proposed by Ms. Grogan. Mr. R. Pacheco seconded the motion and it passed by unanimous voice vote.

Ms. Grogan left the meeting at 7:06.

3. Presentation, Discussion and Action Regarding the May 2015 "Bike to Work Week" Event (Erick Aune, MPO Staff).

Mr. Wilson said they are in the final stages of organizing the week with the main event on May 15. Erick Aune has been doing all the work. Coincidentally, the Bike and Brew is the same weekend. So we are coordinating with them. They are starting on May 14. The next planning meeting is 8:30 tomorrow at the Railyard. They will have 50 burritos at the Plaza for the ride in on Friday. He shared some of the other components of the event with the Committee.

The Bike and Brew is set up by the Water Tank. Some of the Farmer's Market across from REI will be used for a kids' bike course. He noted an issue on lack of lights for rides at night. The MPO will invest in lights rather than t shirts this year.

Mr. Abbatacola recalled that the burritos never came last year. People were very upset.

Mr. Wilson said that will be at the Plaza. Erick has taken it all on as part of his job.

4. Presentation, Discussion and Action Regarding the Tierra Contenta Trail Extension Phase A (Leroy Pacheco).

Mr. L. Pacheco announced that Santa Fé Engineering will do the Tierra Contenta Trail Extension Phase A.

Mr. Eric Cornelius (Santa Fe Engineering) said they are developing the alignments study of this project and he was here to present options on alignment. In his handout, the first sheet shows the MP to get a trail to South Meadows. They did series of interviews from agencies to get their pros and cons on this alignment. The preferred alignment does follow the alignment of the sewer trunk through Tierra Contenta. He personally liked that option best. It is easiest to construct with the least disturbance.

Mr. L. Pacheco said page three shows all the options.

Mr. Cornelius added that all of these cross six parcels of private lands. The plan modifies the trail easement to make it wider. The second alternative is a parallel easement. The sewer line is all buried. The City is considering an effluent line parallel and adjacent to the sewer easement. It is an opportunity for the effluent line to continue toward town.

Mr. L. Pacheco referred to sheet 3 or 4 at the parcel between Sweeney and Ortiz that was laid out as a high point for a water line with a location to a water tank to store the water.

Chair Bushee said the department will have money. She just wanted coordination of Parks with Mr. Cornelius' work.

Mr. Cornelius agreed. He didn't know the final proposed use of the effluent line. They have already acquired easements from the schools for it.

Mr. Herdman observed only one additional easement needed for option A.

Mr. Cornelius said that is correct and the others would require Army approval

Mr. Herdman moved to support the alignment with Option A. Mr. R. Pacheco seconded the motion and it passed by unanimous voice vote.

5. BTAC Subcommittee Updates:

a. On-Road

This update was not considered.

b. Mountain Bike

This update was not considered.

c. Bike Education and Outreach

This update was not considered.

d. La Tierra Master Plan

This update was not considered.

Chair Bushee left the meeting at this point and Mr. Herdman chaired the remainder of the meeting.

H. STAFF COMMUNICATIONS

Mr. L. Pacheco said there were no BTAC members at the Alameda ENN last Monday. 50-60 neighbors came. It was to extend the path from Alamo to Patrick Smith Park. One design possibility is for Alameda to be 50 feet wide east of Delgado toward Palace with parking on the south side. We are looking seriously at narrowing the lanes to 7' and doing protective zones, keep the parking, and bikers would share the lanes.

That way we can accommodate the pedestrian path and not harm the old stone wall. So we are moving it toward the street.

Ms. Robinson asked if there was any talk about one way only for Alameda and Palace.

Mr. L. Pacheco said no but another ENN will be held when the design is at 30% completed.

The other item is great news the Federal government has issued a FONSI for Acequia north of Cerrillos. It was received yesterday and they will be moving to 90% next week and 100% in early April so the project is moving forward. He could bring that to the next meeting. He agreed to send more information by email.

I. COMMITTEE COMMUNICATIONS

Mr. Herdman told Mr. Newhall he would like to walk the path.

Mr. Abbatacola announced for those who hate graffiti that Santa Fé Beautiful is doing a clean-up day on Saturday April 11 at DeVargas Park. Everyone can volunteer to help.

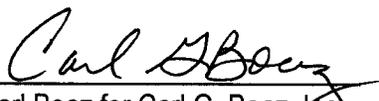
J. ADJOURNMENT

The meeting was adjourned at 7:30 p.m.

Approved by:

Patti Bushee, Chair

Submitted by:



Carl Boaz for Carl G. Boaz, Inc.