



Agenda

DATE 3/12/13 TIME 6:50pm

SERVED BY Bob Siqueiros

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BICYCLE AND TRAIL ADVISORY COMMITTEE MEETING

Wednesday, March 20, 2013 5:30 p.m. – 7:30 p.m.

City Council Chambers
Ground Floor, City Hall

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF AGENDA

D. APPROVAL OF MINUTES from February 20, 2012

E. CITIZEN COMMUNICATIONS FROM THE FLOOR

F. COMMUNICATIONS FROM OTHER AGENCIES.

G. DISCUSSION AND ACTION

1. Presentation, Discussion and Action – “Bike Sharing in Santa Fe” a final study prepared by Lucy Gent Foma a former MPO Intern.
2. Discussion Regarding the Cost Estimate to Construct an Unpaved Trail from Milagro St. to the City’s Dog Park (Leroy Pacheco/Bob Siqueiros).
3. Discussion Regarding the Next “Bike to Work Week” May 13th thru May 17, 2013 (Lancia Gonzales)
4. Discussion and Action Regarding “Complete Streets in Santa Fe” (Bob Siqueiros).
5. Discussion and Action Regarding the Agenda Items and Scheduling the First City/County Joint Meeting with the 2 (two) Joint Meeting Representatives for a Meeting in April or May 2013 (Bob Siqueiros)
6. BTAC Subcommittee Updates:
 - On-Road
 - Mountain Bike
 - Bike Education and Outreach
 - La Tierra Master Plan

H. STAFF COMMUNICATIONS

1. BTAC Request for Information Log (Bob Siqueiros)

I. COMMITTEE COMMUNICATIONS

J. ADJOURNMENT

PERSONS WITH DISABILITIES IN NEED OF ACCOMMODATIONS, CONTACT THE CITY CLERK’S OFFICE AT 955-6520, FIVE (5) WORKING DAYS PRIOR TO MEETING DATE.

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BICYCLE & TRAIL ADVISORY COMMITTEE
March 20, 2013

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MINUTES OF THE
CITY OF SANTA FÉ
BICYCLE AND TRAIL ADVISORY COMMITTEE

March 20, 2013
5:30 p.m. – 7:30 p.m.

A. CALL TO ORDER

A regular meeting of the City of Santa Fé Bicycle and Trail Advisory Committee was called to order by Chair Patti Bushee on this date at approximately 5:40 p.m. in Council Chambers at City Hall 200 Lincoln Avenue, Santa Fé, New Mexico.

B. ROLL CALL

Roll call indicated the presence of a quorum as follows:

Members Present:

Patti Bushee, Chair
Frank Herdman, Vice-Chair
Gretchen Grogan
John Longworth
Tomás Rivera
Shelley Robinson [arriving later]

Members Absent:

Joseph Abbatacola [excused]
Lisa Miles
James Ronald Pacheco

Staff Present:

Bob Siqueiros

C. APPROVAL OF AGENDA

Mr. Herdman moved to approve the agenda as presented. Mr. Longworth seconded the motion and it passed by unanimous voice vote.

D. APPROVAL OF MINUTES FEBRUARY 20, 2013

Mr. Longworth moved to approve the minutes of February 20, 2013 as presented. Ms. Grogan seconded the motion and it passed by unanimous voice vote.

E. CITIZEN'S COMMUNICATIONS FROM THE FLOOR

Mr. Steven Newhall invited everyone to the third annual bike swap on Saturday March 30th at Rob and Charlie's from 10 - 2 pm. Five percent would go to Bike Santa Fé and the community table would provide 25%. Rob and Charlie's were having a bike demonstration tomorrow from 12-5.

F. COMMUNICATIONS FROM OTHER AGENCIES.

Mr. Wilson said the construction for Old Santa Fé Trail would be from the city limits to El Gancho. The construction funding wasn't until 2017 so there was time to consider piggybacking with the city part. It was in the Bike MP.

Chair Bushee asked about the Washington Street detour.

Mr. Wilson said they seemed to be moving quickly and the project would include replacing the sharrows after repaving. He talked with them about squeezing in bike lanes but DOT was reluctant to commit to any bike facilities. He agreed to keep it on their radar.

Ms. Grogan asked if they would put sharrows on Paseo.

Mr. Wilson agreed potentially but said he would follow up with DOT. The City did put sharrows on the four lane side and agreed to talk with John Romero about it.

Ms. Robinson arrived at this time.

G. DISCUSSION AND ACTION

1. Presentation, Discussion and Action – “Bike Sharing in Santa Fé” a final study prepared by Lucy Gent Foma, former MPO Intern.

Ms. Foma said she took the questions and recommendations and filled out a little more of her report which she would submit for her masters at Cornell University.

She reviewed bike sharing and its purpose which she revised since December and then got to what she had been doing during the last couple of months. Her primary findings were for the downtown.

Bike sharing was a network of bike stations for the community and tourists to take trips of less than 30 minutes. And it connected with all modes of transit, ideally where people came in at the Depot to go to their office or for someone who takes public transit regularly while raining and ride home when rain was over.

The kiosk was usually self-service, would take credit cards and was solar powered. You unlock it by using your member card. The bicycles were iconic to prevent theft. They were not mountain bikes or road bikes. They had three speeds with a GPS tracker.

Station placements usually were within a quarter mile so if all were checked out people could go to the next station. If they were much shorter than that it would be just as easy to walk.

She reviewed Boulder's and DC's bike share programs. Mr. Wilson had suggested San Antonio as a comparison for historic sites. They had 200 bikes and three stations operating year round and annual members were about 1000 and three times that many from tourists who paid more for daily passes. San Antonio was at the LAB bronze level.

She explained why bike shares failed. The NYC Department of Transportation did an immense study with 400 community meetings. They had five times as many stations plotted but haven't started yet. They seemed to fail when they didn't know why they existed.

Not having enough stations or not enough capital were also reasons. One was failing because of mandatory helmet laws. Another was failing for not having a BFC environment.

A grad student at Virginia Tech did a study in bike sharing equity. There were lots of research projects out there. He found that in poor areas there was a lack of biking facilities and no funding for bike/pedestrian outlets and little access to bikes. To get more biking he was working with housing authorities so costs could come down with special qualifications and pay on a monthly basis instead of annually. Also they coordinated with federal credit unions because lots of people don't have credit cards.

Regarding costs, it was \$5,400 per bike for installation, including system wide stations and administrative and staff. And the program costs \$200 per bike per month. The City could have it run by the City for control but there was a learning curve. Of the City could have a third party run it.

She shared a list of vendors in North America. For small systems, mostly people go for a non-profit because there would be less burden on the city.

She listed indicators for good bike sharing and noted that steep topography and high altitude would be detriments. From the Long Range Planning office she got a map of employment centers. Most were along Cerrillos and St. Francis. The Downtown District was not as much for employment but more for tourists. She explored South Capital and Siler Road areas. She used this for paring down the feasible areas.

Most indicators were in the downtown area. A lot of different places would work for a bike station although right-of-way was a factor. She indicated best locations -

In the demand analysis she found that bike sharing takes the niche between pedestrians and private biking. Travel demand methodology was how many would transfer from other transit modes to bike sharing. She presented local demand estimates using a pie chart.

She did the field research for Las Soleras three years ago. 14% of commuters from Albuquerque come on the train (about 5,000 daily) and she couldn't estimate tourist demand so instead of numbers, she laid out two scenarios. Most tourists come to Santa Fé by car but bike shares could help them leave their cars behind. However, it was often easier to walk downtown. In the second scenario increased awareness

came with people who have done bike sharing before. This would take more research.

Her finding was that Santa Fé could not currently support a bike sharing program. The City was too small; it was easier to walk; tourist use was unknown; commuters currently ride shuttles or walk from the train station. And it was easier to drive.

For follow-up, she suggested the BTAC decide what the bike share would do and the purpose to have it. She suggested coordinating with Albuquerque as a conduit of the Rail Runner. It would be worth continuing to invest in trails, underpasses, etc. They also needed to go to schools to recruit young people to bikes.

Chair Bushee thanked Ms. Foma very much.

Mr. Herdman said she was clear and cogent and her conclusions assured him of the decision.

Mr. Rivera agreed. Chain breakers had been looking at this for a long time.

Mr. John Lovey, 1713 West Alameda and member of chain breakers, said they had 300 dues-paying members and most were commuters. He was prepared to share information why they felt a bike share program would not work. He had some papers to share.

He said they had an idea to suggest how the \$50,000 could be spent some time.

Chair Bushee asked if their comments were in the packet. Mr. Lovey said no.

Ms. Grogan was curious about students using bike share.

Ms. Foma said there was a high correlation of college students with bike share but St. Johns College was located up that massive hill. Santa Fé Institute of Art and Design was on Cerrillos so they were not in a bike friendly area. And with 600 students at Santa Fé Institute of Art and Design and 700 students at St. John's College, it was a relatively small population. Tourists didn't typically do a trip like that. Most were families with small children or elderly couples and they would not use bike share program.

Ms. Robinson said this was comprehensive and said around the Railyard and Downtown were the best places. This was so conclusive for BTAC.

Mr. Longworth felt it was a great job and presentation. He referred to page 29 and asked if her stats on "bus" included the city's shuttle.

Ms. Foma thought it did. She said she could make sure and include it in her report. She hoped to have all formatting done by the end of April.

She announced that she had just accepted a job as Bandolier's transportation director.

2. Discussion Regarding the Cost Estimate to Construct an Unpaved Trail from Milagro St. To the City's Dog Park (Leroy Pacheco/Bob Siqueiros)

Mr. Pacheco said he was asked at City Council to come here and talk about trail connectivity to Camino las Montoyas in the construction approved for this spring. It would be concrete with the underpass which left two pieces of multi-use. It was 4,000 feet long on the south to the dog park. He pointed it out on a map and explained that the three circles showed the mile radii. It was two miles from the Plaza to the tunnel. The cost was about \$100,000 using professional trail builders. It would be single track with Environmental Assessment and archaeology clearances.

Chair Bushee said there was no money for re-allocation of trails now. There was resurfacing or transit or alternative transportation. She was not sure why the City would consider \$100,000 just for mountain bikes. Maybe they could use volunteers unless there were other sources of funding available.

Mr. Pacheco said Eric Martínez asked us to do it in May. The project list in La Tierra would be pretty much complete so there might be \$100,000 or more available and BTAC could help staff decide. There would be some projects that would just have to wait for funding but he believed they hit most of the significant ones.

Mr. Herdman said he spent a lot of time out in the Northwest Quadrant. The area was world class and the trail system was great and the City could be proud of it. The one missing link was the lack of connectivity here. He asked the status of the underpass and trail from Milagro under the underpass.

Mr. Pacheco said the project was approved and would start in a couple of weeks.

Mr. Herdman recommended that BTAC in May see what the budget was and suggested at that time to look at the expenditure. When IMBA was in town they saw how in a couple of hours the trail could be constructed. He thought it would be doable in about four hours.

Mr. Pacheco pointed out that this particular connection had some major issues. The City didn't own all of the ROW, not that we haven't got good relations with SFPS but the topography would require some special work on drainage and erosion control and EA clearance and archaeology clearance. The design was estimated at \$25,000. And it could be completed this summer so probably would be a fall project.

Mr. Herdman thought a dirt single track was appropriate. Los Montoyas has the sharrows on it but cars drive fast and there was no shoulder there.

Ms. Grogan said they received a memo on making this an urban trail. Mr. Pacheco agreed. That was 1,400 feet long and ten feet wide. She asked why that section was to be paved.

Mr. Pacheco said they were going back to the MP and one of the five objectives for the money to be spent on was connectivity to the City by the neighborhoods and that link from the wilderness trail system was designated as an urban trail. A lots of acequia trails were just single track pedestrian paths. The system still had a lot of room for discovery. He hadn't used it much but now more people would see it as a destination. It was planned as an urban trail in the MP. Getting to Milagro was phase one. It made sense

economically to make it a wilderness trail. And north of there was an urban trail - .

Mr. Herdman suspected the need was to be concrete but he couldn't imagine where to put a trail down there with all the rip rap and the arroyo and when coming out of the tunnel there was a three foot drop off into the arroyo.

Mr. Pacheco said it takes time to get it right. The tunnel was built by NMDOT with the help of city planners in 2000 to integrate it with the city. Staff worked with the powers that be to get the urban trail as far as the money would take it. Money would keep them from doing the trail all the way to the dog park. But a trail in the interim would be wonderful. There probably would be enough money to do the wilderness trail.

Mr. Herdman said the tunnel was intended to connect on the north side the urban trail spine that take people all the way through that arterial through the NWQ. It was probably about 12' wide - not concrete but solidified. The long term vision was having an urban concrete trail to provide the connectivity but there was not yet enough money.

Ms. Robinson wanted to have Mr. Pacheco just walk the BTAC through what it was looking like right now. She hadn't been able to figure out how to get under 599.

Mr. Herdman explained on the map. With a pen he showed how La Cuchara was an accessible dirt trail to get you right to the tunnel. During IMBA the volunteers built the wilderness trail where they would put the urban trail. They were building it as an urban trail from the tunnel to the city street. Once paved they would have a trail all the way to the tunnel. Las Montoyas was just repaved with sharrows so bicyclists could get to the urban trail by the summer.

Mr. Longworth mentioned that on the paved portion area there was an apricot tree.

Mr. Pacheco said they were planning to keep it. It would be a beautiful trail and might inspire the City to budget the \$800,000 for it.

3. Discussion Regarding the Next "Bike to Work Week" May 13 through May 17, 2013 (Lancia Gonzales)

Ms. Roybal said they had a couple of months of planning with community crews after that event and on Sunday. They had their first meeting Monday night with lots of new faces and good ideas. There were representatives from the County and from DOT and people wanting to volunteer. They were now working on partnerships with community entities. Mr. Wilson kicked in \$2,000 She thanked Mr. Siqueiros and Mr. Pacheco for help with permits. Mr. Jon Bulthuis provided \$1,500 worth of ads in bus wraps. The remainder was for music and she would get some donated. So they were in good shape on the budget. She added that they didn't get a photo this year for the t-shirts. Everyone would have different opinion about the art.

Ms. Roybal said they were on a tight schedule and couldn't wait for a photo this year. She said they would partner with all the bike shops. The frustration last year was that many bike shops were preparing for the Century but she would try to get them out there this year.

They were working with the libraries on promotions with kids and with St. Vincent's hospital for bike rodeo or bike safety. They were also working on a schedule to develop clinics. She thanked Mr. Rivera for his help last year with "fix a flat" at Nambé Pueblo where they fixed about 50 bikes.

She introduced Ms. Gonzales as the bike to work week coordinator. She was the expert.

Chair Bushee liked the T-shirt.

Ms. Robinson wanted a tank top version and Chair Bushee wanted a long sleeves version.

Mr. Rivera wanted to be involved and would be at their next meeting.

Chair Bushee wanted to make sure they were promoting all the new connections, giving out bike maps, etc.

Ms. Roybal said they were working with on Templeton Marketing Services and a graphic artist on the bus wraps.

Ms. Gonzales agreed to let BTAC know of their other meetings.

4. Discussion and Action Regarding "Complete Streets in Santa Fé" (Bob Siqueiros)

Mr. Siqueiros said they included new streets in the Complete Streets project. There was a series of emails from Kat Downing and BTAC wanted it on the agenda but he didn't know why. He said the standards were in the packet.

Chair Bushee said street standards were switched in Tierra Contenta now from narrow streets to wider streets. The new design came out of transportation and they would see how well it worked.

Mr. Siqueiros pointed out that collector streets and neighborhood streets didn't have bike lanes but the bigger classifications did.

Chair Bushee said Henry Lynch Road had sidewalks but no bike lanes. There was a road diet for Siler Road but then a little connector there.

Ms. Robinson mentioned that for the Old Santa Fé Trail project they were having a community meeting tonight on it.

Chair Bushee pointed out that the funding wouldn't begin until 2017.

Mr. Wilson said the project was to do bike lanes there for \$150,000. It would be done with the water line project and have state funding for it. They have always looked to see if they could reallocate for bike lanes. The constraints on Botolph were very severe. But it was on the top of their purview as they

reconstruct each piece and full multi-modal would be integrated.

Chair Bushee asked if Old Santa Fé Trail was where they were debating on-street or off-street biking.

Mr. Herdman noted it was the Guadalupe type where you have congestions of the lanes.

Mr. Wilson said it was a standard design and being reinforced by the new directions. With a driver who was not paying attention he wanted to be left of the right turns. A gentleman that got hit was due to driver error.

Mr. Newhall said the LAB version was exactly what they would want. It really was the safest way to go through.

Chair Bushee asked if the City needed to update any ordinances to get complete streets on the books.

Mr. Wilson said in the MPO plan they referenced Complete Streets strongly at least for those that were federal or significant. The city's Chapter 14 road standards dealt with that. There were additional standards going beyond the standard. Colored bike areas and colored boxes. When they talked to John Romero about them his concern was that the color painting would get worn off and his budget had been shrinking over the years.

5. Discussion and Action Regarding the Agenda Items and Scheduling the First City/County Meeting with the two Joint Meeting Representatives for a Meeting in April or May 2013 (Bob Siqueiros)

This item was not considered.

Mr. Longworth excused himself from the meeting at this time.

6. BTAC SUBCOMMITTEE UPDATES:

- **On-Road**

This item was not considered.

- **Mountain Bike**

This item was not considered.

- **Bike Education and Outreach**

This item was not considered.

- **La Tierra Master Plan**

This item was not considered.

H. STAFF COMMUNICATIONS

1. BTAC Request for Information Log (Bob Siqueiros)

Mr. Siqueiros explained that Mr. Abbatacola was appointed to BTAC but couldn't be present for this meeting.

Mr. Siqueiros reviewed the appointments.

Chair Bushee wanted to make sure the expired terms got a two-year term. Mr. Abbatacola would be a one-year appointment.

Mr. Siqueiros said the chain link fence at the Gail Ryba underpass would be taken down and rustic railing would be installed.

Mr. Pacheco said the Arts Commission missed the detail. They discussed it with Parks staff. It was the solution on the tunnel at 599. It was a way to wake up people. It was about \$38,000 and the fence was complete and the fence was reusable. There was money in the budget for it. They could use Council-approved contracts but it would be helpful to have a BTAC recommendation next month.

He agreed to ask the Public Works Director if he was comfortable just with this discussion or wanted a motion on it. It would help to say it was based on a BTAC recommendation.

The Committee briefly discussed several items on the information log which was not included in the packet.

Ms. Grogan requested to have the Acequia Trail underpass status on future agendas.

Chair Bushee asked when the public meeting on the other underpass was scheduled.

Mr. Wilson thought there was one in the works. He said this project would follow a similar process as Acequia Trail did including the NEPA process. Brian Drypolcher was developing an RFP for design.

Chair Bushee stressed the media campaign. She was on the government "City Life" television show recently. She wanted someone from BTAC to be on it soon for some exposure out there.

Chair Bushee asked about the ribbon cutting at Ashbaugh Park.

Mr. Siqueiros put it on his list. He noted that some things on the information log were old items.

Chair Bushee asked about the Volunteer Coordinator and noted that- the resolution was expanded to include parks. She thought the FIR was too high.

Chair Bushee said she had heard Councilor Dominguez say that the City's insurance company wouldn't let the City run it. The insurance company wanted a full-time person to babysit the MX Trail.

The Committee discussed the Volunteer Coordinator resolution.

Ms. Robinson said it would be really unfortunate if POSAC and BTAC were in competition for it.

Mr. Siqueiros said he got an update from Mr. Abbatcola's discount card project.

Chair Bushee announced the City had a new PIO, Jody Porter.

Chair Bushee asked Mr. Siqueiros to add to his log to communicate with County, City and State to do clean up after the Bike to Work Week.

Chair Bushee said there were no new funding sources apparently.

Mr. Wilson said the MPO was given the TAP funds although amount of money got reduced. Some RPOs would get ridiculously low amounts. Next year the Santa Fé MPO was likely to get \$300,000 for enhancement projects. So there might be some opportunity for projects locally.

He explained that the projects still had to go through DOT and FHWA approvals. This was a small MPO. There were TAP and HSIP sources. MAP 21 would expire September 2014 and it was unclear what would happen then. Sequestration wouldn't impact us.

Mr. Wilson announced that Ms. Rosa Gozub was recently appointed to be the bike/pedestrian coordinator at DOT.

Mr. Siqueiros said BTAC could start thinking soon about CIP bonds for the 2014 cycle. Chair Bushee agreed.

I. COMMITTEE COMMUNICATIONS

Mr. Herdman was concerned with the drought and fire danger that a sign would appear saying trails could not be used. Last time it was an "across the board" closure. La Tierra had no fuels. He thought it might happen really soon so for the next meeting BTAC should invite the fire chief to address the potential trail closures.

He felt it didn't make sense. The trail users didn't create more hazards and anyone else who traveled there. Users didn't go out there to smoke but car occupants might.

Mr. Rivera raised concern about the intersection on Cerrillos intersection at Fifth. There was once a signal light there and now it was very dangerous.

Mr. Wilson said the City website had a place for complaints and they have a time limit for a staff person to respond. And he thought they could track the process on it.

Mr. Rivera asked if businesses had to put a bike rack in front of their business. His question was about Smiths on Cerrillos Road.

Mr. Siqueiros agreed they were required to have a bike rack. He agreed to set up a meeting with John Romero on it.

Ms. Grogan asked if BTAC could get a status report on improvements to Botolph. She asked about sidewalks on either side with more riders than pedestrians on that street. She would love to see a bike lane in both directions.

Mr. Wilson hadn't seen the plans. There were two schools there: St. Mikes and Capshaw

Ms. Grogan wondered if the \$50,000 could be used for the coordinator.

Chair Bushee said it couldn't be used for salaries.

Mr. Siqueiros agreed to put that on the agenda for next time.

Ms. Grogan asked if BTAC could have the status on projects in the GO bond. Chair Bushee agreed.

Mr. Siqueiros said Eric Martínez would do a total update in May.

Ms. Robinson had questions about the detour signs. All of the signs had bikes on them.

Mr. Wilson said it was because Bishops Lodge Road was closed off.

Ms. Robinson asked if at Zia and St. Francis the City could put a speed bump on that right turn lane.

Chair Bushee said they couldn't because it was a collector road.

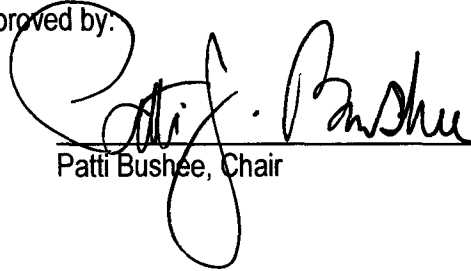
Mr. Wilson said the Zia/St. Francis study was beginning and that was definitely a part of the project and how to improve it.

Mr. Wilson said Ms. Foma left some business cards to hand out.

J. ADJOURNMENT

The meeting was adjourned at 8:00 p.m.

Approved by:


Patti Bushee, Chair

Submitted by:


Carl Boaz, Stenographer