

Agenda

BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING

Wednesday, September 19, 2018, 5:00 p.m. – 7:00 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 June 20, 2018
5. CITIZEN COMMUNICATIONS FROM THE FLOOR
6. COMMUNICATIONS FROM OTHER AGENCIES
 - a. Public Safety Report– SF Police Department (Sgt. Christopher McCord) – 5 minutes
 - b. City Trails Coordinator Report – SF Conservation Trust (Tim Rogers) – 5 minutes
7. INFORMATION AND DISCUSSION
 - a. Estancias del Norte Subdivision Trails (Jim Siebert, Siebert & Associates, jim@jwsiebert.com, 983-5588))
 - b. Santa Fe Metropolitan Planning Organization (Eric Aune, Planner, ejaune@ci.santa-fe.nm.us, 955-6664) – Update on Bicycle Master Plan and TAP Applications Project List for Trails
 - c. Draft Full Lane Signage Resolution (Jennifer Wellington, BTAC member, jfloresta@gmail.com, 505-690-7006)
8. ACTION
 - a. Approval of 2019 BTAC Meeting Calendar (Leroy Pacheco, Engineer, lnpacheco@ci.santa-fe.nm.us, 505-955-6853)
 - b. Five-feet Passing Distance Ordinance request for status update (Jennifer Wellington, BTAC member, jfloresta@gmail.com, 505-690-7006)
 - c. BTAC Subcommittee appointments (Chair Councilor Vigil Coppler, City Councilor, jvcoppler@ci.santa-fe.nm.us, 505-955-6811)
9. BTAC SUBCOMMITTEE COMMUNICATIONS: On Road; Off Road; Education and Bicycle Business
10. STAFF COMMUNICATIONS
11. COMMITTEE COMMUNICATIONS
12. COMMUNICATIONS FROM THE CHAIR
13. ADJOURNMENT

Next Scheduled Meeting for BTAC is October 17, 2018. Agenda & Packet Material due no later than October 8, 2018. Please submit via email lnpacheco@santafenm.com

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RECEIVED AT THE CITY CLERK'S OFFICE

DATE: 09/13/2018

TIME: 10:44 AM

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ACTION ITEMS a) Approval of 2019 BTAC Meeting Calendar b) Five-feet passing distance Ordinance request for status update. c) BTAC Sub-Committee Appointments	<i>Mr. Spencer moved to adopt the 2019 meeting calendar, second by Mr. Tallman, motion carried by unanimous voice vote.</i>	Page 9 - 15
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BICYCLE AND TRAILS ADVISORY COMMITTEE MEETING

SEPTEMBER 19, 2018

5:00 PM – 6:50 PM

City Council Chambers

200 Lincoln Avenue, Santa Fe, NM 87501

1. CALL TO ORDER

Councilor Joanne Vigil Coppler, Chair for BTAC, called the meeting to order at 4:00 pm, City Council Chambers, roll call reflects a quorum at 4:10 pm.

2. Roll Call

PRESENT

Councilor Joanne Vigil Coppler
Jennifer Wellington
Tom Sharpe
Khalil Spencer
Sky Tallman
Rachel Wexler

ABSENT

Preston Martin, Excused
Stephen Newhall, Excused
Sid Redner, Excused

OTHERS PRESENT:

Leroy Pacheco, Staff
Regina Wheeler, Public Works Director
Lt. Jose Gonzales, SFPD
Tim Rogers, Santa Fe Conservation
Eric Aune, MPO Planner
Brian Kremendehl
Steven Dayton, Audience
Brent Bonwell, President of the Santa Fe Flat Tire Society
Fran Lucero, Stenographer

2. APPROVAL OF AGENDA

Staff pulled Item 7-a until further notice. This case is in appeal therefore this item will not come back until it is resolved.

Pull 8-b, Santa Fe Police Department will address this subject.

Mr. Sharpe moved to approve the agenda as amended, second by Mr. Tallman, motion carried by unanimous voice vote.

3. APPROVAL OF THE JUNE 20, 2018 MINUTES

Mr. Sharpe moved to approve the minutes as presented, second by Ms. Wexler, motion carried by unanimous voice vote.

4. CITIZEN COMMUNICATIONS FROM THE FLOOR

Steve Dayton, Camino del Norte

Concern: I wanted to call your attention to a couple of potential hazards that I have noticed at the Acequia Trail at the south end of the School for the Deaf. The trail intersects with the driveway at the School for the Deaf; I have seen some traffic on the driveway, not a lot, visibility is pretty good. There is no signage that shows that the 2 roadways merge so you have to be aware that there may be a car coming from behind you leaving the School for the Deaf. If you continue on the trail to the backside of Capt. Marble towards Odd Fellows Hall, there are fence posts with the cable strung through them, they are about 2 feet off the ground and cable slacks making a right angle turn at the fence and you don't see the fence at night you could run in to it. Mr. Pacheco and Mr. Dayton will speak on the next business day to correct this concern.

Brent Bonwell, President of the Santa Fe Flat Tire Society

Welcome new members and thank you for serving. I would like to talk about issues from June meeting where there was discussion on funding being removed from La Tierra Master Plan funding from Grant money to a trail on the south side. There was much discussion during the June meeting about this subject. One of the BTAC members was in favor of moving the money and the other people who spoke were not in favor of doing that. Councilor Coppler at that meeting said: "There was a part of the main meeting at the end of the meeting without discussion to approve the recommendations to spend the funds in La Tierra." Councilor Coppler in the meeting and I don't know what the minutes say, she said; "I can see where this is going with no need to revote the question is if we should revote after discussion." But then the following Monday at the Public Works Committee, Councilor Coppler said that BTAC really did not have a consensus what should happen with that money and she spoke in favor of moving the money and voted in favor of moving the money. Mr. Pacheco, at the Finance Committee a few weeks after that did the exact same thing saying that BTAC did not have a general consensus on that matter and spoke in favor of moving the funds and that is also what happened. They have the right to disagree with what BTAC says, but they don't have the right to misrepresent the will of BTAC. We confronted Mr. Pacheco after the Finance Committee meeting; myself and former BTAC members Gretchen Grogan and Charlie O'Leary who spoke of keeping the money there. How can you say there wasn't a consensus and his response was "it wasn't unanimous" as one person spoke against it. I want you to be aware that the word of BTAC need to be recorded properly in motions that get voted and that your representatives need to represent what BTAC wishes are, truthfully an appropriately outside of this committee. Even though they may disagree

personally which they personally are able to do, Councilors can vote against BTAC, that is fine, but BTAC's wishes need to be represented correctly.

Citizen Communications from the Floor Closed

6. COMMUNICATIONS FROM OTHER AGENCIES

a. Public Safety Report – Santa Fe Police Department (Lt. Jose Gonzales)

Lt. Gonzales, newly promoted and in charge of Support Operations Division for the SFPD. We have an entirely new team in the Bike Operations Division.

b. City Trails Coordinator Report – SF Conservation Trust (Tim Rogers)

We have had a professional services agreement with the city since 2014 as the city trail coordinator. It expired a few months ago and we have been going on a month-to-month basis with City Parks. This PSA started with Public Works; it started as an activity that BTAC supported and made happen. It was switched to the Parks Department as a lot of our work focuses on soft surface/dirt, trail networks. We continue to report to BTAC because of the pedestrian trail, our tasks under the PSA, include assistance with trail planning and bicycle/pedestrian planning in general when the city or BTAC members would like that assistance. I am available as a resource. I have been doing bike/pedestrian and trail planning for 15 years. Mr. Rogers continued to share his background with the BTAC members. One area of planning specifically around natural sources of trails we call The Grand Unified Santa Fe Trail Organization or "GUSTO" initiative is an effort to study and develop an integrated and unified trail system in and around the Santa Fe area. GUSTO's vision is a "grand unified trail system" that allows non-motorized users to travel in a loop around the greater Santa Fe area as well as between the urban center and the periphery. The GUSTO initiative will lead community participation efforts to have a unified, sustainable trails system built around the entire metropolitan area by 2020. Ms. Wexler has participated as a member of the Department of Health. GUSTO's goal is to work with city, county and private partners to connect our natural service trails through the work of volunteers. The Parks Department did issue and RFP which we did respond to and I understand that we did not have any competition. A big area of services we provide are in promotion, we organize trail celebrations and participate in community wide celebrations. We have created an activity called Vamonos Santa Fe Walk which is a collaborative with mostly public health organizations encouraging people to get together and walk in city parks and city trails. Another big area is Community Cruise Bicycle Rides; I wanted to share with you this last weekend we celebrated our 25th anniversary in Santa Fe Conservation Trust and we had our first inaugural New Mexico Rail History celebration. I participated in that in developing trails along rails, which Santa Fe had one of the first formal rails with trails in the country. There are a lot of opportunities to develop trails on the abandoned rail beds, the New Mexico Central, the Chile Line. Part of the

celebration and activities was some mini community cruise bike rides tracing the Chile Line and tracing the NM Central. Next 2 Saturday's Mr. Rogers is offering longer versions of those rides called Explore More New Mexico Central Railroad. The following Saturday we will be exploring more of the Chile Line.

Ms. Wexler: Since your funding is now coming out of Parks will you be engaging with the Parks and Rec Committee?

Mr. Rogers: I met with them a few times and it may be that I can split the reporting between the two.

7. INFORMATION AND DISCUSSION:

- a. ~~Estancias del Norte Subdivision Trails~~ (Jim Siebert, Siebert & Associates)**
- b. Santa Fe Metropolitan Planning Organization (Eric Aune, Planner)**

Eric Aune, Santa Fe MPO

Update on Bicycle Master Plan. We had a delay through procurement issues on that project. We intended to do some aggressive updates throughout the summer but that did not happen. However, during the course of the spring and summer we have been developing an interactive web based map where the projects will be imbedded in the GIS format and will be available for the BTAC members, the public and stakeholders to view in real time. The update of the document will start in the next couple of months; we have moved that timeframe to next year early spring or summer for completion.

I have two comments regarding the Bicycle Master Plan and its Update: The Santa Fe MPO is a result of a Joint Powers Agreement between the City of Santa Fe, State, City of Tesuque and Santa Fe County and hosted by the City of Santa Fe. Each of those entities has taken ownership of that document in two fundamental ways. My comments, in the development projects in terms of the development of projects and the success of the city and the county generating funds, going through the MPO in many cases and in many cases not and building projects on the ground that reflect in the master plan. Often not on the radar screen is in the back the way the master plan has been developed is that when a development comes in town and there is a particular element in the plan near or adjacent in that property to develop there are requirements to build trails and the city and the county take that seriously as well as the state and Tesuque.

The Santa Fe MPO has an RFQ out today for the purpose of a pedestrian improvement project. This was born out of three studies that were developed in the course of the last three years. The first one is that the City of Santa Fe

has completed an ADA Transition Plan which a substantive document is inventorying pedestrian facilities as it relates to ADA throughout the metro area. Secondly, the Santa Fe MPO hosted a bus stop and sidewalk inventory about 3-years ago and took a very detailed look at every bus stop within the community. We not only compiled the condition of the bus stop but detailed the connectivity to them.

Third is the Pedestrian Master Plan that was completed in 2015. Each of those three documents creates a series of criteria to which then our consultants and our team will look through with an objective lens to develop projects on the ground for the city and the county to consider less than \$50,000 which will be local funds. City Public Works staff has been looking forward to that for some time now.

The last item is a request from Mr. Pacheco to provide an update on Applications which are the Transportation Alternative Funds which is a federally funded program open now for 20/21 Federal Fiscal Years. There is approximately \$6,000,000 per year for each of those years spread throughout the state via very specific formulas. MPOs hosing those applications and we will be submitting those applications to the state this fall. #1 was the La Tierra Trails south connector at NM599 for the Ortiz Dog Park for \$500,000 application and that is for design. #2 is for the Acequia Trail at Rufina South Meadows, \$1.6 million for design, Canada Project \$900,000 for construction – project shovel ready but we don't have funds.

The current process allows for 2 ways for the member agencies, city or county to demonstrate if they have funds. This is a new process which is simply a letter from Chief Administrator or Finance Director of the organization, particularly to say that funds are available to expend. However, the city in the past and I think this is a good practice, move through a resolution process that articulates the project; the details of the project, funding amount and a commitment from the city that; a) they will have the funds available, b) that they are budgeted. More so when going through a resolution process does and system of this nature and committees is that it provides more of a political and public support.

Mr. Pacheco added that for the half million dollar request, the city share would be about \$75,000 which would exceed any agent within the city bureaucracy to say that we would match that so to have a city council resolution; the city manager is only able to approve a contract up to \$60,000 and anything beyond that requires city council approval. I believe every one of these would need a resolution so there would be a council level awareness if the grants were granted, there is an awareness at that level and the applications were made the money could then be found. I am suggesting that next month if these applications get to the next step, one already has; we find

a councilor to support the applications and we could draft a resolution for each of these three projects.

Councilor Vigil Coppler would gladly sponsor a Resolution.

Mr. Tallman: Are you saying that the La Tierra and Acequia trails are just for design, does that mean you have a plan for them and next step would be construction.

Mr. Aune: That would be accurate.

Mr. Tallman asked if design meant including right-of-way.

Mr. Aune: The federal funds in this case do not go out for acquisition.

Mr. Pacheco corrected the response and stated that they do. The Acequia trail will require an acquisition of right-of-way for one piece; we need to follow a vigorous level of acquisition.

Mr. Aune said he will qualify this statement and report back at a later date.

Ms. Wellington asked if it would it be helpful for BTAC Members to attend City Council to speak to the issue if the Councilor is willing to present it?

Councilor Vigil Coppler said it would not be necessary as Resolutions do not require public comment.

Mr. Pacheco said that the biggest message of support is when it comes back to BTAC to send the statement that is has been through BTAC and the committee supports the three particular applications.

Ms. Wellington asked about the potential of a bike play park.

Mr. Aune said it is referred to as the traffic garden bicycle park. About 18 months ago I went through a series of presentations with BTAC, Parks Committee and invited one of the designer from Seattle and in February we met with the Parks Director and there was a movement to move from a staff level to CIP process. Subsequently leadership changed and I have yet to meet with the Parks Director.

Ms. Wexler asked about the interactive map mentioned earlier in the meeting, will it include existing trails.

Mr. Aune: Yes, we are magical in that way as to what the city GIS has already incorporated in to it and our partners are willing to partner with us and that feature is already embedded.

Ms. Wexler: Will I be able to look at it on my phone? Is there an app.

Mr. Aune: This is a planning tool; your phone might be too small to see.
Derek Garcia, Planner and I are always willing to meet with you in the field.

- c. Draft Full Lane Signage Resolution (Jennifer Wellington, BTAC Member)
I am sponsoring it through Bike Santa Fe using these signs; they have been more effective then share the signs. If you go to a dinner party and talk to people about these signs and you ask them if they know what the signs mean, it is flabbergasting that people don't know what the signs are. We talk about the sharows and people do not know what they are. There is a lot of confusion and lack of education. I feel and the advocacy of Bike Santa Fe feels that bicycle useful signs are more than ready for that sign. It has been brought up in Public Works and there seems to be no resistance or perhaps there is a welcome to use the sign.

Regina Wheeler asked Bryan if he could share information on the sign. It does seem to us that education is key to success and safety of bicyclist and this is a really great piece, not only the bicycle useful lane signs around town but also the signs entry way to town that indicate what the ordinance requires. It also brings education and more clarity and strength to the message that bicycles are a vehicle and are eligible for that full clearance. It is a powerful way for us to take a big step forward with our bicycle safety on our road. Bryan has done research and can provide additional information.

Councilor Vigil Coppler will sponsor the Resolution. Where is it in the process?

Mr. Pacheco: Bryan has done a good job and has spoken to staff in public works and legal. The draft in the package has been evolved from the initial one sent. Jesse Guillen, Legislative Liaison, next step is waiting for a sponsor. It would come back to BTAC for approval at next meeting. It has financial impact it would need to go to Public Works, Financial Committee and Public Safety. Mr. Pacheco reiterated that this is a Draft.

Mr. Tallman: What is the language in the draft? Line 9 – Page 3: bicycle can use two lanes, what is missing is to replace existing signs; it needs to be specified or clarified.

Councilor Vigil Coppler clarified Mr. Tallman's statement; we need to enact language that says the share the road signs would be replaced.

Ms. Wellington: Line 13: It was struck out and I don't know why but it does say, it is practical but no less than one calendar year from the date of this document resolution replace existing share the road with bicycle may use lane signs. Perhaps it needs to be massaged, that was the original intention to get rid of all of the share the road signs.

Mr. Spencer: That was my impression from the wording to cease the use of the share the road signs. I fully support this idea and share the road is rather vague

advice that doesn't show the bicycle community, what is my share? Bicycles can use the full lanes, we need clear legal advice to everybody, to know what the law says and requires and what the rights and responsibilities of bicyclists are; it is a great idea to get this through as soon as we could.

Mr. Sharpe: Do we know of any other cities who have adopted this?

Jennifer Wellington: As stated on line 14, page 2, Transportation studies and if you look them up on line you will see many cities as well as states, Florida adopted in 2011 and Oregon adopted it in 2015 to say bikes can use full lanes statewide. It is easy to find information on Texas, they are ahead on bike issues and laws.

Sky Tallman: Line 24, page 2 "WHEREAS; vehicle drivers within the City should be educated as to the requirements of the 5-foot minimum passing distance when motor vehicles pass people on bicycles as provided in Uniform Traffic Ordinance Section 12-6-2.70" – language like that is very vague. It might be more useful if we included language on how it could be measured.

Councilor Vigil Coppler: Do you have a problem with the word should; should it be shall?

Sky Tallman: (inaudible)

Councilor Vigil Coppler asked Mr. Kreimendehl if he could address the education concern on line 24, page 2.

Brian Kreimendehl: The most recent draft that I received from Jesse Guillen had stricken the language on education and he added back in the part about replacing the share the road signs, that specific clause. (This may not be the latest draft).

Ms. Wheeler: Whereas; are often vague, that is sort of the purpose, we could get more specific in the Now Therefore Be It Resolved. If not in the current draft, we can add the education campaign. It might not be extremely specific but we could indicate methodology and timeframes.

Mr. Kreimendehl: I agree with Director Wheeler.

Ms. Wexler: I wanted to comment that I was in Chicago about 4-years ago and I saw this sign, it has definitely been implemented in other cities.

Mr. Kreimendehl: To address the previous question, the Bicycle lane sign is currently used in Las Cruces, and Albuquerque is getting ready to implement them on Campus Blvd. between Carlisle and Monte Vista as part of a project.

Ms. Wexler: I am in full support of this Ordinance, I spent a lot of time trying to educate individuals, when I worked with the city on what is a sharow and I'm curious if the city is going to continue with the sharow signage and does that need to be included in this ordinance or is that a separate educational initiative?

I think it is important as there is a failure on behalf of the city to explain to people what a sharow means and why it is important.

Mr. Kreimendehl: I think it is a best practice for the city to use bicycles may use full lane signs where there is a sharow; they seem to go together very well. Addition of these signs will be effective and educational.

Ms. Wheeler: We have just started to explore and feel we need more discussion and will come back with better answers at a later date.

Mr. Spencer: My understanding that both sharows and bicyclists can use full lanes on roads where lanes might be too narrow to share. I don't know if the City Engineer is going to go out with tape measures and actually see if a lane is a substandard width in which case would fall under the state and city ordinance which give the right to bicycles for a safe lane. Should vs. shall means that you have to do it and if that is the case the education part would need to go in the Resolution part vs. the Whereas to direct the city to do that. The Whereas are more justification for the Resolution.

Ms. Wheeler: We haven't mapped out the full implementation this was to get it to BTAC for general discussion and we will discuss it more before you see it again next time and we will be prepared to provide more answers.

Councilor Vigil Coppler: Expressed her thanks to committee members and staff please pass these comments forward to the appropriate departments.

8. ACTION ITEMS

a. Approval of 2019 BTAC Meeting Calendar (Leroy Pacheco, Engineer)

Every 3rd Wednesday.

Mr. Spencer moved to adopt the 2019 meeting calendar, second by Mr. Tallman, motion carried by unanimous voice vote.

Ms. Wexler: 5:15 pm time would be easier than 5:00 pm.

Ms. Wellington: I have the same concern about getting here at 5:00 pm. I would like to see the Citizen Communications at a different location in the agenda to allow people to get her to participate. I would also support the 5:15 pm time change.

Chair doesn't have a problem moving Citizen Communications down in the agenda.

Mr. Pacheco stated that the deadline to approve the calendar is October 31st.

b. Five-foot Passing Distance Ordinance request for status update (Jennifer Wellington, BTAC Member)

Member Wellington felt strongly that this item should be heard and more so with Lt. Gonzales being available. Mr. Pacheco stated that he pulled this item as he sent it to SFPD to be prepared to discuss for a short time.

Lt. Gonzales stated that they are looking at a device called Code Access which can measure the distance from bicycle and a passing vehicle. This technology started in about 2017. Version 3 will be available in 2019. If you are familiar with our radar detection, which we use to monitor the speed of vehicles here in Santa Fe, this is very similar however this is ultrasonic vs. radar although it works in a very similar fashion. It mounts to a handlebar and again measures the passing distance of a vehicle and the bicycle. It does have an additional option for a camera that can be mounted to the display so the evidence can be captured on video. There is a separate unit that would have to be purchased so the data within the unit itself could be downloaded and stored and produced later on. Cost is about \$1500 per unit and it is attached to the handlebars of the bicycle unit. Training will be provided to those certified for the bicycles.

Mr. Tallman: If this is implemented would this go to an enforcement program or data collection to actually see what can be done when they are overtaking bicycles?

Lt. Gonzales: Any time we initiate a new enforcement model it is always best to collect your data, identify the issue at hand and we want to make the public aware of the issues so they understand that the SFPD is not out only to issue citations and collect general fund money. It is all about public awareness, training and public safety. Those are the steps, we would train our officers on new equipment, collect some data to assure that the training corresponds with the way the unit should be operating, put it out in the field to see if we have any more data that identifies specific targets or problem areas. We definitely would have media releases for public awareness to reconfirm that this is about public safety. Last step would be some type of enforcement program which in most cases would work well; quasi community contact where verbal warning, citations and education material can be handed out vs. just issuing a citation.

Mr. Tallman: If you are using this in a high-speed zone, not downtown, how do you issue a citation, will it take a photograph?

Lt. Gonzales: We wouldn't be able to pull over a car while we are in a bicycle when they are going a high speed. In a situation like that we have a couple of other specialized units such as the motorcycle unit, the traffic unit, have an officer with the unit mounted to the bicycle can verify that pre-designated distance that they violated, they could radio to a motorcycle officer or an

officer patrol car once the suspect has been identified. It is not purely by the officer on the bicycle while conducting traffic citing.

Ms. Wellington said offered a packet of information on other cities that are using this equipment. Ms. Wellington said when she spoke to Chief Padilla at the SFPD, he was very open to the practice of doing like a sting operation once the information is collected that you have an officer on a bicycle, 1 or more, and they are checking and you will have a police car up ahead just like in other kinds of traffic checking operations. Also in response to Lt. Gonzales statement, education is needed first before issuing a citation and that has to do with another agenda item which is changing signs so bikes can use full lanes.

Lt. Gonzales – We would prefer to say selected traffic enforcement program vs. a sting which is outdated. We are not out to issue citations and collect general funds, we focus on public awareness and public safety.

Ms. Wheeler: Is it possible to have these pieces of equipment in the vehicles so they could monitor on higher speed roads and other places where bicycle patrol is needed?

Lt. Gonzales: We would defeat the purpose to mount these in a police car because the ordinance doesn't give a set distance for vehicles to pass another vehicle. The purpose of these is to have an officer on the bicycle going down a bike lane or a roadway and again the unit has pre-set distances and as the vehicle passes the bicycle it would alert the officer that it has violated that pre-set distance. It is all geared to have it mounted on the bicycle on the roadway.

Councilor Vigil Coppler asked in addition to Ms. Wheeler's comment, it seems they would be of more worth in the police vehicle. How many police bicycle officers do we have right now?

Lt. Gonzales said it doesn't help to be mounted in the vehicle; it must be mounted to the bicycle to measure the distance from bicycle to the vehicle. Lt. Gonzales also stated that there are only 3 bicycle officers at this time due to attrition.

Councilor Vigil Coppler asked if there is any technology for equipment to be mounted in the unit that can measure distance? Also, this refers to 3' and she understands that it is 5'.

Lt. Gonzales said no mounting for the police units at this time. Answer to distance, the model for this unit is 3' which the manufacture recommended. There are various distances and the model can be adjusted.

Ms. Wellington would hope that more officers can be trained or certified as part of their work and certainly Bike Santa Fe is always ready and willing to

teach the basics on bike cycling which is a bicycle certified course for vehicular cycling. The more people that are on a bike, even in a training makes them much more aware on vehicular cycling and the fact that vehicular cyclists have the same right on the road as a car. I believe that right now that is missing from our law enforcement because there are not a lot of people who are aware of the laws that affect cyclists or the enforcement of it or the kinds of situations where; although a bicycle is a vehicle it should be treated as a slow moving vehicle. There are situations where a bike still has to act differently than a motor vehicle and vice versa. You did do not understand those until you are on a bike and particularly in some sort of educational situation where you are put in situations where you need to think of some of these more unusual or sophisticated types of moves and decisions.

Lt. Gonzales: As far as our officers on bicycles we do have a designated bicycle team and auxiliary bicycle officers. We are budgeted for a certain amount of officers in specialty areas. Due to attrition, we do face difficulty filling those spots. There is a very detailed course that every officer that wants to ride on a bicycle has to go through. It just so happens that our bicycler officers and our Sgt. are also instructors and allows us to train in-house which expedites the training and process.

Ms. Wexler: I agree with Ms. Wellington that much of this information is not known until you have been out on a bicycle and have to deal with these situations. I do think there is a huge educational component that the city has not taken on in any way that I see. I am curious about other models of enforcement of a law like this. I am sure we are not the only city in the country that has a minimum passing distance for bicycles. I am curious how other cities are dealing with this issue. As we all know for any of us who are out there riding our bikes, if you are commuting to work on a street you are being passed, every car that is passing you and the exception is the car that gives you enough room. We all have that experience on a daily basis and I don't believe that the bicycle officers, with all of the things that are trying to cover are really going to be able to make a dent in that issue for those of us who are commuting on a daily basis. I look forward to hearing from you on other models for enforcement of this.

Lt. Gonzales stated that he would research more for the future. As the new staff liaison to the BTAC he will continue to learn more and report back with these new directives.

Mr. Tallman – We need to look at the resources we have and hope that this committee can work with the SFPD and the bicycle officers to design policies and collect data in Santa Fe to make it safer for bicyclist. I do not want to criticize I would rather help.

Mr. Pacheco: About 4 or 5 months ago SFPD brought a stimulating bicycle safety report and it's data and this is a data collection device. This gives you the sense if this particular issue is coming up a lot is the tracking of accidents and what the reasons were. So if this device data gets added to that bicycle safety report and perhaps if this report was done annually, and delivered to BTAC, any new device data collected with inform us of what the reason or cause of an accident had been.

Lt. Gonzales – Any reason or cause of an accident is going to be documented in the Universal Crash Report, which is used statewide by every law enforcement agency. NMDOT contracts with UNM to compile community reports, crash data reports, DWI reports; that crash data report will include any vehicle crash which coincides with the bicycles.

Councilor Vigil Coppler did ask that Lt. Gonzales also look at the report from Lt. McCord and that information is brought back to BTAC as it is updated. We had a press inquiry from KRQE today on the 5' passing. If you are interested you can look that up on KRQE website, Mr. Pacheco was interviewed by the reporter.

Ms. Wellington: We are a silver level bike friendly city and I worked on the last application that was submitted. We are weak in education and enforcement; those are areas that we want to work on. Thank you and I look forward to working with Lt. Gonzales and the SFPD.

c. BTAC Subcommittee Appointments

Mr. Pacheco included the Resolution pertaining to sub-committees. It does state that the Chair may appoint sub-committees as needed to study in depth the responsibilities assigned to the committees and to present this information to the committee. Sub-committees shall be made up of no more than 4 members of the committee so you avoid a quorum and 3 interested members of the public. Mr. Pacheco continued to recite verbatim from the Resolution. Mr. Pacheco informed the Chair that she has fully authority per this Resolution to appoint sub-committees. The sub-committees that exist with the prior Chairmanship were:

Bicycle Business Sub Committee, Chaired by Preston Martin
On Road Bicycle Sub Committee, Chaired by Steven Newhall
Education Sub-Committee, Chaired by Jennifer Wellington
The Off Road Sub-committee is vacant since Charles O'Leary's departure.

Above are the four sub-committees that we have and there are other members of BTAC who serve on these sub-committees and also members of the public.

Mr. Pacheco requested that each sub-committee Chair provide him with the list of members from their sub-committees for the next meeting. The Chair can make those appointments.

Ms. Wellington had two BTAC members on the Education Committee who are no longer on BTAC and 2 citizen members who also had to be approved and neither of the citizen members is available any longer. How do I restore membership to that committee?

Ms. Wellington stated that the Education Sub-committees purpose or aim is to determine where education is needed and how we can facilitate it, we don't have to do it ourselves, what groups we need to work with or community activities we could be at. One of the things we have come up with is that education isn't only bicyclist that a strong education component needs to be developed and carried forward for motorist and a lot of it is motorist. If we could get this education element through traffic court education, or drivers' education programs; that is what we are looking at. In my capacity through Bike Santa Fe, we have recently made created a relationship with the SFPS because they have a new Sustainability Program Manager and she is also a Link Certified Manager and is anxious to see more bicycling programs in the schools.

Mr. Pacheco: The Education Sub-Committee has kept me the busiest. They are also primarily responsible for the fact that the city is a designated city in the country as the highest ranking Silver Rating in the City and we are pushing for Gold, we are valid until 2021. I should bring this information item to a future city. They were fundamental in working on the application and got us to silver, we are missing keeping that baton moving, we haven't let the town and the state know how good we are. This committee is very important and I would hope that other committees would; and this is your agenda to move bicycling and pedestrian activity forward. Ms. Wellington needs help and hopefully the community will participate, thank you to Ms. Wellington for her work.

Ms. Wellington: Regarding the application for League of American Bicyclists, when they have provided feedback they have said we are weak in education and enforcement and we want to raise that bar for ourselves and see more activity. We have slid back on some of the roads in town and you may or not be aware, bump outs put in or taken out, and there is work on that application to be done to make up for or change that. There is another organization reputable, People for Bikes; they recently scored us and I do not know who was involved in creating the report or who they talked to but we do have an opportunity to engage with them when the league comes to the city. They are giving us an overall score of 1.6 out of 5 which is very different and we should look at both of these to see how we can improve.

Councilor Vigil Coppler: It would be helpful if we had an overall description of the purpose for each of these committee for the members to review. The Chair asked for the descriptions to be sent to each member by e-mail.

Mr. Pacheco will add this item to a future meeting agenda with a definite definition. This will provide more ability for the Chair to make appointments.

Bicycle Business has basically been Preston Martin, and he and Steven are involved in local bicycle businesses; that was a good fit. Off-road has to do with and I believe we had a member from the Santa Fe Flat Tire Society speak; they are a wilderness trail system.

9. BTAC SUBCOMMITTEE COMMUNICATIONS: Education Committee

Ms. Wellington stated that Education can continue to work on safe routes to school and being on bikes more often.

10. STAFF COMMUNICATIONS

Mr. Pacheco: Sub-committees bring forward the work for staff. The items are put on the agenda by BTAC members. This is your agenda, contact Mr. Pacheco and let him know if there are any additions. All items are approved by the Chair.

11. COMMITTEE COMMUNICATIONS

Mr. Tallman has a Bicycle Blog and wants to be assured there is no conflict of interest.

12. COMMUNICATIONS FROM THE CHAIR



Welcome to the new members. The Chair noted that she will inform the new members about committees and sub-committees are available. Thank you to have a full committee. Chair is looking forward to the Education segment of this committee. It is important for the public to be educated on the laws and rules of bicycling. Bicycling on a sidewalk.

Eric Aune: It is perfectly legal to bicycle on a sidewalk.

13. ADJOURNMENT

There being no further business to come before the BTAC, Chair called for adjournment at 6:50 pm, motion carried by unanimous voice vote.

SIGNATURE PAGE:

	
Councilor Joanne Vigil Coppler Chair, BTAC	Fran Lucero, Stenographer