

Subject **Bicycle Friendly Community Visit Follow-up**  
From Stephen Clark <steve@bikeleague.org>  
To MCDONALD, MELISSA A. <mamcdonald@ci.santa-fe.nm.us>, SIQUEIROS, ROBERT M. <rmsiqueiros@ci.santa-fe.nm.us>  
Cc Tim Rogers <Tim@sfct.org>, Khalil <khalil@losalamos.com>  
Date 2015-05-07 15:57



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- 008.jpg (~3.8 MB)
- 020.jpg (~3.5 MB)
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Hi Melissa and Robert,

Thanks again for being such great hosts for the Bicycle Friendly Community Visit on April 8th. Santa Fe has much going for it and it was encouraging to see all the support and interest in improving conditions for walking and bicycling. After speaking at the City Council meeting I did some more bicycling around your city and was able to see some additional facilities as well as some gaps in the system.

Hopefully very shortly (tomorrow or Monday) we will have the official report card for you to review. But knowing how much activity is going on right now, thought I would give you my overall impressions and feedback through this email.

The report card will contain four specific recommendations, which I believe I have already shared with you during my presentation or at the Council meeting. They are as follows:

- 1) Increase access and better connectivity to trails and important destinations through cut-thrus and by allowing two way travel for bikes on key one-way streets (e.g., W. San Francisco leading to the Plaza and Alcaldesa east of the railroad tracks for safe access to the Rail Trail).
- 2) Work with NMDOT to narrow travel lanes and/or reduce the number of lanes on arterials like Cerrillos, St. Francis and St. Michaels to add bike lanes, reduce speeds, and where feasible, add a buffer zone and green lanes through conflict zones; also add bike lanes on collectors like Siringo, San Mateo and others and include way-finding signs on both on-street and off-street facilities.
- 3) To ensure cost-effective implementation of Bikeway Master Plan and sound public process for new projects, create position of full-time bicycle/pedestrian program manager.
- 4) City of Santa Fe should seek to become a Bicycle Friendly Business; offer incentives and programs to increase bicycle commuting and other non-auto options and inspire other workplaces to do the same.

Generally, you have a very strong trail system and it will only get better as you obtain the funding and implement the improved crossings as planned. You also have a very strong Bicycle Master Plan and the challenge it to make sure it is truly implemented! (Which is one reason for hiring a bike coordinator). But for a BFC with a Silver ranking, you are somewhat weak in terms of a viable on-street network. Obviously you have many narrow streets and cannot do much more with them than the sharrows that you already have in place (although you may want to consider the Advisory Bike Lanes that I showed in my presentation where you get rid of the center stripe altogether on streets with fewer than 6,000 cars per day). In bicycling around during the our official tour and later on, I did see many areas where you could have suitable bike lanes merely by doing road diets (which I'm now calling "safety conversions" since they make conditions safer for everyone!) and in some instances through narrowing existing travel lanes to 10 feet. I would also advise to avoid striping narrow bike lanes going down some of your steeper grades. Instead move the center line to allow for a wider climbing lane and encourage the use of the full lane for descents. Please see attached photo from Boulder, Colorado.

Also attached are several photos from the April 8th visit:

006: W. San Francisco showing two cyclists able to sneak through (5' of space) even as Fed Ex truck utilizes the one-way street. BTW, Austin, TX took a 13' one way street and striped a 4.5' contra-flow bike lane, leaving only 8.5 feet for the travel lane! Your only real constrained area is here at the intersection and all you really would need to do is simply exempt bikes on the sign that says "Do not enter".

008: Bike lane properly positioned on left side of right turn only lane, however it is quite narrow. Better to consider advisory bike lane 6 feet in width at this intersection. Also noted was need for bike lanes on St. Francis which is currently quite a hostile street for cycling and yet has many important destinations along it.

020: Cyclist in group shown here going the wrong way on Alcala in order to access Rail Trail. Since this is going to be an important connection, you will need to make it as safe as possible by clearly marking contra-flow lane for bikes and add stop sign and look both ways just as you have done at other crossing points. There is enough space to make contra flow lane a separate facility, which could be shared by bicyclists and pedestrians to prevent use by motorized vehicles.

Let me know if you have any questions or comments about these recommendations. Again, thanks so much for the opportunity to come to Santa Fe. I believe things will only get better!

Steve

PS. I trust that you will send the report out to others whom participated with us on the ride or were at the presentation. I don't have all the emails.

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