



# Agenda

CITY CLERK'S OFFICE

DATE 10/14/15 TIME 8:56am  
SERVED BY Melissa McDonald  
RECEIVED BY Aliaia

## **BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING**

Wednesday, October 21 2015, 5:30 p.m. – 7:30 p.m.

City Council Chambers--Ground Floor, City Hall

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES from September 9, 2015
5. CITIZEN COMMUNICATIONS FROM THE FLOOR
6. COMMUNICATIONS FROM OTHER AGENCIES
  - a. MPO Update --Bike Sharing (Erick Aune)
  - b. Conservation Trust ,Trails Report (Tim Rogers)
7. INFORMATION, DISCUSSION & ACTION
  - a. Resolution to support developing a Grand Unified Trail System (GUTS) in and around the City of Santa Fe, and directing city and county staff to work with public and private sector partners to help achieve the "GUTS" vision. (Tim Rogers)
  - b. MPO – Biking Parking Code (Nathan Todd)
  - c. Approval of 2016 Meeting Schedule
8. BTAC Subcommittee Updates:
  - a. Re-evaluation of standing subcommittees (Councilor Bushee, Gretchen Grogan)
    - On-Road
    - Mountain Bike
    - Bike Education and Outreach
    - La Tierra Master Plan
9. STAFF COMMUNICATIONS—Project updates
10. COMMITTEE COMMUNICATIONS
11. ADJOURNMENT

**Next Scheduled Meeting for BTAC is November 18, 2015, Packet Material due by November 11, 2015**

**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.**

**SUMMARY INDEX**  
**CITY OF SANTA FE**  
**BICYCLE & TRAIL ADVISORY COMMITTEE**  
**October 21, 2015**

ITEM	ACTION TAKEN	PAGE(S)
2. ROLL CALL	Quorum present	1
3. APPROVAL OF AGENDA	Approved as amended	1-2
4. APPROVAL OF MINUTES September 9, 2015	Approved as presented	2
5. CITIZEN COMMUNICATIONS FROM THE FLOOR	Comments made	2
6. COMMUNICATIONS FROM AGENCIES		
a. MPO update - Bike Sharing	Presented and discussed	3-6
b. Conservation Trust Trails Report	Reported by Mr. Rogers	6
7. DISCUSSION AND ACTION		
a. GUTS Resolution	Approved conceptually	6-7
b. Bike Parking Code	Reported by Nathan Todd	7-9
c. 2016 Meeting Schedule	Approved	9
8. BTAC Subcommittee Updates		
Evaluation of subcommittees	Discussion	9-10
a. On-Road	Not considered	10
b. Mountain Bike	Not considered	10
c. Bike Education and Outreach	Not considered	10
d. La Tierra Master Plan	Not considered	10
9. STAFF COMMUNICATIONS	Report by Ms. McDonald	10-11
10. COMMITTEE COMMUNICATIONS	Comments made	11
11. ADJOURNMENT	Adjourned at 7:45 p.m.	11
Next BTAC Meeting	November 18, 2015	

**MINUTES OF THE  
BICYCLE AND TRAIL ADVISORY COMMITTEE**

Wednesday, October 21, 2015

**1. CALL TO ORDER**

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

**2. ROLL CALL**

**MEMBERS PRESENT:**

Patti Bushee, Chair  
Frank Herdman, Vice Chair  
Joseph Abbatacola  
Paul Cooley  
Gretchen Grogan  
James Ronald Pacheco  
Tomás Rivera

**MEMBERS ABSENT:**

John Longworth  
Shelley Robinson

**OTHERS PARTICIPATING:**

Melissa McDonald, Staff Liaison  
Nathan Todd, MPO Intern  
Erick Aune, MPO  
Tim Rogers, SFCT  
Melessia Helberg for Carl Boaz, Stenographer

There was a quorum of the membership in attendance for the conducting of official business.

**NOTE: All items in the Committee packets for all agenda items are incorporated herewith to these minutes by reference. The original Committee packet is on file in the Public Works Department.**

**3. APPROVAL OF AGENDA**

**Member Grogan moved to approve the agenda as presented. Member Abbatacola seconded the**

**motion and it passed by unanimous voice vote.**

#### **4. APPROVAL OF MINUTES: September 9, 2015**

**Member Grogan moved to approve the minutes from September 9, 2015 as presented. Member Cooley seconded the motion and it passed by unanimous voice vote.**

[Stenographer's Note: There was no BTAC meeting on September 9, 2015. The minutes for the September 16, 2015 were included in the packet and the Stenographer assumed the motion was meant for that meeting.]

#### **5. CITIZEN COMMUNICATIONS FROM THE FLOOR**

Mr. Stephen Newhall, 601 W. San Mateo, #92, Santa Fe, the Wilderness Alliance is once again trying to turn much of the Santa Fe Forest into wilderness which will mean mountain bikers are kicked out and make forest fire prevention impossible. Cyclists in Santa Fe have to be aware of the Wilderness Alliance power play and contact our federal elected officials to keep it from happening.

Mr. Tom Brown, 2218 Camino Rancho Siringo, President of the Santa Fe Fat Tire Society, said they are working with the Wilderness Alliance now to come up with a plan we can all agree to. City Council had approved a blanket resolution in 2010 that approved the wilderness area. Since then, buffers are needed between the wilderness and the City limits with foothills development. There is no way to get in and we need to understand how it will impact the City with the forest. He is a biking constituent and supportive of biking in Santa Fe. He urged the Committee to look at that resolution again and consider the talking points regarding the expansion of the wilderness.

Ms. SonyaMarie Martínez, organizer in Chainbreaker, a bicycle advocacy organization and the majority of members are bicyclists. Ms. Martínez read from a prepared statement concerning the limitations of the Zagster style bike sharing program [attached as Exhibit 1].

Ms. Bridget Wolf, living on the south side, asked the Committee to consider everybody when making proposals for bike sharing. The proposed program would only serve a tiny population. This Committee would like to get as many people as possible riding bicycles. Connecting multi-use trails throughout the City is important. Chainbreaker is helping people to ride bicycles that could not afford to do so otherwise.

Mr. Martin Gite, biker on the south side, said the bikeshare program downtown will not serve people on the south side where a lot of people don't have a credit/debit card to get access to the program. It is a great idea, but we should look closer at it. There are other ways to involve the whole City. This proposal is more of a tourist thing than something we all can use it.

#### **6. COMMUNICATIONS FROM OTHER AGENCIES**

**a. MPO Update – Bike Sharing (Erick Aune)**

Mr. Erick Aune, Santa Fe MPO, who, upon a request from the last meeting, gave an update on the proposed program. At the last meeting, the social equity issue came up. An idea at MPO is to consider using the Affordable Housing complexes for sharing sites. He looked at the 24 complexes within the City and identified four possible sites. He talked with the McCune Foundation and they said if it was fleshed it out, they could come and ask for funds. The question is who would ask for funds. Albuquerque is working with PNM to expand their program. He discovered the People for Bikes Foundation and will be working to get grants of \$25,000 to increase bike share use in underserved communities. He is trying to think of things to get a cool program taking a leadership program nationally.

Mr. Aune said they will be hosting a meeting on November 19<sup>th</sup> for a healthy debate about bike share and social equity. The Southside Library could be the location for a pilot project, if so subsidized and then work on ideas that trump the phone and credit card.

Chair Bushee asked what locations are being considered.

Mr. Aune said they are looking at the Santa Fe Railyard, South Capitol Station, City Hall/Plaza, Solana Center on West Alameda and others.

Chair Bushee asked about the Community College.

Mr. Aune said they could, but now they are looking at where they are underserved. Connections with transit are good and right now are looking at the program without asking for City funds. Zagster is the parent company who would hire local mechanics to maintain the bikes. They charge \$7,500 per station.

Chair Bushee wants to understand costs. \$7500 per station, can be sponsored and the opportunities to do that.

Mr. Aune said that was correct.

Chair Bushee asked if there was not a sponsor for the station.

Mr. Aune said organizations or businesses could be a sponsor and obtain the lease for the station.

Chair Bushee asked what the average costs would be.

Mr. Aune said the cost per user is \$25 per year in the Albuquerque model. Membership provides a one- hour free ride and then \$3 for each hour thereafter. The Albuquerque program is by a non-profit organization to make it affordable. For them, a membership is \$15 per month, and \$10 for a 24-hour pass. With the subsidized program in the affordable housing areas he suggested a nominal fee of \$10 per year. Chicago does the subsidized program at \$15 or \$20 per year.

Chair Bushee asked that he have all of that information ready before the November meeting.

Mr. Aune said he would put it together and get it out.

Chair Bushee said it is not a done deal and they are not asking for City funds, and there is some debate.

Member Rivera recalled there was a request for City funding at the last meeting.

Mr. Aune said the Mayor is interested and supportive and might be looking for funding.

Member Abbatacola said thanks for the work. He believes in piloting things to give it a try. He agreed it is important to serve different areas of the City and make it affordable for riders.

Mr. Aune said he spoke with John Alejandro in the Mayor's office last week. They are going to talk about bikeshare and solar.

Member Rivera want to be part of that conversation.

Member Grogan thanked Mr. Aune for researching the equity issues, for low income or whoever wants to use the system, but she did not know how that would work on the issues of geographic location, and smart phone and. She suggested they could buy a pass and scan the pass.

Mr. Aune said the challenge is security for the \$1,500 resource, the only security is the credit card and the smart phone. Paying cash doesn't work. Zagster is willing to help us figure out the security issue.

Member Grogan was in favor of this great idea and just the logistics need work.

Member Herdman went on the website and found the company operates without public support. Many aspects are just private sector driven. He would hate to see a Santa Fe message sent that says no to this innovative program. If there are then Texans riding bicycles in downtown Santa Fe at no public expense is a net benefit - 10 more bicycles on the road and 10 less SUVs. That is a net public benefit. On the website, hotels might buy a station each for 5 sites around town. That is not available to everyone. He did not support using public funds and is in support of private funding. He wants it as equitable as possible.

Chair Bushee pointed out that the City has given subsidies in bus passes and they are non-transferrable, but that could secure a bicycle. The holder would lose their pass if they failed to return the bicycle. She uses bicycle programs when she travels and they could work with Mr. Bulthuis about using remaining funds. Chainbreakers provide bicycles for this purpose. She would at least like to have the Southside Library and the Community College considered.

Member Pacheco asked if these bicycles were typical of those being ridden around town - a road bike or a mountain bike or even a scrambler.

Mr. Aune said the Zagster provides an opportunity to provide a bicycle to meet needs. For example, they can provide a bicycle station for senior citizens and off-road recreational bicycles. Typically, it is a 3

speed townie with a basket.

Member Pacheco saw the target audience for this bike sharing program different from the target for Chainbreakers. We need a program here. Santa Fe is ready for a bike sharing program. He described how it would be helpful for him and for his son. Chainbreakers has put 2,000 bicycles in the community and they should be involved in the conversation. There is a need for affordability and if done correctly, can eventually address equity. To be safer, we need more bicycles sooner rather than later. He asked if the \$7,500 station includes the bicycles.

Mr. Aune said yes - 5 bicycles per station. This provides the opportunity for businesses to provide a station. A combination of efforts would do this.

Member Pacheco said the start-off should not be with public funding.

Member Cooley on equity, in some way Chainbreakers good audience. It costs money to own and operate a bicycle, including storage. This is useful for someone struggling and not have to worry about the maintenance of the bicycle. He appreciated the work he is doing.

Chair Bushee served on a variety of transportation boards. Only in the last five years has alternative transportation risen enormously. She believed they should work with ideas to make it affordable and sponsors could introduce kids to the La Tierra Trail, and make mountain bikes available on the trails.

Mr. Aune hoped the City and County could work on it together. The public plays an enormous role.

Member Rivera said the New York City system is private. His concern is the concept of the City spending money on a project and felt that is not the way to move forward. Public transit is underfunded. Data collected from City Bike and the Denver areas already have resources and those get more resources. Councilor Bushee is correct. They need places to ride to on the south side. If you ride a bike to the grocery store on the south side, it is a long way, and that is part of the issues of putting this on the south side and not solely about equity.

Chair Bushee asked about the solar panel element.

Mr. Aune said it provides a frequency for mobile phones to use.

Chair Bushee asked if they could visit with PNM and ask them to pay for the solar stations.

Mr. Aune said each station has a solar element and they are working on that with Albuquerque and PNM.

Chair Bushee asked to keep this on the agenda.

#### **b. Conservation Trust, Trails Report (Tim Rogers)**

A copy of the Santa Fe Conservation Trust *Volunteer Trail Coordinator Reporting for September 2015 for BTAC*, is attached to these minutes as Exhibit 2.

Mr. Rogers commented that any way we can get more bicycles on the road, however that can be done, is good and works to the common good. He applauded Mr. Aune's efforts.

Mr. Rogers said the Trust continues to work on the soft surface trails. He was in touch with SF High School for volunteers and got more than they could handle, and hopefully in the spring they could bring someone out to help him.

## **7. INFORMATION, DISCUSSION & ACTION**

- a. Resolution to support developing a Grand Unified Trail system (GUTS) in and around the City of Santa Fe, and directing city and county staff to work with public and private sector partners to help achieve the "GUTS" vision (Tim Rogers)**

A copy of City of Santa Fe Resolution No. 2015-\_\_\_\_\_, is attached to the minutes as Exhibit 3.

Mr. Rogers said there are different partnership agreements, and he wanted the City and County to express support for this initiative, and direct staff to work on it. The County had lots of changes proposed to the partnership agreement so he is proposing it as a City Resolution now.

Chair Bushee wanted to make sure the City and County versions of the Resolution agreed. She asked that he take one more stab at it with Ms. McDonald and talk with Katherine Miller.

Mr. Rogers said he could, but it has taken a lot of time. He would rather move forward with City support. The County has indicated support for the initiative. There are a lot of partners that have agreed with it.

Member Grogan said there is one public and several private entities that have signed on as partners and shown in the whereas of the resolution. As project manager for the Commonweal Conservancy, they are a partner with a 27-mile network. She asked if she could vote with this since she is already a partner.

Chair Bushee said it could be a conflict of interest.

Mr. Rogers said the number is growing, and on the website. He mentioned the NM Department of Health, National Park Service and he would be talking with SF Community College Board on October 28 and anticipated they will be signing a version of the Agreement. We will work with them to create the connection with the spur trail, so access by bicycle and on foot will happen.

Member Pacheco asked him to contact David Griscom at the County who said he is happy to help with the County.

Member Rivera quoted a Whereas statement and asked if that is where GUTS is. Mr. Rogers agreed.



Mr. Rogers said this covers the greater area around Santa Fe and they are looking at gaps. The Spur Trail is a critical piece and intended to be a model trail. They have moved to connectivity of the trails. It is a nice segue from work on the Bicycle Master Plan to have planning for soft surface trails. There is more information at the website.

Chair Bushee thought more of those details should be in the Resolution.

Member Pacheco suggested language.

**Member Abbatacola moved for concept approval. Member Rivera seconded the motion.**

Chair Bushee asked if there was no fiscal impact.

Mr. Rogers said only as a result of the trail work.

Chair Bushee wanted it to have the entities with resources in it and more detail for later when questions arise.

Ms. McDonald asked if Chair Bushee would be a sponsor of the Resolution and work with Mr. Rogers to see where it is going.

**The motion was approved on a unanimous voice vote with Gretchen Grogan recused.**

**b. MPO – Biking Parking Code (Nathan Todd)**

Mr. Todd drafted a Biking Parking Code, with guidelines. [attached as Exhibit 4.] He also handed out a copy of selected elements of the City of Santa Fe Code, Chapter 14 [attached as Exhibit 5].

Mr. Todd explained the reason for the proposed code is that it once was in the code but “mysteriously” had been taken out. He had asked Jesse Guillen to draft it but he wanted this to come to BTAC first.

Ms. McDonald excited to have more guidelines, because operating under the one in Chapter 14 has been lacking.

Member Herdman asked if there is anything

Member Rivera asked how to get this in Chapter 14.

Mr. Todd said it would be an ordinance change sponsored by a Councilor.

Member Herdman asked if something is in Chapter 14 now.

Mr. Todd said no.

Member Herdman said what happens such as with the City Building Code is codified in a version from ordinances passed over time and sometimes things are not included by omission and fall through the cracks. Section 3 has a reference.

Mr. Todd said the Guidelines came from the Bicycle Master Plan. The only existing part is a chart with numbers put into the Code as he drafted. It is an on-line grid which he included.

Chair Bushee asked how it is enforced.

Ms. McDonald said they use the chart in the Code

Member Herdman said it does not include any specifics of when it is triggered.

Chair Bushee said that has to be part of the Plan check.

Member Herdman said the trigger point of the obligation is of critical importance. What it is supposed to be has disappeared from the Code.

Mr. Todd agreed and he could use information from Member Herdman.

Member Abbatacola mentioned a large store with no bicycle parking. He asked where the teeth would be and what would happen which now is nothing. Violators could be sent to Court but nobody has been fined. Home Depot knew they had to do have bicycle racks somehow.

Member Herdman said what happens is that the architect goes to the City Code for Bicycle Parking. When there is nothing there and with passage of time, plans are approved without bicycle parking provided. And the City cannot undo the approval. The Code needs to be synthesized into a checklist to make sure that requirement is included.

He said he would investigate to see if it was left out of the Code, and if not in the Code, it is a problem.

Member Rivera pointed out that if it was adopted by Ordinance it should still be a law.

Member Herdman said when the City codified it, and when it is amended they will take the codified version. Possible it slipped through the cracks as a part of that process. He understood the online Code is pretty accurate and any amendments accurately included.

Chair Bushee said she would hate that if it was left out.

Member Herdman asked that it be back on the agenda next month and evaluate what has gone missing, and try to get that back into the Code.

Chair Bushee said it cannot be left out of the Code. It was one of the first things she put into the Code. She noted that Matt O'Reilly was big on having these charts in the Code.

Member Rivera said even if it is there, changes might still be needed.

Chair Bushee added that it should provide when that is enforced.

Member Grogan agreed and that should be in the checklist that is handed to the developer when applying for a construction permit.

Member Herdman agreed to look into this. He asked that it be on the next agenda and have Mr. Todd evaluate what is missing.

Mr. Todd said his internship is over in November.

Chair Bushee thanked him for his work.

### **c. Approval of 2016 Meeting Schedule**

Ms. McDonald said the schedule is every third Wednesday of the month for 2016.

**Member Grogan moved to approve the 2016 Meeting Schedule as presented. Member Herdman seconded the motion and it was unanimously approved by voice vote.**

## **8. BTAC SUBCOMMITTEE UPDATES – Re-evaluation of standing subcommittees (Councilor Bushee, Staff)**

Member Herdman said they are long overdue for a final accounting of what funds remain from the bond money ... Chair Bushee interrupted with a comment about a Thanksgiving pot luck in November.

Member Herdman said the report on La Tierra Trails final accounting is long overdue. They put in the bridge a year ago and the BTAC was going to see if any money was left. If any, BTAC should decide what to do with it.

Ms. McDonald said she would ask John Romero to report at the next meeting.

Member Herdman believed Leroy Pacheco had that information.

Chair Bushee said she wanted a report on a trail that imposed on some condo property.

Ms. McDonald said she would report on that next time.

Chair Bushee said as far as subcommittees are concerned, BTAC is down to four now and there have not been many reports.

Ms. Grogan said the On-Road Subcommittee does meet when discussing how to allocate the CIP money or bike lanes. She thought they should meet every couple of months and have a discussion. She said she could not recall ever hearing a report from the Mountain Bike Subcommittee and didn't know who was on it.

Ms. McDonald wondered if they should have an off-road subcommittee to report on the trails.

Chair Bushee asked Ms. McDonald to get in touch with members and see who would serve. She wanted to keep the La Tierra Master Plan so they would not need to amend the Resolution.

BTAC members discussed and made comments on the subcommittees including commitments to serve.

The Committee agreed to rename the Mountain Bike Subcommittee as the Off-Road Subcommittee.

**a. On-Road**

There was no report given.

**b. Mountain Bike**

There was no report given.

**c. Bike Education and Outreach**

There was no report given.

**d. La Tierra Master Plan**

There was no report given.

**9. STAFF COMMUNICATIONS – Project updates**

Ms. McDonald reported the underpass RFP was awarded on 10/12/15 and construction is scheduled in 2016 and will take 4-6 months. They will break ground in January.

Chair Bushee asked to have a more updated trail list and consider bike parking as their main topics for the November meeting.

Chair Bushee reminded Ms. McDonald that they want an abbreviated meeting for November because of the Thanksgiving pot luck.

## 10. COMMITTEE COMMUNICATIONS

Mr. Member Cooley asked to be excused from the next meeting.

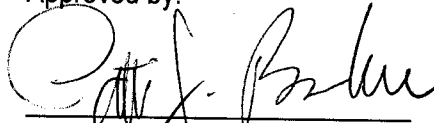
The Committee talked about who brings what dishes for the November meeting.

## 11. ADJOURNMENT


With no further business to come before the BTAC, the meeting was adjourned at approximately 7:30 p.m.

***Next Scheduled Meeting for BTAC is November 18, 2015, Packet Material due by November 11, 2015***

Approved by:

  
Patti J. Bushee, Chair

Submitted by:

  
Carl Boaz for Carl G. Boaz, Inc.



# Chainbreaker

EXHIBIT 1  
BTAC October 21, 2015

PO Box 31666 Santa Fe, NM 87594 | 505-989-3858 | [chainbreaker@chainbreaker.org](mailto:chainbreaker@chainbreaker.org) | [www.chainbreaker.org](http://www.chainbreaker.org)

October 21, 2015

Councilor Bushee and BTAC members,

My name is SonyaMaria Matinez. I'm an organizer with Chainbreaker. As you know, Chainbreaker is a membership led Bicycle Advocacy organization with over 400 dues paying members, the bulk of whom are bicyclists. We view bicycles and transportation through a Civil Rights and Environmental Justice lens. Over the last decade, our Bicycle Resource Center project has distributed nearly 2,000 bicycles to people who would otherwise have been unable to afford one and taught mechanic skills to over 6 thousand people. This has saved community members nearly \$9 million in fuel costs, conserved over 3 million gallons of gasoline and prevented almost 50,000 tons of CO2 emissions from entering our air.

We are here today to listen to the update about the new bike share proposal and to voice our concerns. When the original plans for a bike share program surfaced, we saw inherent equity problems built into that proposal and bike sharing in general. We believe that the current proposal continues to fail to provide equitable access for all Santa Feans. A system that requires a user to have a credit card and smart phone would mean that many people who need transportation assistance would be unable to use the system. This includes low-income people, youth, people experiencing homelessness and people who could not provide required paperwork. In addition, the nature of bike sharing, especially one that is controlled by the private sector, would fail to distribute stations in a geographically equitable manner, leaving already underserved communities which tend to be low income neighborhoods composed largely of people of color without access.

These problems are not unique to Santa Fe's proposals. A quick google search for "bike share equity" will turn up article after article exposing equity problems in cities around the country. Washington DC, Portland, Denver, New York City and many others have all seen these dynamics at play and have yet to fix the problem of equity. Even the Federal Highway Administration has flagged equity problems with bike share systems. We have brought some materials to share with the Committee that we have found helpful in understanding the depth of this problem.

We have been and will continue to be in contact with the MPO about this issue and they are aware of our concerns. We understand that efforts are underway to address the problem, however, we believe that equity should be a top consideration and that no project should move forward until satisfactory solutions have been found to make it demonstrably equitable.

We encourage all involved parties to commit to serving all Santa Feans and make equity a requirement for this project before lending it any kind of support. It is small decisions and projects like this that can either help unite the city or deepen a growing division between the haves and the have nots.

No public funds, no public support for inequity.

Thank you,  
*Chainbreaker Collective Bike Rider's Committee*

Siempre Adelante

**SANTA FE CONSERVATION TRUST**

**VOLUNTEER TRAIL COORDINATOR REPORTING FOR AUGUST 2015 FOR BTAC**

TASKS TO BE COMPLETED	NOTES
<b>1) NEEDS ASSESSMENT</b>	Participate in Google Trekking of City Trails and Parks (including Dale Ball, La Tierra, River, Acequia, Rail, Arroyo de los Chamisos, Gail Ryba, Zia, and St. Francis Dr. Trails)
<b>2) RESEARCH AND FUNDING</b>	
<b>3) STEWARD RECRUITMENT</b>	Publicize Trail Work Days via e-mail, web sites, Trails Alliance of Santa Fe meeting; Publicize Google Trekking opportunities for City, County, and SFNF trails on behalf of TOURISM Santa Fe; Outreach to Capital High School Outdoors Club and ENGAGE program; assist recruiting Google Trekkers and crew leaders for trails in Santa Fe County
<b>4) TRAIL MAINTENANCE</b>	Dale Ball Central Work Days, Aug. 5; Dale Ball South Work Day, Aug. 13, 2015; La Tierra Trails Work Day, Aug. 18, 2015; Dale Ball Central Work Day, Aug. 25
<b>5) TRAINING &amp; EDUCATION</b>	Streetscape webinar at Santa Fe MPO
<b>6) COMMUNITY EVENTS / PROMOTION</b>	Discuss and resolve plans for National Public Lands Day (Sept. 26) with County, City, and Trails Alliance of Santa Fe counterparts; publicize trail events to be hosted by SFFTS and County Trails Program; communicate with El Camino Real Academy and Nina Otero School regarding Fall field trips; Post and e-mail 9/19 Community Cruise; Post and e-mail on 9/1 Acequia Trail Underpass meeting, 9/19 SWAN Park opening
<b>7) CITY CONTACTS</b>	Meet with City Trails staff regarding Dog Park Connector and Dale Ball signage plans; Draft resolution for BTAC / City Council in support of Grand Unified Trails System; Meet/communicate with TOURISM Santa Fe regarding planning for Google Trekker and trail interview subjects; coordinate and publicize Muchas Gracias certificates for Flow Trail volunteers; prepare for an attend BTAC (8/19); general discussion with John Alejandro, Mayor's Office; discuss SWAN Park opening plans with City Recreation staff; meet with Parks regarding future collaboration, resolving trail and park access issues, goatheads, Google Trekking
<b>8) PLANNING/COORDINATION</b>	Discussion of Dale Ball signage needs and development of strategy for revision; El Camino Real retracement trail meeting (including reviewing material, providing comments on city trails to and on MRC); Discussion of city trail needs with SFCT Trails Committee; MPO bike share meeting; receive input from private citizens and Trails Alliance of Santa Fe on city trail needs; meet with City Trails staff on site regarding plans and issues around Dog Park Connector; communication with Bob Findling of TNC regarding status of Dale Ball connector across Santa Fe River
<b>9) REPORTS</b>	Compile July hours summary for city billing, BTAC report; enter August hours; report hours to Trails Alliance of Santa Fe for Google Trekking and Trail Work Days; web page summaries for July and August events; report Google Trekking locations to TOURISM Santa Fe

For more information and photos, please see the following references on the SFCT web site:

[Dale Ball Central Work Days, Aug. 5 & 25, 2015](#)  
[Google Trekking City Trails, July & August, 2015](#)  
[Dale Ball South Work Day, Aug. 13, 2015](#)  
[La Tierra Trails Work Day, Aug. 18, 2015](#)

CITY OF SANTA FE

RESOLUTION NO. 2015-XX

SANTA FE COUNTY

RESOLUTION NO. 2015-XX

INTRODUCED BY:

City Councilor Patti Bushee

County Commissioner

A RESOLUTION

TO SUPPORT DEVELOPING A GRAND UNIFIED TRAIL SYSTEM (GUTS) IN AND AROUND THE CITY OF SANTA FE, AND DIRECTING CITY AND COUNTY STAFF TO WORK WITH PUBLIC AND PRIVATE SECTOR PARTNERS TO HELP ACHIEVE THE "GUTS" VISION.

WHEREAS, the City of Santa Fe's Dale Ball, La Tierra, Dorothy Stewart, and Sun Mountain Trails, along with various city trails found in residential subdivisions, provide a network of over 50 miles of multi-use, natural-surface trails that are enjoyed by hikers, mountain bikers, and equestrians,

WHEREAS Santa Fe County's open space and trail network, including Arroyo Hondo Open Space Trails, the La Piedra Trail, the Little Tesuque Trail, the Talaya Hill portion of Dale Ball Trails, the County Rail Trail and Spur Trail, and the El Camino Real Retracement Trail, currently under design, represents a vast additional resource that complements and connects out from City trails,

WHEREAS natural-surface trails belonging to the Santa Fe National Forest and various public trail easements on private land in our area, provide further connections, and opportunities to connect, to City and County trails and to the communities served by these trails,

WHEREAS the City of Santa Fe and Santa Fe County continue to invest in and improve a network of urban paved trails that play important recreation and transportation functions and are accessible to residents and visitors of various levels of ability,

WHEREAS significant gaps remain to fully connect City trails, County trails, and forest trails to each other, and to other desirable destinations for trail users,

WHEREAS connectivity between trail systems enhances safety, recreation, transportation, and the overall value and allure of the trail system,

WHEREAS the Santa Fe Metropolitan Bicycle Master Plan, the City's La Tierra Trails Master Plan, and the County's Sustainable Growth Management Plan, call for the development of trail connections from the city center to its periphery and beyond,

WHEREAS an inter-connected trail system is a desirable way to improve economic development, health, and preservation and education around natural and historic resources in our area,



WHEREAS the bicycling environment in the Santa Fe area has been recognized at the "silver" level by both the League of American Bicyclists and the International Mountain Biking Association, and in both cases efforts are underway to improve the level of recognition to the "gold" level,

WHEREAS the City and County of Santa Fe have embraced the promotion of outdoor "adventure" tourism and outdoors-related businesses as an important area of economic strategy,

WHEREAS planning toward a Grand Unified Trail System (GUTS) is being undertaken by private and public partners including the Santa Fe Fat Tire Society, the Santa Fe County Horse Coalition, the Trails Alliance of Santa Fe, The Nature Conservancy, The Commonweal Conservancy, the Santa Fe Conservation Trust, and the New Mexico Department of Health

WHEREAS these partners are expressing their commitment to the GUTS effort by signing a GUTS Partnership Agreement,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODIES OF THE CITY OF SANTA FE AND SANTA FE COUNTY that the City and County shall support the GUTS Initiative,

BE IT FURTHER RESOLVED that staff is directed to work with private and public sector partners to help achieve the GUTS vision of "an interconnected trail system that allows non-motorized users to travel in a loop around the greater Santa Fe area as well as between the city center and the periphery."

PASSED, APPROVED, AND ADOPTED this XX day of September, 2015.

---

## **Santa Fe Bike Parking Code (DRAFT 10-13-15)**

### **(E) Off-Street Bicycle Parking**

#### **(1) Applicability**

Off-street bicycle space parking standards shall apply to all uses except single-family residential uses.

#### **(2) Purpose**

Bicycle parking is required for most land use categories (except single family residential) to encourage bicycle use by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles

#### **(3) Short Term Bicycle parking**

**a. Purpose.** Short term bicycle parking spaces accommodate visitors, customers, and other persons expected to depart within approximately 2 hours. . Short-term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists.

**b. Standards.** Short term bicycle parking must be provided in lockers or racks that meet the standards outlined in exhibit A.

**C. Location.** Short term bicycle parking must be:

1. Outside a building;
2. At the same grade as the sidewalk or at a location that can be reached by an accessible route; and
3. Within the following distances of the main entrance:

- For a building with one main entrance the bicycle parking must be within 50 feet of the main entrance to the building as measured along the most direct pedestrian access route.
- For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance, as measured along the most direct pedestrian access route.
- Sites with more than one primary building. For sites that have more than one primary building, but are not an institutional campus, the bicycle parking must be within 50 feet of a main entrance as measured along the most direct pedestrian access route, and must be distributed to serve all primary buildings.
- Institutional Campus. On an institutional campus with more than one building or main entrance, the bicycle parking must be either: – Within 50 feet of a main entrance as measured along the most direct pedestrian access route; or – If the

short-term bicycle parking is more than 50 feet from a main entrance, it must be in a common bicycle parking location along a pedestrian access route.

**(4) Long Term Bicycle Parking(optional??). .**

**a. Purpose.** Long term bicycle parking space requirements are designed to accommodate employees, students, residents, commuters, and anyone expecting to leave their bike parked longer than 2 hours. Long term bicycle parking shall be secure and weather protected. Although long term bicycle parking doesn't need to be on site, it should be within a reasonable distance in order to encourage bicycle use.

**b. Standards.** Required long term bicycle parking must meet the following standards:

1. Long term bicycle parking must be provided in lockers or racks that meet the standards outlined in exhibit A;
2. Location. Long-term bicycle parking must be located on the site or in an area where the closest point is within 300 feet of the site;
3. At least 50 percent of long term bicycle parking must be covered.
4. Security. To ensure security, long term bicycle parking must be in one of the following locations:
  - A locked room;
  - In an area enclosed by a fence with a locked gate. The fence must be at least 8 feet high or be floor-to-ceiling;
  - Within view of an attendant or security guard, or within 100 feet of security guard;
  - In an area that is monitored by a security camera; or
  - In an area that is visible from employee work areas.

**(5) Standards for all bicycle parking.**

1. Purpose. These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
2. Where required bicycle parking is provided in lockers, the lockers must be securely anchored.
3. Acceptable bicycle racks: The Santa Fe MPO maintains resources citing guidelines that meet the standards of this paragraph. Required bicycle parking may be provided in floor, wall, or ceiling racks. The racks must meet the following standards:
  - a. The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle;
  - b. A space of 2 feet by 6 feet (12 square feet) must be provided for each required bicycle parking space so that a bicycle 6 feet long can be securely held with two points supported so that the bicycle cannot be pushed or fall in a way that would damage the bicycle frame, wheel, or components. See figure R.
  - c. All racks and lockers must be securely anchored.
  - d. All racks must have a scratch resistant finish which prevents damage bicycles.
  - f. All racks must support the bicycle
  - g. See figure R1 for examples of unacceptable racks

**(6) Parking and maneuvering areas.**

- a. Each required bicycle parking space must be accessible without needing to move another bicycle;
- b. There must be an aisle of at least 5 feet wide behind all required bicycle parking to allow for maneuvering the bicycle. Where bicycle parking is next to a sidewalk, the maneuvering area may extend into the sidewalk;
- c. The area devoted to bicycle parking must be hard surfaced

(7) Sheltered bicycle parking may be provided inside buildings, under roof eaves, canopies, or inside or under other structures. If required bicycle parking is not in a building or locker, the shelter must be:

- a. Permanent;
- b. Designed to protect the bicycle from rainfall; and
- c. At least 7 feet above the floor or ground.

(8) Signage.

- a. At transit centers if bicycle parking is not visible from the train or bus station, a sign must be placed at the station indicating where the bicycle parking is located.
- b. For land uses other than transit stations, if required bicycle parking is not visible from the street or main entrance of a building, a sign must be posted at the main building entrance indicating the location of the required bicycle parking.

(9) **Dimensions.** Required bicycle parking must adhere to the following dimensional guidelines:

A. Distance to other racks:

- Racks placed parallel to each other (side by side) must be at least 36 inches apart, this includes rack units sold as multiple units attached together.
- Racks aligned end to end must be at least 96 inches apart.

b. Distance from wall:

- Racks placed perpendicular to a wall must be at least 48 inches from the wall to the nearest vertical component of the rack.
- Racks parallel to a wall must be at least 36 inches from the wall.

c. Distance from a curb:

- Racks placed perpendicular to a curb must be at least 48 inches from the curb to the nearest vertical component of the rack.
- Racks placed parallel to a curb must be at least 24 inches from the curb to the rack.

d. Distance from a pedestrian aisle:

- Rack units perpendicular to a pedestrian aisle must be at least 48 inches from the rack to the edge of the aisle, and the pedestrian aisle should be at least 60 inches wide

**(9) Number of Required Bicycle parking Spaces**

Off-street bicycle spaces shall be provided in accordance with Exhibit C Off-Street Bicycle Parking Tables 14-8.6-3, 14-8.6-4 and 14-8.6-5. [Editor's Note: Tables are located in the appendix located following Section 14-12.]

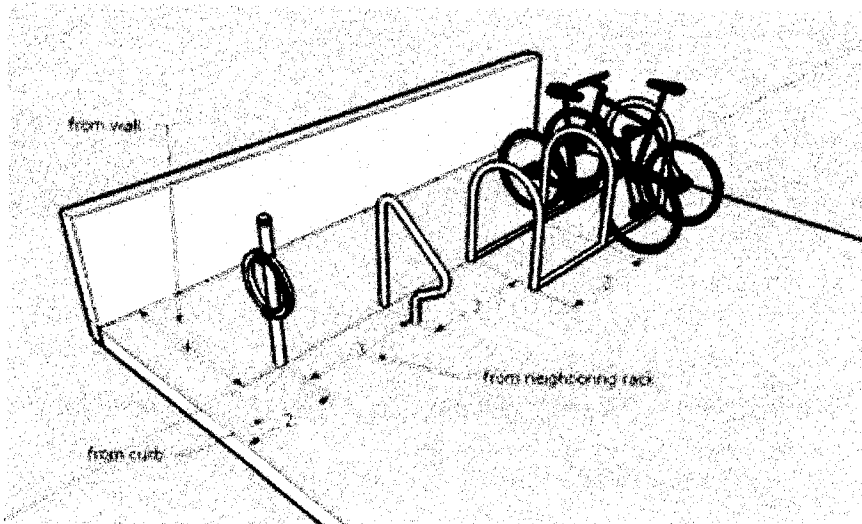
**Exhibit C Off-Street Bicycle Parking Tables 14-8.6-3, 14-8.6-4**

<b>TABLE 14-8.6-3: General Off-Street Bicycle Parking For all uses except hotels or motels</b>	
<b>Automobile Parking Spaces Required</b>	<b>Bicycle Spaces Required</b>
10 or less	5
11-50	10
51-100	15
101-150	20
151 or more	25

<b>TABLE 14-8.6-4: Hotel or Motel Off-Street Bicycle Parking For hotels or motels</b>	
<b>Number of Employees per Shift</b>	<b>Bicycle Spaces Required</b>
20 or less	5
21-40	10
More than 40	15

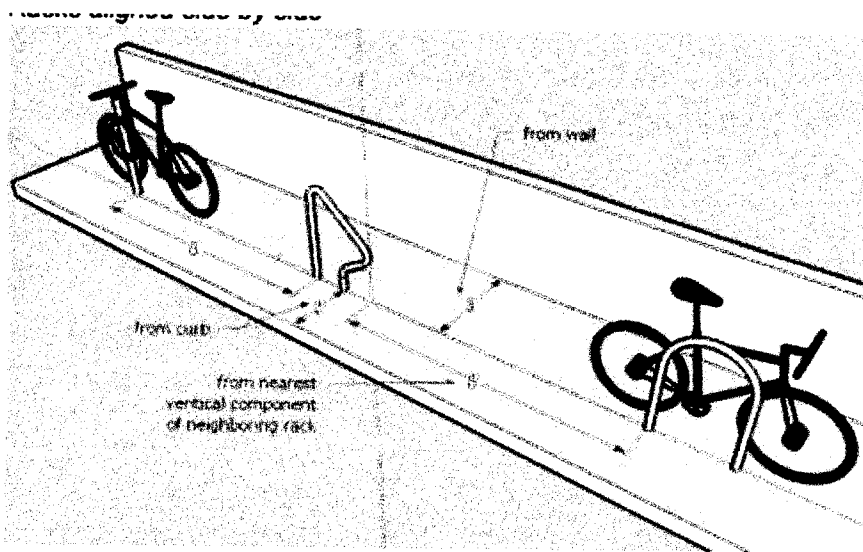
<b>TABLE 14-8.6-5: School Off-Street Bicycle Parking For schools</b>	
<b>Type of School</b>	<b>Bicycle Spaces Required</b>
Elementary or middle	One space per 20 students
High school, commercial, trade or vocational school	One space per 50 students
Colleges and universities	One space per 20 students

**Exhibit A: Dimensional Guidelines**



**Racks aligned side by side**

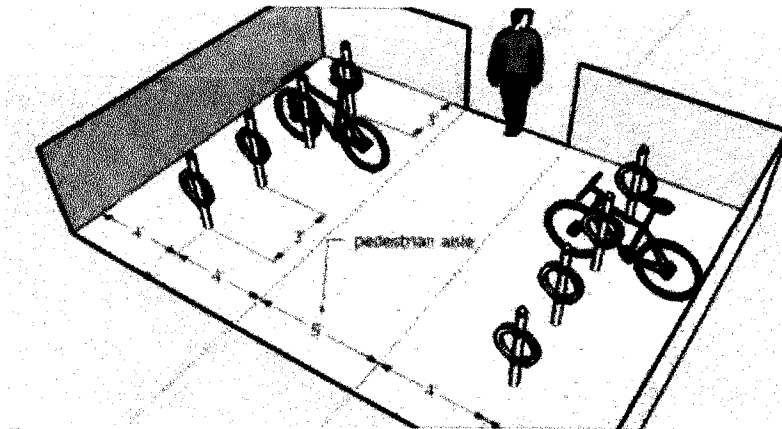
Source: City of Northampton: Bicycle Parking Guide



***Racks aligned end to end***

\* Sidewalks in Santa Fe can be very narrow and are not always appropriate places for bike racks. The recommended dimensions should be followed whenever possible but bike racks should never obstruct the pedestrian path. At locations where bike racks are not appropriate on a sidewalk, alternative, nearby placements should be considered; Bike-Corrals, across the street or down the block.

Source: City of Northampton: Bicycle Parking Guide



***Enclosed rack area with pedestrian aisle***

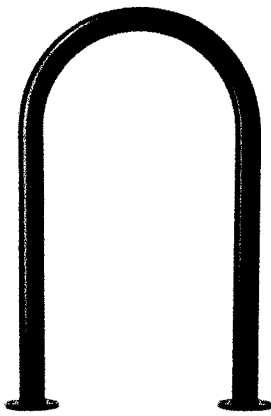
Source: City of Northampton: Bicycle Parking Guide



## Figure R: Bicycle Racks

### Recommended Racks

Inverted U rack



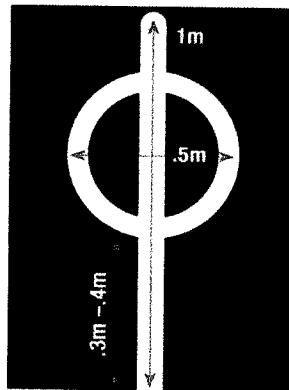
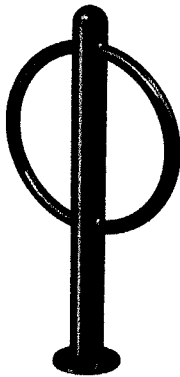
Minimum 18" wide and 36" tall

Staple rack



About 30" wide and 35" tall

Post and Ring rack

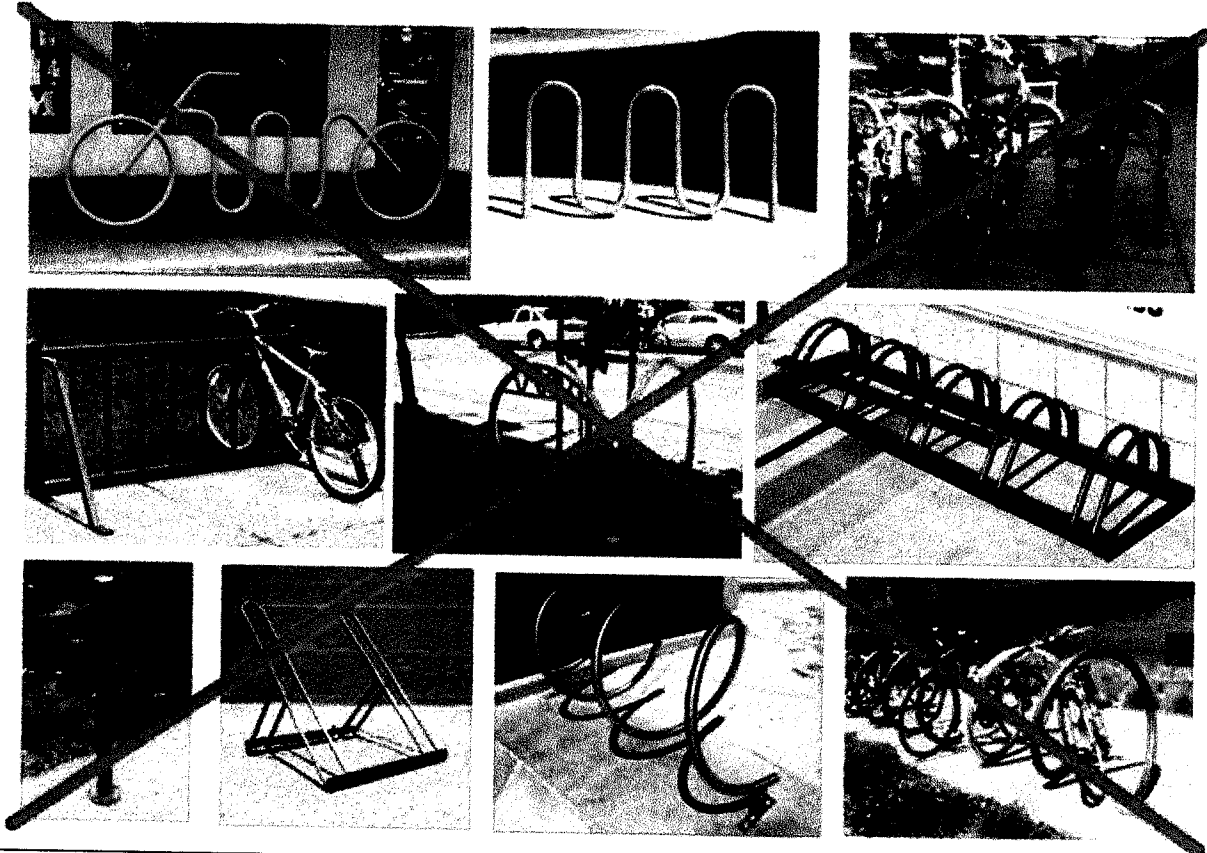




**Figure R1**

dgt

***Examples of generally UNACCEPTABLE Bicycle Rack Types:***



Source: City of Portland

## Appendix 3: Selected Elements of City of Santa Fe Code, Chapter 14, Supporting Bicycle Transportation

### City of Santa Fe Code, Chapter 14

#### 14-8.6 OFF-STREET PARKING AND LOADING

...

(D) Off-Street Bicycle Parking

(1) Applicability. Off-street bicycle space parking standards shall apply to all uses except single-family residential uses.

(2) Requirements. Off-street bicycle spaces shall be provided as follows:

(a) For all uses except those specified below:

<b>TABLE 14-8.6-3: General Off-Street Bicycle Parking</b>	
<b>Parking Spaces Required</b>	<b>Bicycle Spaces Required</b>
10 or less	5
11-50	10
51-100	15
101-150	20
151 or more	25

(Ord. No. 2002-37 § 90)

(b) For hotels or motels:

<b>TABLE 14-8.6-4: Hotel or Motel Off-Street Bicycle Parking</b>	
<b>Number of Employees per Shift</b>	<b>Bicycle Spaces Required</b>
20 or less	5
21-40	10
More than 40	15

(Ord. No. 2002-37 § 90)

- (i) For elementary and middle schools, one bicycle space for every 20 students.  
(ii) For high schools, commercial, trade, or vocational schools, one bicycle space for every 50 students.

(iii) For colleges, one bicycle space for every 20 students.

(iv) The number of employees or students shall be based upon an affidavit submitted by the applicant.

(3) Standards. Off-street bicycle spaces shall:

- (a) Not be located on public right-of-way;  
(b) Be designed as illustrated in Chapter XIV. Other rack designs may be approved by the Land Use Department; (Ord. No. 2007-45 § 30)  
(c) Be located on an outside ground surface which shall be paved or planted in a way which avoids mud or dirt and is easily maintained;  
(d) Be anchored so they cannot be easily removed. Racks shall be designed so that both wheels or the frame of a bicycle can be locked securely to it with a chain, cable or padlock;  
(e) Be located so as to be visible, easily accessible near the building entrances, well lit and not conflicting with pedestrian or vehicular traffic; and,  
(f) Lockers may be substituted for racks and shall be so designed that an unauthorized person cannot remove a bicycle from them. If a room or common locker

not divided into individual lockers or rack spaces is used, one bicycle per 12 square feet of floor area is assumed.

14-8.15 DEDICATION AND DEVELOPMENT OF LAND FOR PARKS, OPEN SPACE, TRAILS AND RECREATIONAL FACILITIES

(A) Purpose  
(Ord. No. 2007-12 § 2)

- (1) The Governing Body deems it in the best interest of the City and its citizens that adequate provision is made for parks, open space, trails, and recreational facilities, and for City maintenance thereof.
- (2) These regulations shall provide standards for the dedication of land or easements to the City to assist in implementing of the City's Parks, Open Space, Trails and Recreation Master Plan.
- (3) These regulations shall provide standards based upon the average number of persons per housing unit according to Census 2000 which is 2.0 persons per unit for the City of Santa Fe.
- (4) Land dedicated for neighborhood parks shall be based upon a rate of 3 acres per 1,000 persons, or per 500 housing units.
- (5) Land dedicated for regional parks, community parks, open space and trails shall be based upon a rate of 12 acres per 1,000 persons, or per 500 housing units.
- (6) For usable park land, park dedication should result in a park area of no less than 1 acre.
- (7) Land or easements dedicated for public, nonmotorized trails may be used to satisfy the requirement for dedication of regional parks under paragraph (5) above, and to establish an interconnected regional transportation system.

(B) Applicability  
(Ord. No. 2007-12 §3)

- (1) Except as limited in paragraph (B)(3) below, this section shall apply to applications for subdivision or development approvals that create new residential lots or dwelling units submitted after the effective date of this section.
- (2) Developments which are part of an annexation plat, master plan or similar document which dedicated park land in compliance with § 14-8.15 are not required to comply at time of individual subdivision or plan approval.
- (3) Public, nonmotorized trail dedication requirements set forth in § 14-8.15(D) shall only apply to all subdivision for residential lots and development plan approvals for nonresidential uses requiring approvals by the Planning Commission or the Summary Committee.

(C) Land Dedication Requirements; Park Development Requirement

- (1) Any master plan, development plan or subdivision proposing 167 or more single family residential lots shall dedicate park land to the City according to the requirements set out in § 14-8.15(C)(3).
- (2) For any other development proposing dwelling units, the City shall require land to be dedicated for either neighborhood parks or regional parks or both, unless the amount of land or type of land is not suitable for public parks, open space or recreational facilities. Where the City determines that no land is to be dedicated for neighborhood parks, then neighborhood park impact fees shall be collected according to § 14-8.14. Where the City determines that no land is to be dedicated for regional parks, then regional park impact fees shall be collected according to § 14-8.14.

**BTAC 2016 Meeting Schedule**

Bicycle and Trail Advisory Committee: meets every third Wednesday from 5:30 to 7:30 pm

January 20, 2016

February 17, 2016

March 16, 2016

April 20, 2016

May 18, 2016

June 15, 2016

July 20, 2016

August 17, 2016

September 21, 2016

October 19, 2016

November 16, 2016

December 21, 2016