



Agenda

BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING
Wednesday November 20, 2019 5:00 p.m.
City Hall – Council Chambers, 200 Lincoln Ave

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES FROM October 16, 2019.
5. CITIZEN COMMUNICATIONS FROM THE FLOOR
6. COMMUNICATIONS FROM OTHER AGENCIES (5-minutes per agency)
 - a. Santa Fe Conservation Trust (SFCT); Reporting for City Trail Volunteer Coordinator (Tim Rogers)
7. DISCUSSION
 - a. Discussion regarding Trails Rules and Etiquette concerning the shared use of Multi-Modal Trails (Richard Thompson, Parks Division Director).
 - b. Continued discussion and action regarding converting the Bike Lane on Rufina St. into a Protected Bike Lane. (Sky Tallman, BTAC Member).
 - c. Discussion and action regarding placing Sharrows in right turn lanes (Sky Tallman, BTAC Member).
 - d. Discussion and action regarding establishing protocol by which BTAC input is sought as part of the City's process on modifications to the geometry or restriping of arterials and collectors and other projects that affect current or planned bicycle routes (Sky Tallman, BTAC Member).
8. BTAC SUBCOMMITTEE COMMUNICATIONS (On Road, Education)
9. STAFF COMMUNICATIONS
10. COMMITTEE COMMUNICATIONS
11. COMMUNICATIONS FROM THE CHAIR
12. ADJOURNMENT

Next Scheduled Meeting for BTAC is December 18, 2019. Agenda & Packet Material due no later than December 9, 2019. Please submit via email rmsiqueiros@santafenm.gov

Persons with disabilities in need of accommodations, contact the City Clerk's office at (505) 955-6521 five (5) working days prior to the meeting date.

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| RECEIVED AT THE CITY CLERK'S OFFICE | |
| DATE: | November 13, 2019 |
| TIME: | 8:10 AM |

**SUMMARY INDEX
BICYCLE AND TRAILS ADVISORY COMMITTEE
NOVEMBER 20, 2019**

| ITEM | ACTION TAKEN | PAGE(S) |
|--|-----------------------|----------------|
| 1. CALL TO ORDER | 5:05 pm | 1 |
| 2. ROLL CALL | Quorum present | 1 |
| 3. APPROVAL OF AGENDA | Approved | 1 |
| 4. APPROVAL OF MINUTES FROM OCTOBER 16, 2019 | Approved | 2 |
| 5. CITIZEN COMMUNICATIONS FROM THE FLOOR | None | 2 |
| 6. COMMUNICATIONS FROM OTHER AGENCIES | | |
| a) On-Road Subcommittee Report | Comments | 2-3 |
| b) Santa Fe Conservation Trust | Comments | 3-4 |
| 7. DISCUSSION | | |
| a) Trail Rules & Etiquette | Discussion | 4-6 |
| b) Protected Bike Lane/Rufina | Comment | 6 |
| c) Sharrows on Right Turn Lanes | Discussion and Action | 7 |
| c) BTAC Input | Discussion | 7-9 |
| 8. BTAC SUBCOMMITTEE COMMUNICATIONS (Education) | Comments | 9-10 |
| 9. STAFF COMMUNICATIONS | Comment | 10-11 |
| 10. COMMITTEE COMMUNICATIONS | None | 11 |
| 11. COMMUNICATIONS FROM CHAIR | None | 11 |
| 12. ADJOURNMENT | 6:50 p.m. | 11 |

**MINUTES OF THE CITY OF SANTA FE
BICYCLE AND TRAILS ADVISORY COMMITTEE
NOVEMBER 20, 2019 – 5:00 PM**

1. CALL TO ORDER

A regular meeting of the City of Santa Fe Bicycle and Trails Advisory Committee was called to order by JoAnne Vigil Coppler, Chair, on the above date at approximately 5:05 p.m. in the Council Chambers at City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. ROLL CALL

Roll Call indicated the presence of a quorum as follows:

PRESENT

Councilor JoAnne Vigil Coppler
Bruce Finger (left at 6:00 p.m.)
Robert Morlino
Sidney Redner
Tom Sharpe
Khalil Spencer
Tripp Stelnicki
Sky Tallman
Rachel Wexler

ABSENT

OTHERS PRESENT:

Bob Siqueiros, Staff Liaison
Melissa Byers, Stenographer

3. APPROVAL OF AGENDA

Chair Vigil Coppler asked to amend the agenda to hear the Subcommittee Report on Roads as Item 6(A).

Motion: Member Spencer made a motion, seconded by Member Sharpe to approve the agenda, as amended.

Vote: The motion passed unanimously by voice vote.

4. APPROVAL OF MINUTES FROM OCTOBER 16, 2019

Motion: Member Tallman made a motion, seconded by Member Spencer to approve the Minutes of October 16, 2019, as presented.

Vote: The motion passed unanimously by voice vote.

5. CITIZEN COMMUNICATIONS FROM THE FLOOR

None

6. COMMUNICATIONS FROM OTHER AGENCIES

a. On-Road Subcommittee

Steven Newhall reported there was discussion on St. Michael's Drive and the connection of the River Trail to Siler. There is six to eight feet of eroding dirt that makes it almost un-ridable. Also, they discussed a need for a formal process for BTAC consultation related to streets, bikes, and multi-use paths.

He reported Tim Rogers with SFCT (Santa Fe Conservation Trust) has moved forward with the signage project and the subcommittee will assist.

Member Spencer commented on signage and getting on the Acequia Trail when Baca was closed, he went over to the River Trail and then to home. He thought connections like that would be good to show on signage for people unfamiliar with the neighborhood roads.

Mr. Newhall said he takes that route all the time. He indicated signage for the Rail Trail and Arroyo Chamiso, as part of the National Bike Route 66, is important. He would like to work on routes and a series of signs taking riders from the Rail trail all the way through to the River Trail.

Tim Rogers, with SFCT was introduced. He said that activity was described in the 2012 Bike Master Plan and the updated plan in 2019. The first focus is to turn the existing "bike route" signage that has little information, into wayfinding. Signs for instance, would tell a rider on Galisteo they are heading toward the Plaza and the cut off to the Railyard on Montezuma. SFCT has a small purchase order with the City for planning and will work with Public Works and the sign shop to implement.

The second focus will be streets that connect major trails moving away from the center of town and show connection of the River Trail, Acequia Trail and Rail trail. It will also show how to use the Acequia Trail underpass to connect to the Rail trail.

Mr. Newhall reported the Monterey Gap is a useful connector and the fence was removed from the Rail Trail into Santa Cruz neighborhood. They can ride through now without smacking their knuckles on the fence.

Mr. Rogers introduced Romella Glorioso Moss, a City staff member he is working with and the City's contract.

b. Santa Fe Conservation Trust (SFCT); Reporting for City Trail Volunteer Coordinator (Tim Rogers)

Mr. Rogers passed out the October 2019 report and provided an update, attached as Exhibit "1". They have moved from Dale Ball to La Tierra Trails and are making progress on La Tierra. A work day was held on Arbolitos Trails. Others will be done for Camino Cruz Blanca Trail. The wellness bench for Margaret Alexander, a longtime trail advocate and force for the La Tierra Trails Master Plan, will be located on the northeast corner of La Tierra Trails and donations have been received.

Students at the Journey Montessori are continuing work on La Tierra Trails. He plans to circle back with organizations that contributed this year, such as *Outside Magazine*. Community events, field trips and Vamanos outings were successful and a new grant from the Lineberry Foundation was received. The last Passport to Trails field trip was today but will continue in the spring. LANL (Los Alamos National Labs) Foundation contributed \$2500 support and an anonymous donation was received to support educational activities.

Mr. Rogers said he attended a listening session of Tierra Contenta's next phase. There is potential to add to the bike and pedestrian facilities this phase and opportunities to work with them to improve the concepts and design.

He reported that the section of Acequia Trail planned near Las Acequias Park and Cielo Azul backs up to a power line easement. Space appears to have been left for a trail but seems there is no interface planned with the trail. He contacted the MPO (Metropolitan Planning Organization) about the plans and new subdivision east of the Park. A trail is required between the new subdivision and the school that do not connect and needs attention from the City. The developer will need to work with adjacent landowners to ensure the pieces of the trail connect as well.

Mr. Rogers noted he is advocated for a trails planner dedicated to that area and in the Bicycle Master Plan (BMP) for a Bike and Pedestrian Planner position.

He met with the City and with the On-Road Subcommittee and discussed sharrows in right turn lanes and the BMP. An illustration from the BMP 2012, attached as Exhibit "2", was passed out with several different ways to do sharrows in a right turn lane. The back page from the 2019 BMP addresses combining right turn lanes with bike lanes, or sharrows. He listed candidates for treatment (in the brown box) to retrofit bike lanes when adequate room is in question.

Mr. Rogers noted he did not discuss the separated/protected bike lane on Rufina and did not agree it should be a first priority. He felt there are other roads without bike lanes that have the space, like St. Michael's. Also, there is a limit to what the City can do, and focus should be on what can be done.

Member Spencer indicated in Los Alamos he was the chair of the Transportation Board and worked on the Rufina design with the County engineer. He agreed it should be discussed and would be happy to participate and offer his expertise.

Chair Vigil asked Mr. Siqueiros to report at the next meeting on Acequia Trail and Cielo Azul trail connection and subdivision in Las Acequias Park.

7. DISCUSSION

a. Discussion regarding Trails Rules and Etiquette concerning the shared use of Multi-Modal Trails (Richard Thompson, Parks Division Director).

Mr. Thompson apologized for missing last month. He handed out information, attached as Exhibit "3", on trail etiquette from Colorado and "Respect other Trail Users" on the back from Los Angeles County and etiquette from Mecklenburg County. The Parks Division was given suggested signage by residents and they hope to encourage sharing the facilities. He noted the blinking radar sign with a camera on the last page of the handout.

He said he was there to request BTAC's consideration of a discussion of how to approach and resolve the issue and introduce the signage. Parks would be happy to support a subcommittee.

Member Spencer asked about the City's authority to implement traffic safety rules and signage on trails, and if the City could adopt such an ordinance.

Mr. Thompson agreed an ordinance or regulation they could not enforce could not be posted. The radar/camera could be attached to an etiquette sign. His intent was to open the discussion and Parks will support them whether a meeting room, tours of the trails, or contact with other City departments. They will also, within their ability, fund a solution, most likely signage. He noted that Douglas County in addition to etiquette signage, employs professional park rangers and has mounted patrol volunteers.

Mr. Thompson added that Santa Fe has recently advertised for two park ranger positions but is a long way from legal regulation. Their expanding trail and park system will take time and effort and means, and they need BTAC'S help.

Member Tallman said he uses both the pedestrian and bicyclist trails. He asked what problem was being addressed and if the issue was everywhere or just in certain spots.

Mr. Thompson explained four complaints were received in a week among complaints of rude trail sharing. He thought if an accident occurred it would be severe, especially if it involved an elderly person. AASHTO (American Association of State Highway and Transportation Officials) recommends center striping for all concrete urban trails 8 feet or wider. The City's trails should adhere to that when possible.

Member Wexler said in her experience people behave differently on Santa Fe trails as opposed to Albuquerque trails that has had signage since the 80s. There the culture is to stay right, pass on the left and keep dogs on short leashes, etc. She felt this was not about laws, but social norms and time for Santa Fe to address the social norms around trail usage. She recalled a gentleman at the last meeting saying he was afraid to go on the trails because of cyclists. He thought cyclists should be banned. Santa Fe needs a media campaign, in addition to signage, and address this from different ways. Even a center stripe gives a feeling of safety and reminds people of rules on the road. She offered to be on a subcommittee working with Parks doing anything needed.

Mr. Thompson thought they would not need to restrict, condemn, or abandon different modes of transportation. He just wanted everyone to respect the space.

Mr. Finger asked about the schedule to repair the asphalt, fencing, etc. on the Arroyo Chamiso Trail mentioned at the July meeting.

Mr. Thompson replied it is a maintenance issue and they do construction activity before snow. Currently they have scheduled repair at Nava Ade for a series of trails connecting to the Arroyo Chamiso on the south side of Governor Miles. It is a large repair

and the two pieces on the Arroyo Chamiso will be squeezed in. A seven-bridge fully funded re-decking repair will also be done by a contractor.

Mr. Spencer commented on the mention by Mr. Rogers to develop trails around the Cielo Azul development that is going to connect homes and schools. There is also a large housing development going on, behind the old Wild Oats, on Cordova and St. Francis. Clearly the trails in these areas are both transportation resources as well as recreational. His hope is that BTAC and the City would work together on the transportation safety issues. His question of the City's authority on implementing safety rules was not to create solutions in search of a problem, as much as to get ahead of the problem.

Mr. Thompson replied he has been on the design review team for five years and is familiar with the connector and the challenges between the County and City. He and Mr. Rogers have discussed that all design work and construction is done in Public Works but maintained by Parks. They have a great relationship and Parks is just trying to keep up with a changing world. They will continue to pursue suggestions from the public and BTAC regarding bicycles and trails

Chair Vigil Coppler said Ms. Wexler had volunteered to follow up. On signage, it is an easy way to get something started and the points are well taken. That could be part of the Education Committee and Mr. Thompson could contact Jennifer Wellington. They could make recommendations to BTAC on signage from their trail experience. She suggested doing that soon so it could be put into a budget request. And they would work with Mr. Thompson and others on how many signs are needed for all of the trails.

She added even if they do something midyear whether a budget request or not; have a memo to the Finance Director to allocate funds to at least get started.

Mr. Thompson said he will be busy and bring back something for approval.

b. Continued discussion and action regarding converting the Bike Lane on Rufina St. into a Protected Bike Lane. (Sky Tallman, BTAC Member).

Mr. Tallman said there was nothing further to discuss. John Romero told him this normally goes through the MPO first.

Chair Vigil Coppler asked him to report back if they needed anything.

c. Discussion and action regarding placing Sharrows in right turn lanes (Sky Tallman, BTAC Member).

Member Spencer explained this would be simple to adopt into the design code and implement at appropriate intersections. Many of the intersections have a merging conflict where a bike lane has been discontinued before the intersection widens into a turn lane. If people decide to stay to the right, it creates a turning conflict for right turn vehicles. Without the permission to enter the left side of that lane it presents a potential conflict and is a safety issue.

Member Spencer noted the importance of the proper placement of the sharrows and educating those who do the spray painting. Sharrows should be placed to the left of the right turn lane. He offered to put in a word with the City.

In discussion Chair Vigil Coppler said she liked the NACTO because it was more self-explanatory, and Mr. Morlino agreed. He said drivers take note when they see parallel lines. Mr. Tallman suggested following NACTO guidance.

Motion: Member Tallman moved BTAC make a formal recommendation to the City to adopt the sharrows in the NACTO guidelines, including sharrow placement at right turn lanes. Member Spencer seconded the motion.

Mr. Tripp added a friendly amendment to include considering suggestions by Mr. Rogers on sharrow placement in the brown box of the handout (Exhibit "2"). Member Tallman and Member Spencer accepted the friendly amendment.

Vote: The motion passed unanimously by voice vote.

d. Discussion and action regarding establishing protocol by which BTAC input is sought as part of the City's process on modifications to the geometry or restriping of arterials and collectors and other projects that affect current or planned bicycle routes (Sky Tallman, BTAC Member).

Mr. Tallman thought it would be helpful if BTAC has a protocol for providing advice and for BTAC's input to be sought as early as possible in the planning stages.

Chair Vigil Coppler suggested they look at the resolution that created the Committee and have staff formalize the work with the City.

Ms. Wexler referred to the BTAC resolution. She read the purpose – *“to ensure implementation of the City’s plans/policies related to bicycle/pedestrian/trails and advise the Governing Body on such matters”*. The 2010 revision specified duties and responsibilities, *“The committee shall prioritize bicycle and pedestrian trail related projects to be completed using CIP state and federal funds... Review all phases of the project’s design and construction; advise on policies, programs, and ordinances as related to bicycle and pedestrian trail safety...”* And, *“advise on policies, projects ordinances and funding as it relates to cycling and pedestrians as safe alternative means of transportation on roads and trails.”*

Chair Vigil Coppler thought they were to accomplish the requirements through staff. She asked Mr. Siqueiros his thoughts.

Mr. Siqueiros thought it was adopted in their powers and duties.

Member Wexler suggested including the Chair’s suggestion for collaboration in the resolution. BTAC wants to engage Public Works, Parks and Recreation and the public schools and should have a formalized process for giving feedback.

Chair Vigil Coppler noted they had only one staff member assigned, she did not see more happening. She thought direction to staff could be to take their recommendations to the appropriate department.

Mr. Siqueiros suggested having the project come to BTAC after approval of the budget for the Capital Improvement Plan.

Member Spencer added in Los Alamos anything transportation related went to the County Transportation Board who worked closely with Public Works. The Council did not act before a hearing with Transportation and approval from the Council and Mayor. He suggested discussing with the Council what their expectation was from BTAC.

Chair Vigil Coppler suggested looking at what could be changed in the resolution. She noted that standing committees meet twice a month and development reviews are only included in standing committees. BTAC is not a standing committee. She thought staff could work internally to put BTAC on the list and require review before action.

Mr. Siqueiros noted they could ask about getting projects before them in December when Sara will bring an item.

Mr. Tallman said the resolution mentions that BTAC should be consulted for policy, which is a direct communication from City Council. The Committee should consider how that communication between them takes place. Their item submission

form is antiquated and does not look like it is intended for BTAC members, but more for the public or other agencies. A question for City Council is how items on their agenda relating to policy affecting bicycle/pedestrians, come to BTAC.

Chair Vigil Coppler said often most have already gone through standing committees. Things need to happen first at the committee level. Even then, when they go on to City Council, procedurally it is put on consent agenda.

Member Wexler said members come because they want to make an impact.

Member Spencer responded that BTAC is a policy advisory board. Their job is to assist in setting City policy and ensure that meets policy goals.

Chair Vigil Coppler said they will work with Mr. Siqueiros on other staff on these points.

8. BTAC SUBCOMMITTEE COMMUNICATIONS (On Road, Education)

On-Road:

Presented above, Item 6(a).

Education:

Elena Kayak, Santa Fe Public Schools Sustainability Program Office, said she was here on behalf of Ms. Wellington. She echoed Ms. Wexler's comment that everyone here wants to make an impact.

She provided a handout, attached as Exhibit "4" on "Benefits of Safe Routes to School" stating the multiple benefits of helping school children. She commented that at a conference, a representative to AARP said if parks, trails, bike lanes and routes were designed to meet the safety and needs of 8-years old and 80-years old, the design would meet the needs of everyone.

Ms. Kayak indicated they have 12,768 students in Santa Fe and in October they had 9 schools participate in Walk and Roll to School event. She noted the flyer addressing metrics of community health. In 2018 the school board unanimously signed a resolution supporting Safe Routes to Schools and City projects, attached as Exhibit "5". They also unanimously supported a call to climate change action through the adoption of a resolution, attached as Exhibit "6". She said she had hoped to report

comprehensively on the National Conference for Safe Schools, but in short, would report that agencies need to communicate better with each other.

Chair Vigil Coppler reported for the benefit of the Committee, Ms. Wellington's action item priorities are to educate motorists on safe driving; co-existing with bicyclists; and explaining new signage recently implemented. Those priorities are primarily because they are in the recently passed resolution changing signage for bicyclists.

She said she appreciated Ms. Kayak's presentation. She knows that Jennifer is a big proponent and part of the Safe Routes to Schools and she had presented the information before. She thanked Ms. Kayak for providing the information as well.

Member Spencer asked the possibility of contacting the *New Mexican* on a story of the change in signage. He was told they had reported that, but more can be done.

Ms. Kayak asked about how to establish a Safe Routes to School subcommittee in BTAC.

Chair Vigil Coppler replied she and staff would see if that falls within their purview.

Ms. Kayak asked with respect to BTAC's schedules about the best time to report on the Safe Routes National Conference. Mr. Siqueiros asked she contact him with items for their agenda.

9. STAFF COMMUNICATIONS

Mr. Siqueiros asked members to let him know if they are unable to attend the next meeting on December 18, 2019.

Mr. Thompson spoke to a couple of matters mentioned earlier. He explained that the City was awarded the Safe Routes to Schools Grant from NMDOT. The grant total is \$343,408 and required a 14.55% match from the City. This is a reimbursement grant, meaning Parks Division has to be fully funded over three years. The grant will have to go through the committees and to the Governing Body. He offered to provide the information.

He added the only two changes Parks has made to the trails system is when they came to BTAC with the suggestion to re-deck 3 bridges, which is 6 or 7 now. And they brought the concerns about trail etiquette. Parks is not in the trail building, design or alteration business. Also, they come when they are summoned, which happens through the liaison. He noted that he has attended on other occasions to address maintenance

issues and is always glad to come but is not a staff liaison for BTAC, that's in Public Works.

Mr. Thompson commented on the question of changing the resolution that established the committee or how to get the attention of the engineers in Public Works. Parks has learned the Governing Body asks if an issue was taken to the Parks and Recreation Advisory Commission, so they've learned to take items to the Parks Commission prior to Governing Body review. Ask Public Works as a way to resolve the review/design policy issue if they have been first to BTAC on related issues before going to the Governing Body.

10. COMMITTEE COMMUNICATIONS

None.

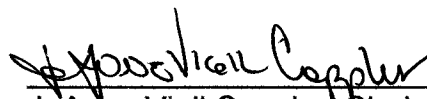
11. COMMUNICATIONS FROM THE CHAIR

None.

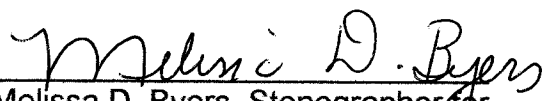
13. ADJOURNMENT

With all business of the Committee being completed, the Chair adjourned the meeting at 6:50 pm.

Approved by:


JoAnne Vigil Coppler, Chair

Submitted by:


Melissa D. Byers, Stenographer for
Byers Organizational Support Services

SANTA FE CONSERVATION TRUST
REPORTING FOR CITY TRAIL MAINTENANCE, CONSERVATION, AND DEVELOPMENT
October 2019

tabbles

| TASKS TO BE COMPLETED | NOTES | Staff |
|---|---|---------------------------------------|
| 1) <u>NEEDS ASSESSMENT</u> | Field work reviewing needs in La Tierra Trails (various visits including 10/10 & 29), Dorothy Stewart and Camino Cruz Blanca Trails (10/21), Arbolitos Trail (10/28);. Discuss Atalaya trail work and needs with citizen 10/22. | Rogers |
| 2) <u>RESEARCH & FUNDING</u> | Received \$5,000 special grant from Lineberry Foundation for Vámonos / Santa Fe Walks activities in 2020 | Noss |
| 3) <u>STEWARD RECRUITMENT</u> | Communication with Journey Montessori School; Plan and publicize upcoming city trail work at Trails Alliance of Santa Fe meeting, Oct. 7, and through emails and web postings | Rogers |
| 4) <u>TRAIL MAINTENANCE</u> | Dale Ball Central and North Work Days, Oct. 2, 9, 16, and 23; La Tierra Work Day with Journey Montessori School students, Oct. 29 | Rogers |
| 5) <u>TRAINING & EDUCATION</u> | Review and share "Republican Suburb" (Indiana) cycle town article (link below) emphasizing transportation function of urban trails | Rogers |
| 6) <u>COMMUNITY EVENTS / PROMOTION</u> | Promote Walk to School Day and participate in event at Nina Otero Community School, Oct. 2. Lead seven Field Trips to La Tierra Trails for Fourth- and Fifth-Graders from El Camino Real Academy, Nina Otero Community School, and Pinon Elementary School (10/8, 10, 15, 17, 22), Reschedule trips in final weeks of October to early November due to cold snap. Five Vamonos/Santa Fe Walks outings: Walk with a Celebrity (10/1), South Side (10/8), Vámonos Hike: Bird Watching with Audubon (10/12); Wellness Walk (10/16); Walk with Elders (10/18). Plan and publicize other upcoming events through e-mail. Respond to inquiries on local trails; provide info. on Rail Trail for Rails-to-Trails magazine article Oct. 31. | Rogers, Noss, Smogor, Houser |
| 7) <u>CITY CONTACTS</u> | Meet with Richard Thompson and Chris Ortiz of City Parks in La Tierra Trails to examine proposed bench placement, review recent trail work of The Masters Program, Oct. 8, and discuss status of billing for Trail Volunteer Coordinator services. Discuss trail etiquette concerns and approaches with Richard Thompson; Attend and present to BTAC, Oct. 16. Participate in MPO Stakeholders meeting for MTP, Oct. 23. Discuss on-road bicycle wayfinding activity with City staff (Romella Glorioso-Moss and Sarah Anderson), Oct. 8, 9, 29, 31. | Rogers, Noss |
| 8) <u>PLANNING / COORDINATION</u> | Meet with County staff, The Nature Conservancy, and Audobon regarding shared management objectives and strategies, Oct. 8. Meet with Warren Thompson of Rancho Viejo Oct. 23 to discuss past and possible future trail development. Meet with SFPS, various City and County staff, and others at El Camino Real Academy regarding proposed River Trail Connection to Cottonwood Mobile Home Park, Oct. 29, prepare and provide references to this project in BMP and relevant plats. Communicate with Santa Fe Estates re Arbolitos and Las Estrellas, visit Las Estrellas reroute 10/8 & 10. | Rogers, Noss |
| 9) <u>REPORTS</u> | Report hours for SFCT and City of Santa Fe, tally/record event participant numbers; record volunteer hours and submit to TAOSF site, Create and present City Report for September to BTAC, prepare October report to City; write up field trips and work days and place photos on web site | Rogers |

Also see:

<https://sfct.org/city-trail-work-in-dale-ball-trails-fall-2019/>

<https://sfct.org/city-trail-work-in-la-tierra-trails-fall-2019/>

<https://sfct.org/field-trips-to-la-tierra-trails-oct-nov-2019/>

<https://sfct.org/vamonos/>

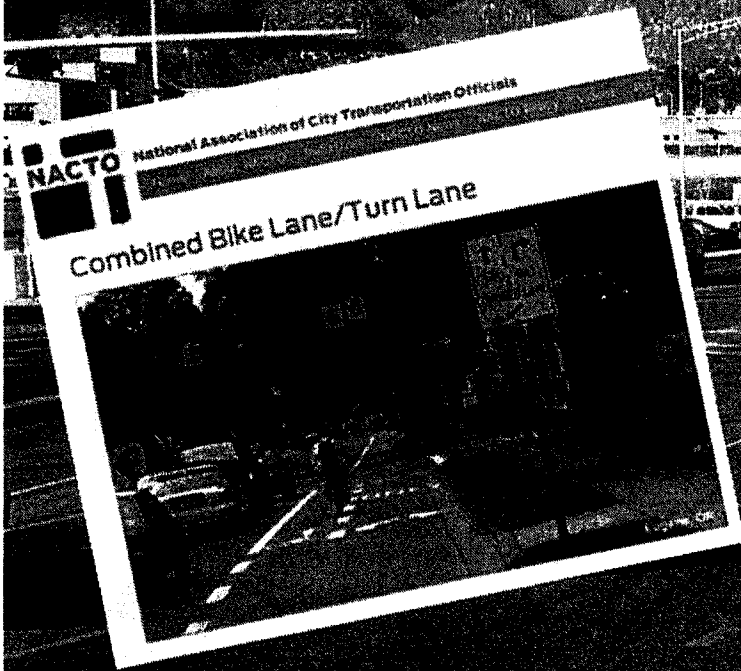
<https://reasonstobecheerful.world/a-republican-suburb-designed-for-cyclists>

BMP 2012

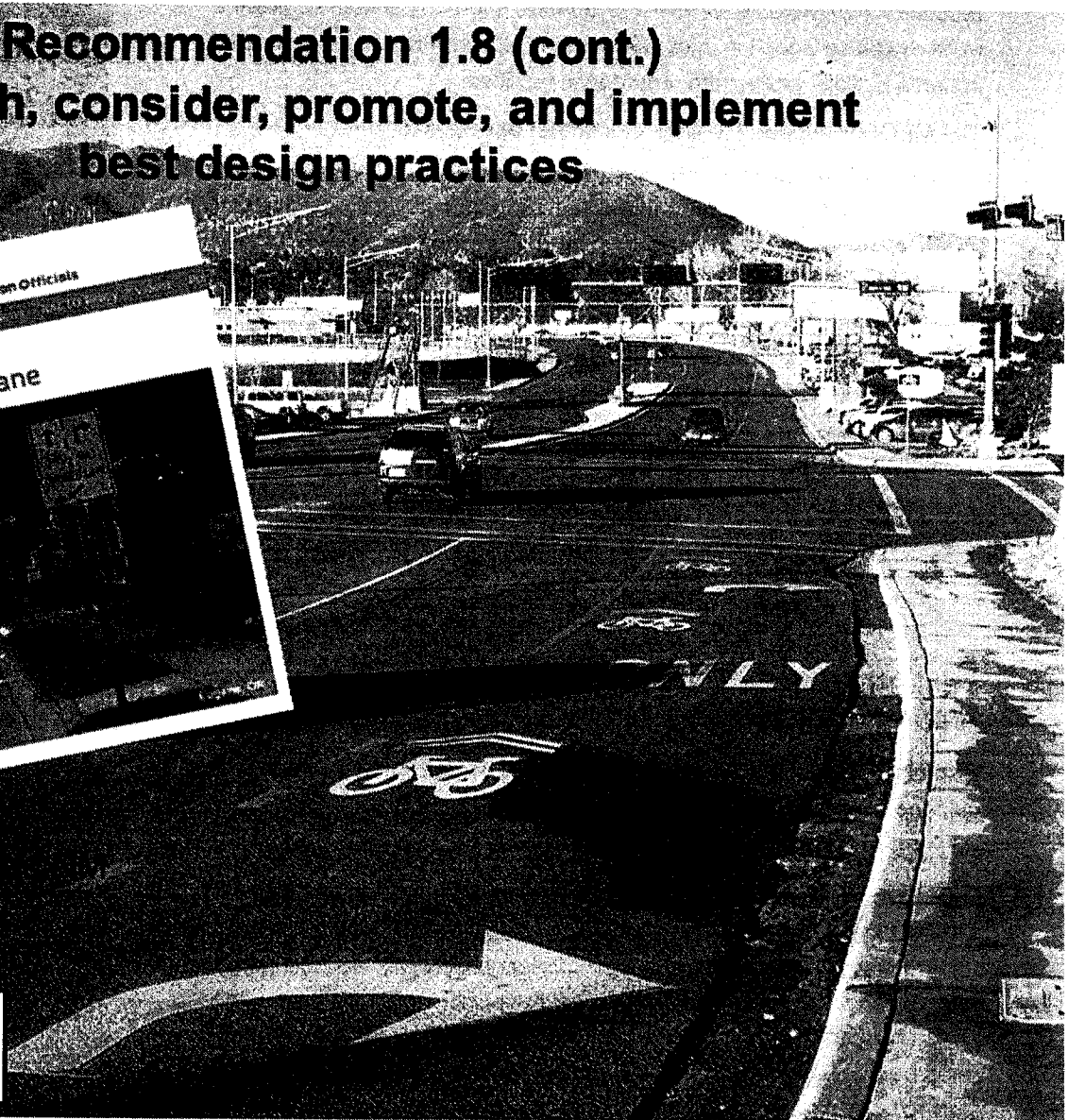
EXHIBIT

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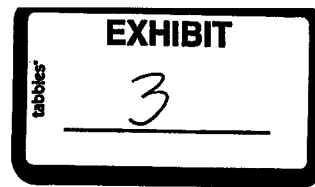
Recommendation 1.8 (cont.)
Research, consider, promote, and implement
best design practices



Bicycle Master Plan
Tim Rogers MCRP
April 2012



Trail Etiquette



We know how much you love to keep the trails user-friendly for everyone.

Trail etiquette is important for the enjoyment, as well as the safety, of all trail users – hikers, equestrians, and mountain bikers.

General guidelines for *how* to share trail space with others are: Hikers yield to equestrians. Cyclists yield to pedestrians and equestrians. This etiquette is posted on signage throughout the trails within the Douglas County trail system.

In addition to our etiquette signage along our trails, Douglas County employs professional Rangers and engages well-trained Mounted Patrol volunteers who patrol our trails, reminding

Respect other trail users

Share the Trail. When trail conditions require a right of way for safe passage, equestrian users have the primary right of way, hikers next and then cyclists. When trail conditions allow and when there is width to safely pass, common courtesy should prevail for all users. Stand to one side of the trail and allow them to pass. When in a group, avoid blocking the trail. Mountain bikes yield to all trail users. Anticipate other trail users as you ride around corners. Bicyclists traveling downhill must yield to all users, including other bicyclists, headed uphill. In general, make each pass a safe and courteous one.

Use all your senses. Listen for suspicious noises. Don't wear headphones; they impair your ability to hear someone approaching you from behind. If you sense that an area may be unsafe for you, leave.

Announce yourself. Let your fellow trail users know you are coming, especially from behind. A friendly greeting or gesture is consideration of others and that will go a long way towards cooperative trail use. Anticipate other trail users around blind corners or in areas of poor visibility. If you approach stock from behind it's critical that you announce yourself loudly but calmly so you do not scare the animals. Give the rider time to take control and move the horse. If you see a horse shying or spooking, move away from the horse and keep talking. Speaking will help the horse relax and realize you are a person. Let the rider know you'd like to pass at the next safe location. Do NOT ride up quickly on stock. It's dangerous for you and the rider(s).

Respect other trail users

Control your Actions. Awareness of trail conditions at all times is vital for safe use. It is recognized that the level of training and experience of any user varies and it is your responsibility to be in control. If you and a equestrian, cyclist, or hiker is inexperienced on the trail, it is suggested you travel with other trail users with more experience. Travel only at a speed that is safe for conditions on the trail.

Move at a safe speed. Show respect when passing by slowing to a walking pace. Observe the 15-mph speed limit; 5 mph when passing. Excessive speed is an unsafe use of multi-use trails. All users must use good judgment and be aware that there are other users on the trail who may be going slower than they are. Limited visibility around corners and curves should be a signal to slow down to the speed of hikers, the slowest trail users. If possible keep dust down by reducing speed or safely using segments of the trail with less dust.

Be alert. Project alertness, confidence, and determination. Your shoulders are back, you are aware of your surroundings, and you have somewhere to go. Stay alert. Horses and slower moving individuals may be startled by faster moving trail users.

Protect the environment

Stay on the trail. Stay off closed trails and obey posted rules and regulations. Taking shortcuts, or cutting switchbacks can cause erosion, cause hazards and could ultimately cause the closing down of the trail. Do not disturb, feed or harass wildlife. Keep voices and music at a low volume. Prevent injury to yourself and damage to natural resources by staying on designated trails.

Respect wildlife and the environment. Do not disturb, feed, or harass wildlife, or remove any plants. Your chances of tripping and seriously injuring yourself, or even getting struck by lightning, are much higher than getting bitten by a mountain lion, coyote or bobcat. If you see or hear a rattlesnake, stay calm and slowly move away from the snake and give it room to slither away safely.

Revere the resource. Help protect your accessibility by playing nicely with your neighbors and treating trails with reverence. Always practice Leave No Trace ethics and pitch in to give back - pick up trash, volunteer on a trail project or become a member of your local trail club. Take action and get involved today! Do not litter-pack it in, pack it out. Do not pick wildflowers. enjoy their beauty and leave them for others to enjoy.

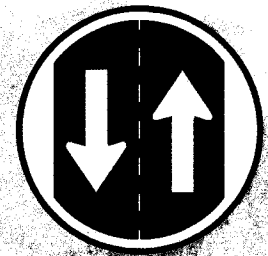
Avoid spreading seeds. Help keep weeds out of our forests. Noxious weeds threaten our healthy ecosystems and livelihoods. Stay on trail, drive on designated roads, use weed seed free hay, check your socks, bikes and horse tails for hitchhikers when you get back to the trailhead. Let's keep our forests strong and clean.



Mecklenburg County
Park and Recreation
*The Natural Place
To Be...*

Greenway ETIQUETTE

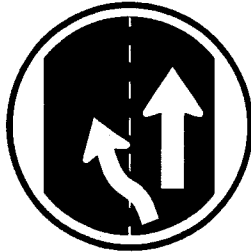
PEDESTRIANS HAVE THE RIGHT OF WAY and should exercise caution and be aware of the stopping limitations of others. Only authorized motor vehicles are allowed on greenways.



KEEP TO THE RIGHT,
except when passing.

Always
**PASS ON
THE LEFT,**

it will encourage others
to keep to the right.



Give an
AUDIBLE WARNING
to others
before
passing.



Always **BE AWARE**

of your
surroundings
and keep
the volume
low on
audio
devices
so you can hear
approaching traffic.
Try using one earphone
instead of two to stay alert.

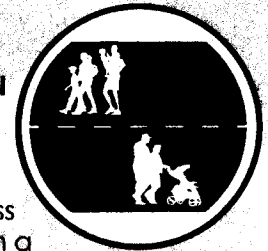


WALK WITH OTHERS for your
safety and enjoyment.

**SECURE
VALUABLES**
in your
locked
vehicle
out of
sight.



**AVOID
WALKING
MORE THAN
TWO
ABREAST** to
allow other
users to pass
safely. Form a
single line in congested areas
or when other users are trying
to pass.

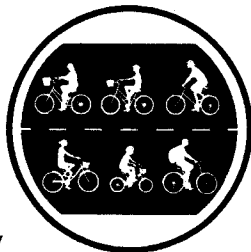


Always **BE COURTEOUS**
to other trail users.



**CYCLISTS
SHOULD
ALWAYS
RIDE
SINGLE
FILE AND
AT A SAFE
SPEED.** Slow

down in congested conditions
and in areas with reduced
visibility or hazardous conditions.



**USE BICYCLE LIGHTS,
REFLECTORS AND
REFLECTIVE
CLOTHING**
when
using
the
trail
after dark.

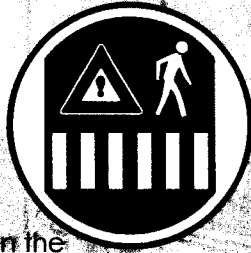


People **WALKING**

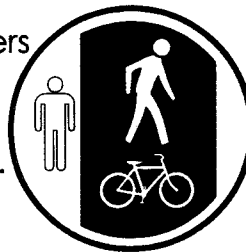
DOGS must
keep them
on a 6ft or
shorter
leash and
stay on the
right edge of
the trail. Always pick up after
your pet and dispose of dog
waste in a trash can.



**CROSS
CAREFULLY,**
look both
ways and
yield to
traffic,
whether on
the trail or on the
road. Stopping before crossing
a road is the law, even when
there are no signs present.



Avoid **STANDING STILL**
on the trail to prevent
blocking
other users
and
avoid
collisions.



**TEACH YOUR
CHILDREN
TRAIL
ETIQUETTE.**

Discourage
getting in
the path of
faster-moving
traffic, especially cyclists who
may have difficulty stopping
for them.





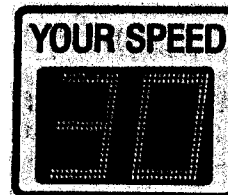
TC-400 Portable Radar Speed Sign

Reliable. Effective. Affordable

Display and Radar Specifications

YOUR SPEED Faceplate

- > 24"W x 21"H YOUR SPEED faceplate with 3" high lettering
- > Manufactured with highest grade reflectivity backing
- > Ideal for roads with traffic speeds of 5-55 mph
- > Available in white, fluorescent yellow/green, safety orange, and yellow



TC-400 with 11" LED display

Speed Violator Alert

- > 2 speeds of flashing LEDs to notify drivers that are exceeding the speed limit:
Slow flash or fast flash of actual speed

Radar

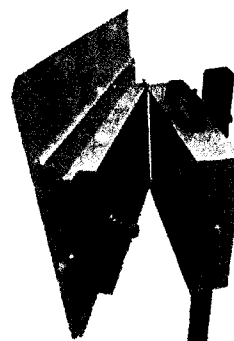
- > Type: K Band, single direction Doppler radar, FCC part 15 compliant; no license required
- > Sensor Range: Detects vehicles up to 1200 feet
- > Beam Width: 12 degrees, +/- 2 degrees
- > Operating Frequency: 24.125 GHz, +/- 50 MHz
- > Accuracy: +/- 1.0 mph
- > Speed Detection Range: 5 - 127 mph



Quick Mount Go Bracket

Power Options / Battery Specifications

- > TC-400 (Battery Powered): Dual 12-volt, 18 A/H Ni-MH battery packs; includes battery charger
- > Power Consumption: < 2.5 amps (24w) at maximum intensity; Idle mode < 1/2 watt
- > Circuit Breaker: Multi-circuit, 5 amp fuses
- > Field exchangeable battery packs; weight 6 lbs. per pack
- > Runs for +/- 2 weeks on two fully charged battery packs; 24 hour recharge period
- > Modular design allows the battery packs to be easily swapped in the field for the extended use of the sign in a location
- > Battery Status: Check battery charge levels and solar amperage via Wi-Fi



Easy Carry Handle
for Ultimate Portability

Weight and Operating Temperature

- > Weight: Radar speed sign: 26 lbs. without batteries
- > Operating Temperature: -40°F to +160°F

Housing Specifications

Radar Speed Sign Housing

- > Dimensions: 16.25"H x 22.75"W x 2.375"D
- > Thickness: .185" thick aluminum with silver powder coat finish
- > NEMA 3R level compliant
- > Humidity Maximum: 100%
- > Provides maximum protection from the elements and vandalism



Install in Minutes

Bashplate® with LED Cones

- > Thick aluminum Bashplate® shields the LED display and protects electronic components from abuse and vandalism
- > Directional beam technology: Individual holes for each LED focus and reflect light toward the road, providing the highest quality viewable display with minimum energy usage



Certified Quality System
ISO 9001:2015



100% MUTCD Compliant
Radar Speed Signs



Proudly Engineered &
Manufactured in the USA

Housing Specifications (continued)

LEDs

- 2 digits, 11" high super bright amber LEDs (life up to 100,000 hours)
- Easily readable up to 450 feet
- Display brightness control: Automatic intensity adjustment to ambient light conditions for maximum visibility

Polycarbonate Display Cover

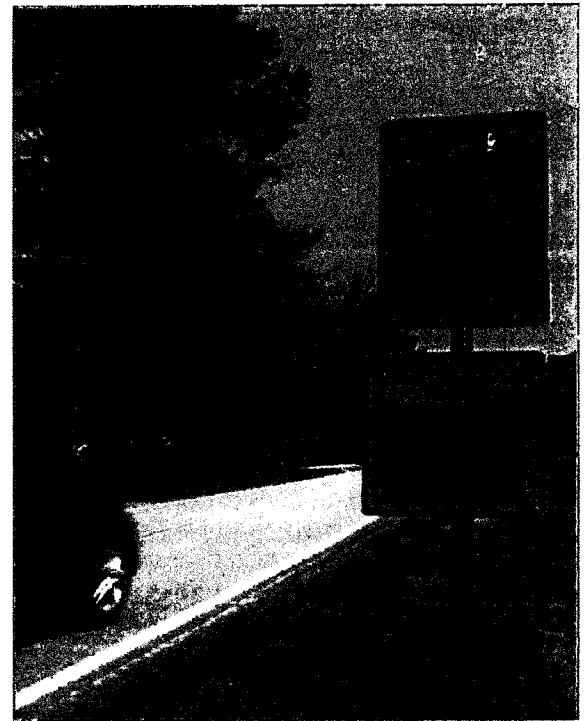
- .25" thick protective sheet covers entire display area
- Abrasion, graffiti and shatter resistant; UV protection

Battery Housing

- 12.5"H x 17"W x 2.75"D
- .1875" thick powder-coated aluminum
- Holds up to two 12 volt, Ni-MH battery packs (field exchangeable)

Stainless Steel Universal Mounting Bracket

- 12.75"H x 4.5"W x 2.9"D
- Universal design allows strapping, banding, pipe clamps, or bolting to almost any size/style of pole
- Allows for easy mounting of battery housing and radar speed sign in about a minute



Standard Features

Standard Programming

- Setup functions: Easy to follow menu, no mechanical switches to operate
- Daily timers: Allow 4 on/off timer settings per day, also by day of week. Settings allow lower speed limits for school zone times and for late night display shutoff. (Optional Advanced Scheduler available with all models)
- Stealth mode: Display on-off feature allows traffic data collection continue even when the display is off
- "Possum Switch" activation feature allows the sign to "play dead" for 30 minutes if attacked with force
- Maximum speed cutoff: Prevents unwanted high speed displays; up to 99 mph; discourages "racing" of sign. Choice of flashing matrix, or LED display cutoff.

Wi-Fi Enabled

- Allows for quick and easy sign operation/data download from most web enabled devices
- WPA2 encrypted security; Password protection
- Connection range up to 300 feet from sign

OTA Software Updates (over-the-air)

- Allows the wireless delivery of software updates and upgrades directly to the radar speed sign

Traffic Data Reporting

StreetSmart (optional)

- Traffic data reporting software to report, organize and analyze speed and traffic data. The information collected by the radar speed sign is loaded into Excel™ ready .csv files, and can generate 35 charts and graphs.

Radar Speed Sign Data Storage:

- System Storage Capacity: stores data on up to 5 million vehicles. Retains data for retrieval for 12 months

Warranty

- 2 year warranty on parts and labor, 1 year on battery packs. Exceptions: Does not cover malicious abuse, theft, or damage due to unauthorized modification. Optional third year warranty extension available.



Safe Routes PARTNERSHIP

Benefits of Safe Routes to School

Safe Routes to School improves sidewalks and street crossings and creates safe, convenient, and fun opportunities for children to bicycle and walk to and from school. The CDC has recognized Safe Routes to School as one of a handful of programs that are cost-effective and show significant population health impacts within five years. saferoutespartnership.org

EXHIBIT

4

COST SAVINGS

- Household savings from reduced gas & car use
- Education budget savings through reduced student busing costs

\$\$

TRAFFIC SAFETY

- Reduced traffic injuries & dangers for students and community members at arrival & dismissal through street improvements near schools
- More chances to learn & practice road safety for students

SAFETY FROM CRIME

- Increased safety from crime & violence due to more people on the streets, good lighting & better street design
- Less harassment, bullying, or violence when students walk or bike together or with adults

HEALTHIER STUDENTS

- Better health & stronger bones, muscles & joints through more walking & biking
- Reduced risk of chronic disease, diabetes, & obesity

SCHOOL TRANSPORTATION FIXES

- Solutions to reduced or non-existent bus service through Safe Routes to School
- Reduced traffic congestion at pick-up/drop-off times

CLIMATE BENEFITS AND CLEANER AIR

- Fewer student asthma attacks due to less driving & reduced air pollution results
- Cleaner air & reduced greenhouse gas emissions

COMMUNITY CONNECTEDNESS

- Stronger student friendships & relationships through walking & biking together
- Positive social connections for families & neighbors

BETTER ACADEMIC PERFORMANCE

- Better focus, improved concentration & less distraction for students who are active before school
- Fewer absences and less tardiness when students walk or bike in groups

Board of Education
Steven J. Carrillo, President
Maureen Cashmon, Vice President
Rudy Garcia, Secretary
Kate I. Noble, Member
Lorraine Price, Member



RESOLUTION 2018/2019 – 10

SUPPORTING SAFE ROUTES TO SCHOOL PROJECTS PROVIDED BY THE CITY OF SANTA FE

1 **WHEREAS**, the Safe Routes to School program, created by Congress in 2005, aims to increase the number of
2 children engaged in “active transportation,” which means “any self-propelled, human-powered mode of
3 transportation, such as walking or bicycling,” according to the United States Centers for Disease Control and
4 Prevention; and

5
6 **WHEREAS**, the data shows a precipitous drop in the percentage of children walking and biking to school – currently
7 less than 10% of students in kindergarten through eighth grade walk or bicycle to school, down from 48% in 1969,
8 according to the National Center for Safe Routes to School; and

9
10 **WHEREAS**, Safe Routes to School projects, nationally implemented over the past thirteen years, are a proven,
11 effective approach to increasing the number of children actively traveling to school by foot or bicycle; and

12
13 **WHEREAS**, the need for Safe Routes to School projects is especially strong in low-income areas, which suffer from
14 a disproportionately high incidence of childhood obesity/diabetes/chronic disease and often have inferior pedestrian
15 and bicycle infrastructure and lower levels of active transportation funding, according to the Institute for Health
16 Metrics and Evaluation; and

17
18 **WHEREAS**, approximately one in three youths in this country are now overweight - more than double the rate from
19 20 years ago, according to a Nationwide Personal Transportation Survey by the United States Department of
20 Transportation; and

21
22 **WHEREAS**, an estimated 193,000 Americans under the age of 20 are currently diagnosed as having diabetes, and a
23 mere seven years ago, the estimate was a little over 23,000 youth with diagnosed diabetes, according to the American
24 Diabetes Association; and

25
26 **WHEREAS**, Safe Routes to School projects also provide safety and environmental benefits for communities where
27 children reside and attend school, since reduced automobile traffic may reduce vehicular congestion and improve the
28 air quality; and

29
30 **WHEREAS**, Safe Routes to School projects align with United States Department of Transportation requirements that
31 Metropolitan Planning Organizations: 1) consider environmental justice as part of the planning process; 2) ensure
32 equitable participation in the process; and 3) mitigate disproportionate impacts of transportation investments; and

33
34 **NOW, THEREFORE, BE IT RESOLVED** that the Board of Education commits to collaborate with the City of
35 Santa Fe to facilitate the success of the City’s applications for, and implementation of, Safe Routes to School
36 projects; and

37
38 **APPROVED AND ADOPTED THIS 6th day of November 2018**

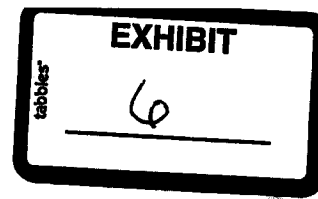
39
40 By:

41 Steven J. Carrillo, President

Attested by:

Rudy Garcia, Secretary

Board of Education
Kate I. Noble, President
Lorraine Price, Vice President
Rudy Garcia, Secretary
Steven J. Carrillo, Member
Maureen Cashmon, Member



SFPS
Santa Fe Public Schools
Striving for Excellence

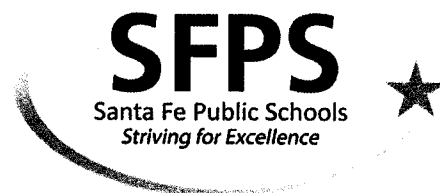


RESOLUTION 2019/2020-3

CALL TO CLIMATE CHANGE ACTION: A RESOLUTION TO SUPPORT OUR YOUTH IN THEIR DECLARATION OF A CLIMATE EMERGENCY AND CALL FOR ACTION

- 1 **WHEREAS**, we believe it is vital to advocate for climate action leading to climate restoration,
2 in order to address one of the greatest threats facing communities throughout the world; and,
3
- 4 **WHEREAS**, we believe that climate change is not a partisan issue and that local, state, and
5 national policies should be guided by the best available science and solutions; and,
6
- 7 **WHEREAS**, the Santa Fe Public Schools Board unanimously passed Policy #542,
8 *Organizational Sustainability through Environmental Stewardship*, in February of 2017,
9 specifically to respond to climate crisis and the myriad issues resulting from it, and requiring
10 the Superintendent to put a plan in place committing to District sustainability; and,
11
- 12 **WHEREAS**, children represent a particularly vulnerable group because greenhouse gases
13 emitted into the atmosphere will continue to accumulate over the coming decades and will
14 profoundly impact our current students throughout their lives, as well as the lives of future
15 generations; and,
16
- 17 **WHEREAS**, climate change is a social justice and equity issue, disproportionately affecting
18 people of color and people in poverty, thereby exacerbating existing inequities and limiting
19 equality of opportunity; and,
20
- 21 **WHEREAS**, the Mission of Santa Fe Public Schools is as follows: *to ensure every student a*
22 *safe, high quality, and engaging education which values diversity, equity, and social justice,*
23 *and fully maximizes District and community resources;* and,
24
- 25 **WHEREAS**, the global impact, urgency, and magnitude of the challenge of addressing climate
26 change calls for leadership in all sectors of society, all institutions, and all elected leaders;
27 and,
28
- 29 **WHEREAS**, the Santa Fe Public Schools Board of Education celebrates district sustainability
30 initiatives such as renewable energy, water and energy efficiency, resource conservation,

Board of Education
Kate I. Noble, President
Lorraine Price, Vice President
Rudy Garcia, Secretary
Steven J. Carrillo, Member
Maureen Cashmon, Member



RESOLUTION 2019/2020-3

**CALL TO CLIMATE CHANGE ACTION:
A RESOLUTION TO SUPPORT OUR YOUTH IN THEIR DECLARATION OF
A CLIMATE EMERGENCY AND CALL FOR ACTION**

31 sustainable building practices, waste reduction, and environmental education; and,
32 **WHEREAS**, the Santa Fe Public Schools Board of Education recognizes and understands the
33 significant negative impact that rapid and ongoing climate change has on America's schools,
34 students, and their communities.

35
36 **LET IT THEREFORE BE RESOLVED THAT**, in accordance with Board Policy #542, the
37 Superintendent shall bring forward the SFPS Sustainability Guide for Board consideration and
38 adoption, which will result in recommendations for taking action on climate change that are
39 within the purview of the District, including but not limited to:

- 40
41 • curricular and educational opportunities such as climate literacy, climate advocacy,
42 and climate justice curriculum;
43 • facilities and operational priorities and projects including transportation, purchasing,
44 maintenance, student nutrition, construction, and landscaping;
45 • ongoing student, staff, and community input regarding the SFPS Sustainability Guide
46 goals and progress, and integration into the SFPS Strategic Plan.

47
48 **BE IT FURTHER RESOLVED THAT**, the Santa Fe Public Schools Board of Education
49 supports our Youth in their declaration of a climate emergency and call for action on local,
50 state, and national levels.

51
52 **APPROVED AND ADOPTED THIS 3rd day of September, 2019**

53
54 **By:** _____
55 Kate I. Noble, President

56
57 **Attested by:** _____
58 Rudy Garcia, Secretary
59