

1 **CITY OF SANTA FE NEW MEXICO**

2 **RESOLUTION NO. 2015-14**

3 **INTRODUCED BY:**

4
5 Mayor Javier Gonzales

6 Councilor Patti Bushee

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10 **A RESOLUTION**

11 **DIRECTING STAFF TO COLLABORATE WITH THE METROPOLITAN PLANNING**
12 **ORGANIZATION (MPO) AND THE BICYCLE AND TRAILS ADVISORY COMMITTEE**
13 **(BTAC) TO STUDY THE COSTS, BENEFITS AND POTENTIAL LOCATIONS TO**
14 **IMPLEMENT A PILOT PROJECT TO INSTALL AND EVALUATE GREEN COLORED**
15 **PAVEMENT MARKINGS IN BICYCLE LANES AT HIGH-RISK INTERSECTIONS**
16 **WITHIN THE CITY OF SANTA FE; WORK WITH THE MPO, BTAC AND OTHER**
17 **STAKEHOLDERS TO CONDUCT A STUDY OF EXISTING BICYCLE SAFETY ISSUES;**
18 **REVIEW THE METROPOLITAN BICYCLE MASTER PLAN PROJECT**
19 **RECOMMENDATIONS FOR ON-ROAD BIKEWAY IMPROVEMENTS; AND DEVELOP**
20 **AN IMPLEMENTATION PLAN OVER THE NEXT FIVE YEARS TARGETED AT**
21 **IMPROVING ON-ROAD BICYCLE SAFETY WITHIN THE CITY OF SANTA FE.**

22
23 **WHEREAS,** pavement marking options for designated bicycle lanes are covered by national
24 guidance in the Manual on Uniform Traffic Control Devices (MUTCD) as well as in publications by
25 the American Association of State Highway and Transportation Officials (AASHTO); and

1 **WHEREAS**, in 2011, green colored pavement in marked bicycle lanes and in extensions of
2 bicycle lanes through intersections and other traffic conflict areas received interim approval from the
3 Federal Highway Administration (FHWA) as a traffic control device; and

4 **WHEREAS**, the FHWA found positive operational effects in experiments, such as bicyclists
5 positioning themselves more accurately as they travel across intersections and through conflict areas,
6 but no notable negative operational effects; and

7 **WHEREAS**, research has also shown that bicyclists and motorists both have a positive
8 impression of the effect of the green colored pavement, with bicyclists saying that they feel safer
9 when it is present, and motorists saying that it gives them an increased awareness that bicyclists might
10 be present and where those bicyclists are likely to be positioned within the traveled way; and

11 **WHEREAS**, Santa Fe County and City have received numerous awards for its high quality
12 of life in outdoor recreation and ecotourism, including:

- 13 • League of American Bicyclists awarded Santa Fe a Silver designation for its bicycle
14 transportation infrastructure;
- 15 • International Mountain Biking Association awarded Santa Fe a Silver-level Ride Center;
- 16 • USA Today listed Santa Fe as one of America’s top mountain biking towns;
- 17 • Singletracks.com voted Santa Fe one of the Top Ten mountain biking destinations in
18 North America;
- 19 • Runners World Magazine rated Santa Fe’s Dale Ball trail system one of 25 best trail runs
20 in America;
- 21 • Singletracks.com voted Santa Fe one of the Top Ten mountain biking destinations in
22 North America;
- 23 • Conde Nast voted Santa Fe as the best small town in America; and

24 **WHEREAS**, the Santa Fe Metropolitan Bicycle Master Plan states that “the MPO will work
25 with member agencies to stay abreast of the latest research in the development of best practices for

1 bicycle facilities and to identify opportunities to put such practices into use in the Santa Fe MPO
2 area”; and

3 **WHEREAS**, this includes consideration of new striping options for bike lanes and shared
4 lanes, use of shared-lane arrows, creation of bike boulevards and means of cyclist actuation of traffic
5 signals, and

6 **WHEREAS**, the Metropolitan Bicycle Master Plan “recommends that each MPO member
7 legally adopt bike lanes or paved shoulders as standard on-road provisions for bicyclists on major
8 roadways (arterials and major collectors); and

9 **WHEREAS**, the Metropolitan Bicycle Master Plan developed an Implementation Plan with
10 short-, medium-, and long-term project recommendations for both Trails and On-Road Bikeway
11 facilities, and

12 **WHEREAS**, the Governing Body desires for staff to collaborate with the MPO and BTAC to
13 study the costs, benefits, and potential locations to implement a pilot project to install and evaluate
14 green colored pavement markings in bicycle lanes at high-risk intersections within the city of Santa
15 Fe.

16 **NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE GOVERNING BODY**
17 **OF THE CITY OF SANTA FE** that the Governing Body hereby directs staff within the Public
18 Utilities Department and Public Works Department to:

- 19 1. Work with the MPO and BTAC to study the costs, benefits and potential locations to
20 implement a pilot project to install and evaluate green colored pavement markings in
21 bicycle lanes at high-risk intersections within the city of Santa Fe;
- 22 2. Within sixty (60) days of adoption of this resolution, report back to the BTAC and to
23 the Governing Body its findings.

24 **BE IT FURTHER RESOLVED** that staff within the Public Utilities Department and Public
25 Works Department are directed to:

