

BTAC On-Road Committee Report

Strategic Goal	Improve the On-Road bicycling experience in Santa Fe!
Objectives	<p>1) Work to expand bicycling infrastructure throughout the city roads through:</p> <ul style="list-style-type: none"> a) marked bike lanes b) bicycle signage (wayfinding) c) bike sharing programs <p>2) Improve on-road bicycling safety:</p> <ul style="list-style-type: none"> a) provide input into road improvements (repaving, restriping, etc.) to include bicycle infrastructure b) raise awareness of hazards at trail & road crossings c) identify and report safety hazards - sewer grates, excessive gravel and ash in bike lanes, potholes, etc. d) share best practices from other cities for bicycle safety e) work with traffic enforcement to make trail & road crossings safer through targeted traffic stops f) attend, and encourage more people to participate in, public input meetings & ENN's
Tasks	· Add Alta Vista median refuge project to April 20th agenda; current design will eliminate bike lanes at crossing
Members	Joe Abbatacola (Lead), Paul Cooley, Tim Rogers
Notes	N/A
Reference Material	<ul style="list-style-type: none"> · MPO Bicycle Master Plan · City Bicycling Ordinances · American Association of State Highway and Transportation (AAHSTO) Standards
Fiscal Impact	TBD

Update:

- ##### - Joe Abbatacola is the new Lead for the On Road Subcommittee, taking over for Gretchen Grogan
- ##### - 1st meeting - Paul & Joe; discussed issues, took a ride to review the new green bike lanes on Camino Carlos Rey
- ##### - Transition of responsibilities meeting with Gretchen, Paul, and Joe
- ##### - Met with city staff John Romero and Keith Wilson
- 1) Gained a better understanding of the current status of the CIP projects & budget, learn of upcoming projects, and better understand the trade-offs of balancing the needs of stakeholders (bicyclists, motorists, and pedestrians).
 - 2) Asked to be involved early and provide input into new road projects and improvements (repaving, restriping, etc.) to include bicycle improvements, where appropriate.
 - 3) Discussed how we can best help city staff
- Joe Abbatacola spoke with Traffic Enforcement's Sergeant Patty of the Santa Fe Police Department. Sgt. Patty indicated that they would prioritize traffic enforcement efforts at problematic trail-road crossings, such as Zia & St. Francis. Joe
- ##### Abbatacola also followed up with an email.
- Paul, Joe & Tim took a ride to review road and Rail Trail crossings. Took measurements and wrote up recommendations
- ##### for the Alta Vista median refuge design.

1a. On-Road Subcommittee – Review of Alta Vista Median Refuge Design

April 5, 2016

Overview

As part of the City of Santa Fe's Rail Extension Project, the Alta Vista Street to Pen Road design is planning to add **concrete median refuges on Alta Vista** to improve pedestrian and bicyclist safety (see 90% Preliminary Drawing dated August 2015).

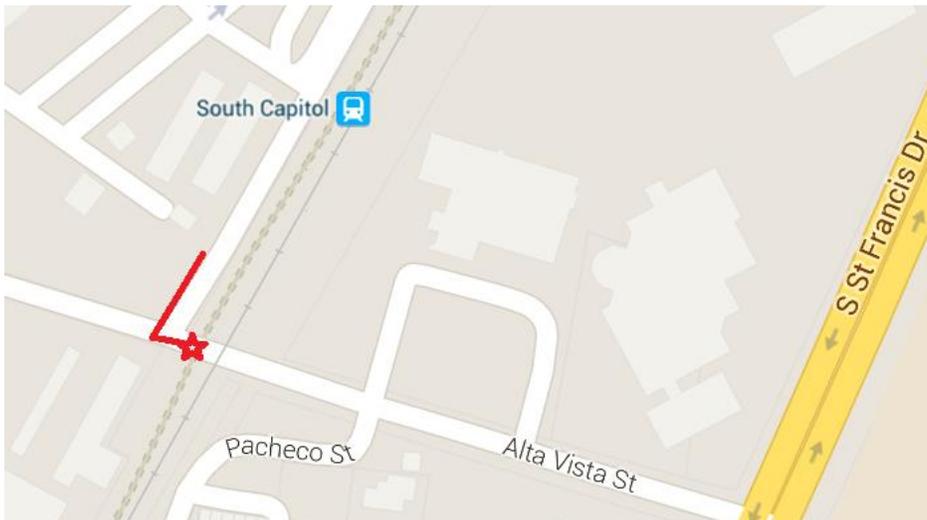
At the east crossing at Alta Vista (where the new trail alignment will be located), the design calls for a 10 foot median refuge, plus two 12 foot vehicle lanes (one in each direction), for a total of 34 feet. **The On-Road Subcommittee fully supports the safety measure to add median refuges on Alta Vista**, since this is the most heavily traveled segment of the Rail Trail. **However**, the **Subcommittee has safety concerns with this design**.



Safety Concerns

Alta Vista currently has striped shoulders (used by bicyclists) in each direction, and a 25 mph speed limit. This new design seeks to ELIMINATE the striped (bike) shoulders in each direction near the tracks and trail crossing. The plan is to place chevron symbols near the median refuge, requiring bicyclists to merge into traffic.

For bicyclists traveling eastbound on Alta Vista towards the train tracks, merging into traffic is more problematic. Since **the eastbound travel lane is uphill, slower moving cyclists who merge into traffic are especially at risk to faster moving vehicles behind them. Of particular concern would be southbound vehicles turning left on to Alta Vista, and not noticing a slow-moving bicycle taking the lane until it is too late (SEE DIAGRAM).**



With so much progress made over recent years in bicycling infrastructure, it seems counterintuitive to take a step back by reducing bicycle lanes. Chevron symbols are used when there is inadequate space for a bike lane, which does not seem to apply here.

Safer Alternatives

On April 5th 2016, the On-Road Subcommittee measured the distance across Alta Vista by the proposed new west trail alignment, and came up with a width of 36 feet of asphalt, not 34 feet as indicated in the design.

As a reference. AASHTO Standards call for a minimum median refuge width of 6 feet, or where practical an 8 foot wide refuge. As indicated, the current design calls for a 10 foot refuge. **We do feel it is important to ensure that the size of the median refuge can accommodate bicycles pulling child trailers (or regular trailers).**

The design also calls for 12 foot vehicle lanes, again exceeding AASHTO standards, which suggest that travel lanes at median refuges can be narrowed to 11 feet, or even 10 feet, depending on the circumstances.

With what appears to be a total width of 36 feet to work with, we propose the following **THREE SAFER OPTIONS to consider:**

1. **Narrow median** at narrowest point (36 ft.) **to 8+ ft.** (plus two one-foot gutters) to get **11 ft. travel lanes** and **ONE 4 ft. bike lane (uphill / eastbound)**. **Design could include some slant** to right, or full "Danish crossover," **to increase median storage space beyond 8 feet.** The westbound bike lane, which is faster moving & downhill, would be eliminated and would become a chevron.
2. (Easiest, if 10 ft travel lanes are acceptable) **Narrow median** at narrowest point (36 ft.) **to 10 ft.** (plus two one-foot gutters) to get **10 ft. travel lanes** and **ONE 4 ft. bike lane (uphill / eastbound)**. The westbound bike lane, which is faster moving & downhill, would be eliminated and would become a chevron.
3. **Eliminate east side trail crossing** (but keep unmarked crossing just to east, currently facilitated by ADA ramps) and route trail to west-side crossing. **Re-design west-side crossing on both sides of Alta Vista St.** as the trail crossing, 5-10 ft. to east of current and designed location so that crossing lines up with the Rail Trail, has a full median refuge (thanks to 4 more feet of street width on this side) and does not emerge from a street corner on north (as both designed crosswalks currently do). **This crossing could have an 10-ft. median (plus two one-foot gutters), 11 ft. travel lanes and 4 ft. bike lanes** (or 10/5). May require LESS trail construction, but a lot of rework to the design. This could

give us one excellent crossing and two bike lanes. Do we really need or want two crossings, unlike any other rail trail location?

Additional photos

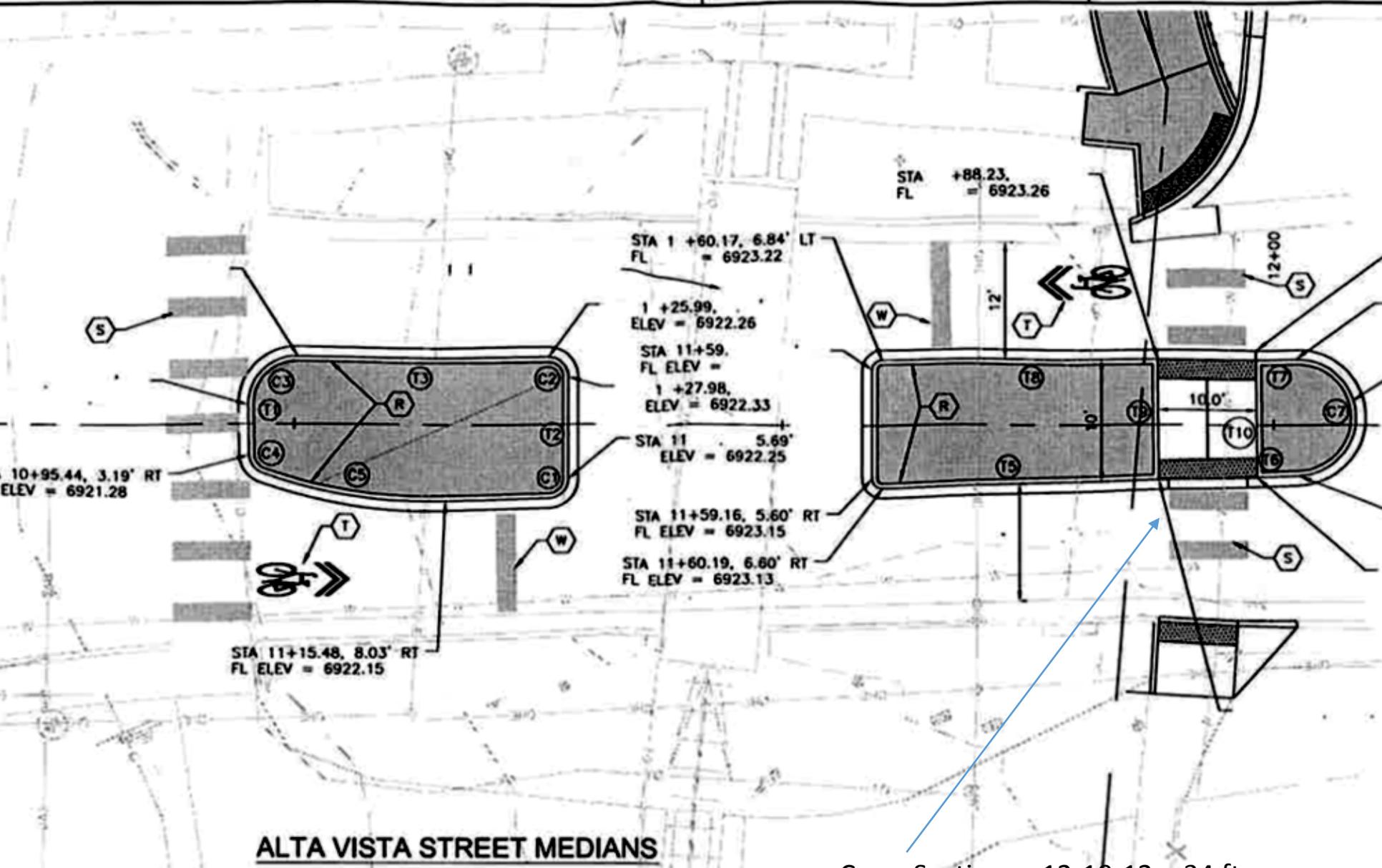






Current design for Rail Trail X-ings at Alta Vista St.: Min. 10 ft. median width, Bike lanes eliminated

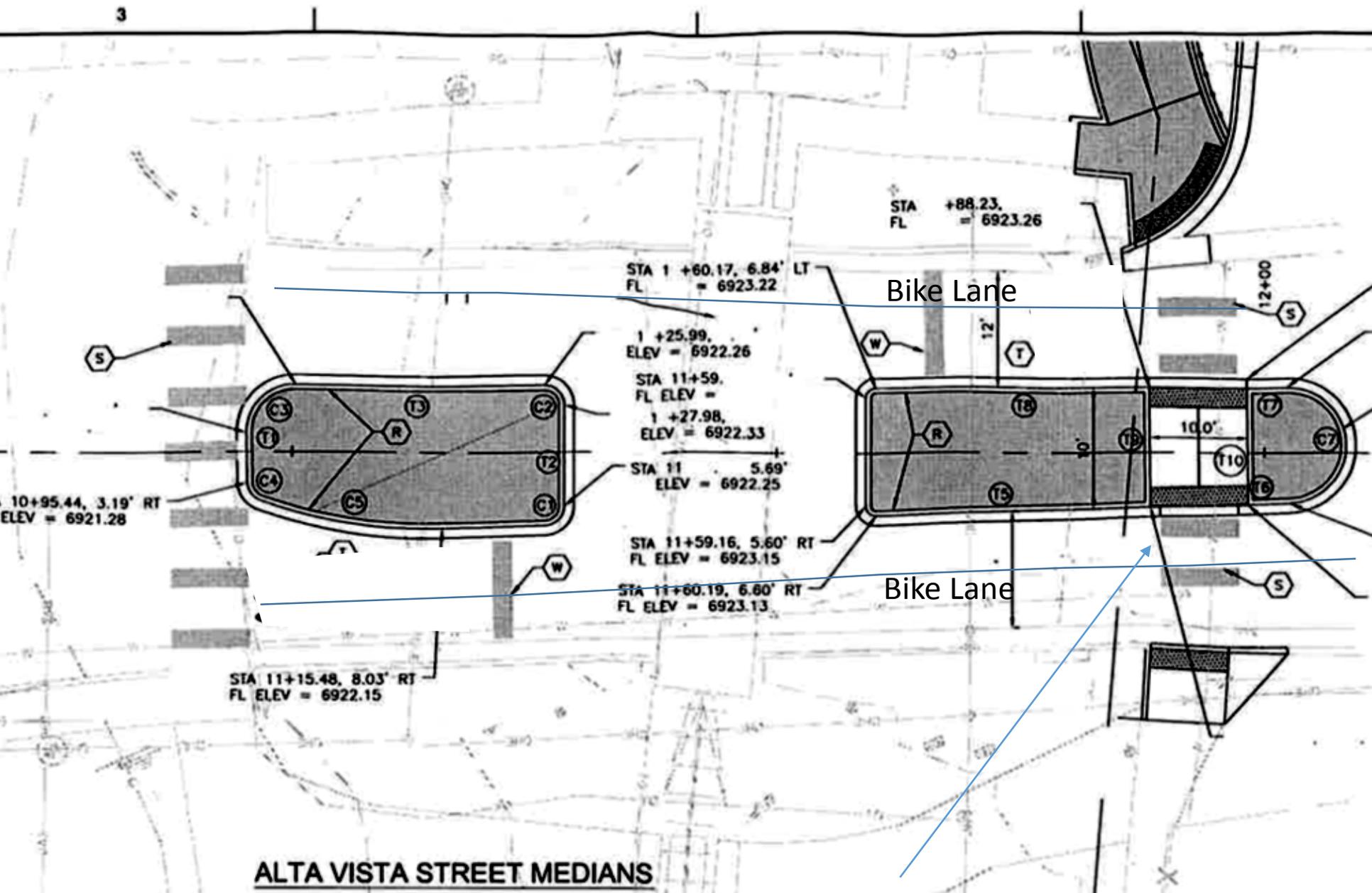
3



Cross Section = 12-10-12 = 34 ft.
apparently = 12-1-10-1-12 = 36 ft.

Option 1: Reduce median width to 6 ft. min., preserve shoulders as bike lanes on both sides

3

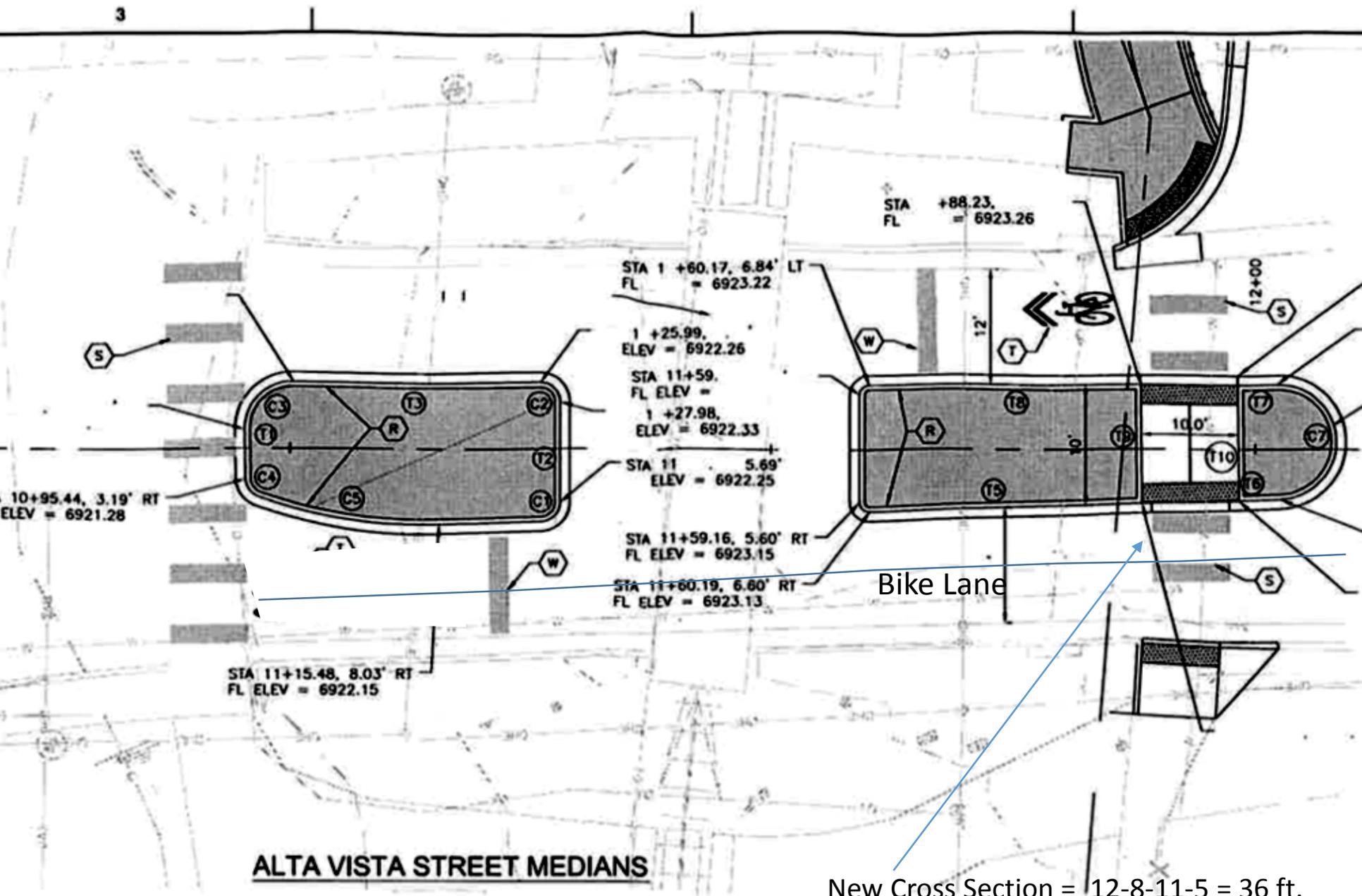


ALTA VISTA STREET MEDIANS

New Cross Section = 4-11-6-11-4 = 36 ft.

Option 2: Reduce median width on s. side only, bike lane on east bound (up-hill) Alta Vista only

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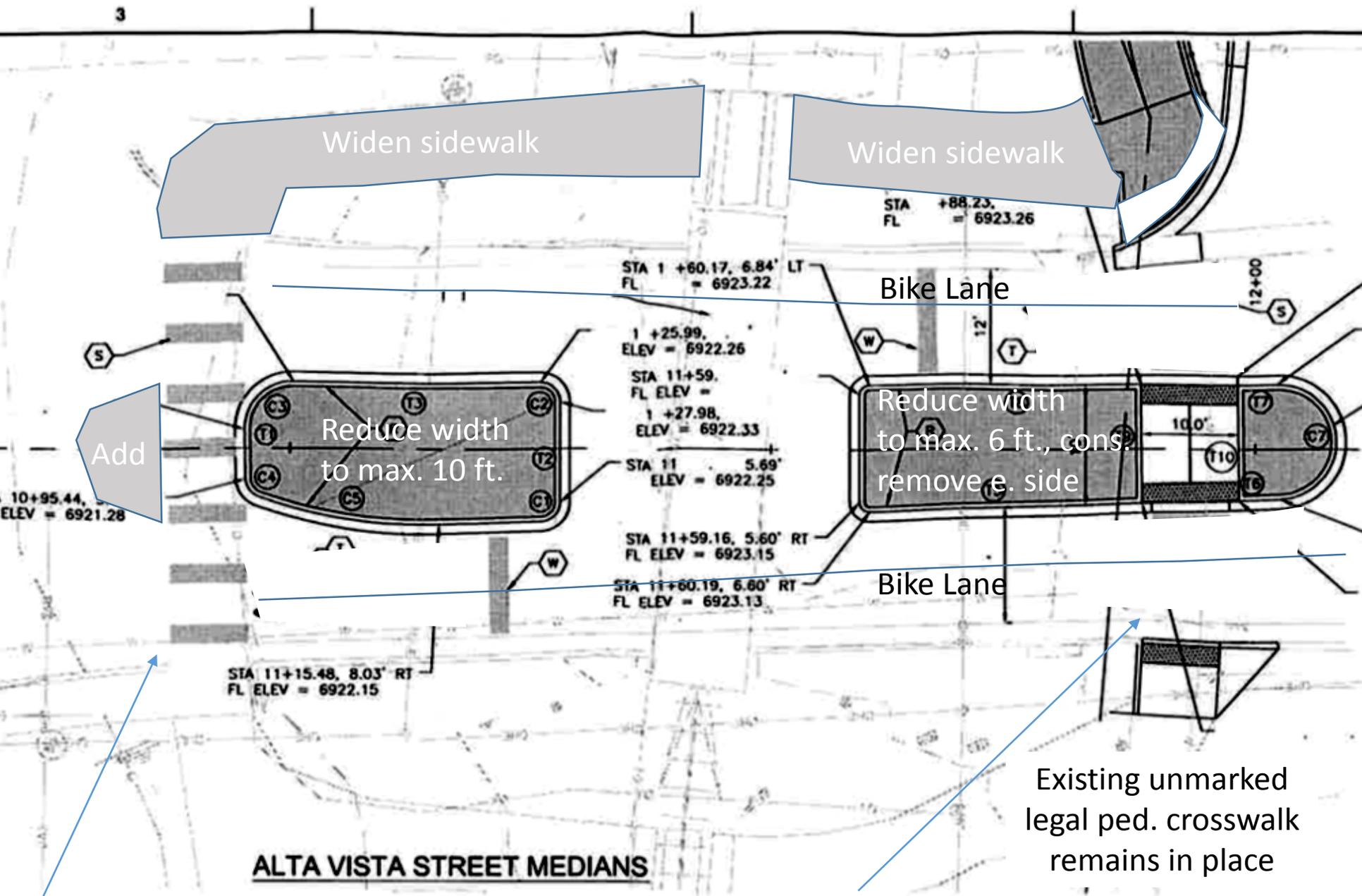


ALTA VISTA STREET MEDIANS

New Cross Section = 12-8-11-5 = 36 ft.
or 12-9-11-4 = 36 ft.

Option 4: Connect to and Improve west side as trail crossing: Preserve both Bike Lanes

3



ALTA VISTA STREET MEDIANS

New Cross Section = 4-11-10-11-4 = 40 ft.

New Cross Section = 4-11-6-11-4 = 36 ft.

Crossing Islands

Raised medians are associated with significantly lower pedestrian crash rates at multilane crossings. Although crossing islands (or medians) can be helpful on most road types, they are of particular benefit at path–roadway intersections in which one or more of the following apply: (1) high volumes of roadway traffic and/or speeds create difficult crossing conditions for path users; (2) roadway width is excessive given the available crossing time; or (3) the roadway cross section is three or more lanes in width. In addition to reducing the likelihood for bicycle crashes, crossing islands benefit children, the elderly, the disabled, and others who travel slowly.

Crossing islands should be large enough to accommodate platoons of users, including groups of pedestrians and/or bicyclists, tandem bicycles (which are considerably longer than standard bicycles), wheelchairs, people with baby strollers, and equestrians (if this is a permitted path use). The area may be designed with the storage aligned perpendicularly across the island or via a diagonal or offset storage bay (see example in Figure 5-22). The diagonal storage area has the added benefit of directing attention towards oncoming traffic, and should therefore be angled towards the direction from which traffic is approaching. Crossing islands should be designed in accordance with the proposed *Public Rights-of-Way Accessibility Guidelines (PROWAG)* (13). The minimum width of the storage area (shown as dimension “Y” in Figure 5-22) should be 6 ft (1.8 m); however, 10 ft (3 m) is preferred in order to accommodate a bicycle with a trailer.

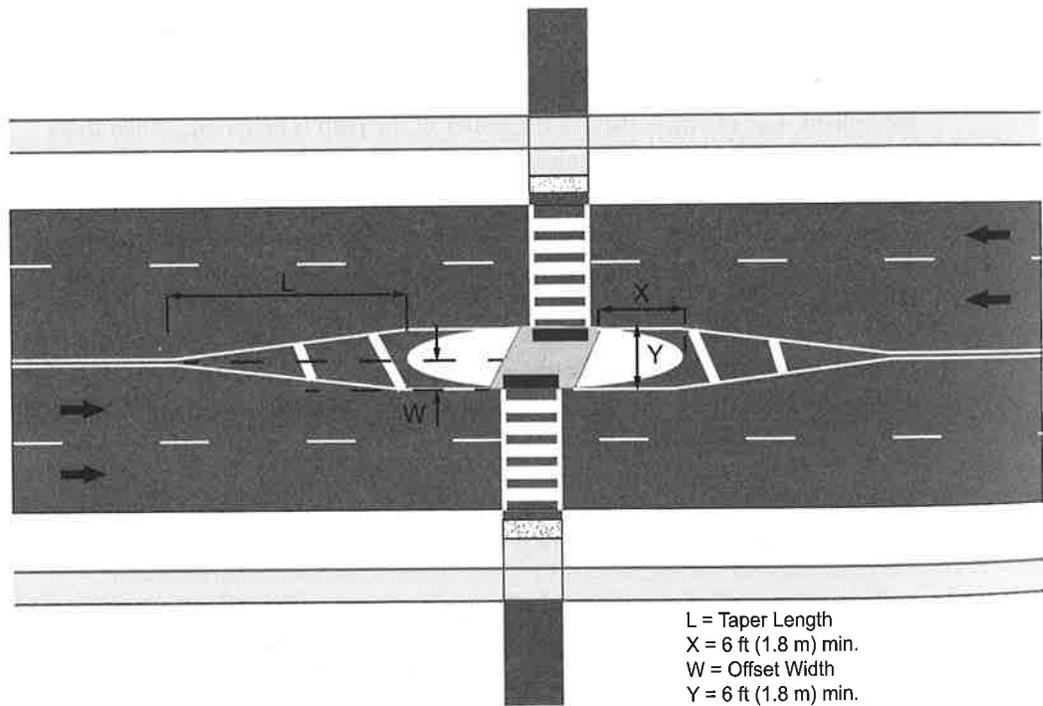


Figure 5-22. Crossing Island (see Table 5-9 to compute taper length)

AGENDA – ON-ROAD SUBCOMMITTEE – MEETING WITH CITY STAFF

March 1, 2016 @ 2pm at Railyard – Boxcar Room

Attendees: John Romero, Keith Wilson, Joe Abbatacola, Paul Cooley, Gretchen Grogan

A. Check – in

B. How we may better assist you?

C. Status of the CIP bond projects (2012, 2014) – John

D. MPO Bike Master Plan Implementation Updates - Keith

E. Green Bike Lanes

1. Discussion of bike symbols in right-turn-only lanes (Zia and Camino Carlos Rey)

F. Pavement Markings

1. Traffic light actuator symbols should be replaced where they have disappeared and/or expanded to other streets. N.B. Through lanes are more important than left turn lanes in many cases.
 - a. On Alta Vista at St. Francis (both directions) previously implemented
 - b. On Cordova at St. Francis (both directions) previously implemented
 - c. On San Mateo/Camino Lejo at Old Pecos Trail (both directions) new implementation

Sharrows

Bike Lanes

- a. Striping on new paving projects (Siringo markings after repaving are awesome!)
- b. Long range identification of possible protected bike lane locations

G. Trail Crossings at Intersections

1. Protected walk signals should be implemented, i.e. no right turn when the walk symbol is on, as at the Rail Trail and Zia Road.
 - a. add to River Trail and St. Francis
 - b. add to St. Francis Trail and Siringo
2. Rail Trail at St. Michael's
 - a. What is the status of installing signalization? Scrapped due to possible underpass?
3. Rail Trail at Alta Vista
 - a. Protected median – low traffic, so not needed? Would it make bike lanes dangerously narrow on Alta Vista at the tracks (similar to the bike lane constriction on Siringo at the tracks)

H. Wayfinding (LeRoy?)

1. What is the status of wayfinding on streets to trails? Can part of the job be contracted to Santa Fe Conservation Trust?

I. Other items

J. General communication with staff & next discussion

2. On Road – High-level Recap of Meeting w City on 3-1-16

Attendees: John Romero, Keith Wilson, Joe Abbatacola, Paul Cooley, Gretchen Grogan

Objectives:

- 1) Gain a better understanding of the current status of the CIP projects & budget, learn of upcoming projects, and better understand the trade-offs of balancing the needs of stakeholders (bicyclists, motorists, and pedestrians).
- 2) Be involved early and provide input into new road projects and improvements (repaving, restriping, etc.) to include bicycle improvements, where appropriate.

How BTAC can help City Staff

In terms of what we can do to help, we heard:

- 1) continue to serve as a reviewer of projects (re-striping, etc.);
- 2) attend, and encourage more people to participate in, public input meetings & ENN's;
- 3) be the eyes and ears in the field, and let you know of potential problems or new issues;
- 4) provide clearer direction on bicycle design standards (things seem to be ever changing and all over the board).

CIP Status

We understand that the remaining 2012 CIP budget is expected to be depleted by Summer/Fall of this year, per John Romero.

Education & Enforcement

On March 9th 2016, Joe Abbatacola spoke with Traffic Enforcement's Sergeant Patty of the Santa Fe Police Department. Sgt. Patty indicated that they would prioritize traffic enforcement efforts at problematic trail-road crossings, such as Zia & St. Francis. Joe Abbatacola also followed up with an email.

Next Meeting

We agreed to meet again in 3-6 months (Jun – Aug, 2016)