Regular Meeting of the Bicycle and Pedestrian Advisory Committee
July 9, 2026 at 5:30 PM
City Council Chambers, City Hall
200 Lincoln Avenue
MINUTES

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1. Call to Order

The Regular Meeting of the Bicycling and Pedestrian Advisory Committee was called to order by Chair Feghali at 5:36 PM, on Thursday, July 9, 2026, in the Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico. For recording please visit YouTube at Bicycle And Pedestrian Advisory Committee Meeting.

2. Roll Call

PRESENT:
Member Robin Garrison
Member Andrew Johns
Member Chandler Moore
Member Ben Pingilley (arrived at 5:38 PM)
Member Gary Schiffmiller
Member Dexter Wayne
Chair Pat Feghali

EXCUSED:
Member Angela Bordegaray
Lucrecia Diaz, Clerk

OTHERS ATTENDING:
Romella Glorioso-Moss, Staff Liaison

3. Approval of Agenda

MOTION: Member Schiffmiller moved, seconded by Member Garrison, to approve the Agenda.
VOTE: The motion was approved on the following vote:
YEAS: All said "Aye"
OPPOSED: None
ABSTAIN: None

4. Approval of Minutes

MOTION: Member Moore moved, seconded by Member Johns, to approve the minutes.
VOTE: The motion was approved on the following vote:
YEAS: All said "Aye"
OPPOSED: None
ABSTAIN: None

a. Request for Approval of June 11, 2026 BPAC Minutes.

5. Public Comment

Anne Worthington

I found out about this committee through Romella. Thank you.

I've lived in Santa Fe for 30 years. I was here when the Santa Fe River Trail was built, and I've been using it ever since. My concern is that traffic on the trail has changed over the past few years. It has always been a shared path for bicyclists and pedestrians, and, to my knowledge, people have always been courteous and respectful.

In recent years, however, I've noticed an increase in aggressive cyclists who pass pedestrians at high speeds, sometimes coming so close that they almost knock people over. I think it's only a matter of time before someone gets seriously hurt, if that hasn't already happened.

When I contacted Romella to ask about the rules, my understanding was that pedestrians have the right of way and that cyclists are expected to slow down, alert pedestrians when passing, and then continue on their way. She also mentioned that the committee was looking into adding signage along the trail.

I'm a cyclist myself, but these days I walk the trail more often. I've spoken with many other pedestrians, and they've noticed the same change. Cyclists are riding much faster than they used to and are often not being courteous. Several people have experienced near misses.

In the last two weeks alone, two cyclists passed me at a very high speed and nearly hit me. I yelled because I thought I was going to be struck. In one case, the cyclist stopped and responded aggressively, telling me that I had almost hit him and that cyclists had the right of way.

I've never experienced incidents like these before. I'm not saying cyclists are the problem, but something has changed on the trail, and I think it needs to be addressed. I'm not convinced that adding a few signs will solve the issue because people traveling at those speeds are unlikely to notice them. Instead, I suggest considering more prominent "Share the Trail" messaging, similar to the "Share the Road" signs used on streets like Baca Street, to remind everyone that the trail is intended to be used safely and respectfully by all.

a. See attached emails.

6. Communications from Other Agencies

a. Bike Santa Fe (Genevieve Morgan, Board Member)

Chandler Moore in lieu of Genevive Morgan

I wanted to provide an update from Bike Santa Fe. One of our biggest accomplishments

has been expanding our bike valet program. We've provided bike valet service at events in the Railyard, the Water Tower, and Canyon Road walks, giving people a secure place to park their bicycles without worrying about theft.

Bike Santa Fe is also recruiting new board members. Genevieve is stepping down, and we currently have three board vacancies that we are working to fill.

Another initiative is our subsidized bike rack program for businesses. Businesses pay one-third of the cost of installing bike racks on their private property, with Bike Santa Fe covering the remaining cost. So far, no businesses have participated, largely because of the cost-sharing requirement. If you know of businesses that are interested in installing bike racks, please encourage them to contact Bike Santa Fe.

Finally, the Bike Santa Fe board has voted to support the proposed resolution to close the Plaza to vehicle traffic. The resolution is expected to be considered in about three weeks. The board, along with the members who participated in the discussion, unanimously supported the initiative.

b. Santa Fe Police Department (Erik Ramirez, Traffic Captain)

I appreciate the opportunity to attend the meeting. I had expected to observe and hear the committee's concerns, but I'd also like to provide an update on what the Police Department is doing to support pedestrian and bicycle safety.

We recently tested four new members for our bicycle team, one sergeant and three auxiliary officers, and all of them passed. This expansion will allow us to increase full-time bicycle patrol coverage, with the goal of providing coverage seven days a week.

Our bicycle team serves many roles. They patrol trails, respond to issues involving the unhoused population and encampments, assist with special events, and address other community concerns throughout the city. Because of their broad responsibilities, they're not able to be everywhere at once, but expanding the team will improve our overall coverage.

Santa Fe County also has four bicycle officers who will assist with operations in the city. We currently have two certified instructors for the International Police Mountain Bike Association training program, and a third instructor is expected to complete certification soon. Our new officers and the county's bicycle officers will also complete this training.

At present, our bicycle team consists of about 15 or 16 members, including both full-time and auxiliary officers. The auxiliary officers primarily assist with patrol duties and special events.

We are also in the process of purchasing new bicycles, including electric bicycles. Our officers will complete the required e-bike training before putting them into service. We hope to have the first four e-bikes in operation within the next three to four months. E-bikes will allow officers to respond more quickly and arrive at incidents without

becoming fatigued, making them more effective while on patrol.
When asked about the class of e-bikes being purchased, I was not able to provide that information but said I would follow up at the next meeting.

In response to questions about patrol areas, I explained that the bicycle team works throughout the entire city. They are deployed based on current needs, including reports from constituent services about trail concerns, encampments, and other problem areas. Currently, officers are generally split between the downtown and Paseo de Peralta area and other parts of the city, and we expect the expanded team to improve our ability to cover more locations.

c. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, Director)

I'd like to provide a brief overview of who we are. Welcome to our new committee members.

Leah and I are part of the Santa Fe Metropolitan Planning Organization (MPO), along with our third Senior Transportation Planner, Carrie Tremblatt. The MPO is hosted by the City's Public Works Department, but we are a federally funded, independent regional organization established through a Joint Powers Agreement among the City of Santa Fe, Santa Fe County, the State of New Mexico, and the Federal Highway Administration. Although we are City employees administratively, we work under the leadership of elected officials representing each of those agencies through our Policy Board.
Approximately 80% of our funding comes from two federal grants, one through the Federal Highway Administration, and one through the Federal Transit Administration. The remaining 20% is provided as a local cash match by the City and County.

Our role is to provide transportation planning services for the City, County, and State. One of our primary federal responsibilities is maintaining the Metropolitan Transportation Plan, which serves as the long-range transportation plan for the region. Leah manages the Transportation Improvement Program (TIP), which identifies transportation projects and matches them with available federal, state, and local funding so those projects can be programmed and delivered in accordance with federal requirements.

In addition to our federally required work, we collaborate with City staff on a variety of transportation projects. We work with Romella and the Streets Division on street design and are currently developing a new set of street design standards for the City. We are also updating the Traffic Impact Analysis process that guides how developers and engineers design transportation infrastructure. Much of our work involves transportation policy and planning.

Our website, santafempo.org, includes information about our plans, studies, current projects, and recent work. One of the areas I'm most excited about is our ability to use transportation data. Advances in technology have made it much easier to analyze crash data, traffic volumes, vehicle speeds, and other transportation information. If anyone

has questions about a specific roadway, trail, or intersection, we can often provide information about when it was designed, why it was designed that way, and how it is performing today.

One project we're currently working on with the City is a post-construction evaluation of the Guadalupe Street reconstruction project. We're conducting the study with our consulting engineers. On the morning of the 24th, we'll be holding a walking audit to observe the corridor firsthand, review what is working well, hear concerns from businesses and the public, and identify opportunities for technical improvements.

I'd be happy to answer any questions.

Question from Member Wayne:
How far back does the data that you were referring to go?

Response:
Crash data typically becomes available about one and a half to two years after an incident occurs. Police reports are submitted to the New Mexico Department of Transportation, then processed through the University of New Mexico, where the data is organized and coded with details such as the time, location, lighting conditions, vehicles involved, and other contributing factors. We generally receive the finalized data each January. For example, in January 2026 we received the completed 2024 crash data, which we then upload into our system for analysis. From there, we can generate reports and analyze crash trends over multiple years.

7. Discussion and Possible Action Items

    a. BPAC Member Introductions

Introduction of <u>new</u> BPAC members:

1) I'm Dexter Wayne, and I live in Santa Fe County. I was interested in serving on this committee because I'm both a cyclist and a pedestrian. If it were practical, I would ride my bike everywhere and not rely on a car. I believe bicycling is a better way to travel, and I have a strong interest in improving the City's transportation infrastructure to benefit both current and future generations. As a father, the safety of our children is especially important to me, and that's one of the main reasons I decided to get involved.

2) I'm Andrew Johns, but you can call me Andy. I live in District 2 and was interested in joining the Bicycle and Pedestrian Advisory Committee because I'm an active cyclist, both for commuting and recreation. I also walk to work, which is something I hope becomes an option for more people.
My professional background is in epidemiology, and I have extensive experience working with data. Eric and I have discussed transportation data in the past, and I'm particularly interested in using data to help inform decisions. I believe serving on this committee is a meaningful way to make a positive impact on the community.

3) I'm Robin Garrison. I moved back to Santa Fe about a year ago. I wasn't aware this

committee existed, but when I learned about it, I was excited to get involved. I walk and ride my bike for most of my transportation because I don't drive, so I appreciate the opportunity to provide input on how our bicycle and pedestrian infrastructure is planned and improved. I also want to recognize the work that's already been done. From my experience, Santa Fe's bicycle and pedestrian infrastructure is a significant improvement over what I experienced in Albuquerque, and I'm excited to contribute.

4) I'm Chandler Moore, and I represent District 1. I'm a member of Bike Santa Fe, where I serve as a special advisor and bicycle advocate. I'm also a daily user of Santa Fe's trail system and bicycle network, and I'm committed to supporting continued investment in our cycling infrastructure.

b. BPAC Orientation (Romella Glorioso-Moss, Staff Liaison)

Presentation:
The Bicycle and Trails Advisory Committee was established through Resolution No. 2003-87 on September 24, 2003. It was renamed the Bicycle and Pedestrian Advisory Committee (BPAC) on January 27, 2021.

The purpose of BPAC is to provide input and recommendations to support bicycling and walking as equitable, safe, viable, and comfortable modes of transportation, commuting, and recreation in the City of Santa Fe. The committee reviews and provides advice on city projects, plans, and policies that affect both on-road and off-road bicycle and pedestrian infrastructure.
BPAC consists of 10 members: one City Councilor who serves as chair, eight City residents, and one Santa Fe County resident. The committee was originally established to support the Roadways and Trails section of the Engineering Division within the Public Works Department. In 2023, the Engineering Division and Streets/Drainage Maintenance Division were combined to create the Complete Streets Division. The Roadways and Trails section remains part of the Complete Streets Division, and BPAC continues to serve as its advisory committee.

One of the major differences between the former Bicycle and Trails Advisory Committee (BTAC) and BPAC is the updated goal of advancing Santa Fe’s bicycle-friendly community designation. The previous resolution established a goal of achieving Gold-level Bicycle Friendly Community status by 2030. BPAC’s updated strategic plan establishes the goal of achieving Gold-level designation from the League of American Bicyclists by the end of fiscal year 2033.

For more than two decades, Santa Fe has maintained a Silver-level Bicycle Friendly Community designation. The BPAC Strategic Plan, covering fiscal years 2023 through 2033, outlines the steps needed to reach the Gold-level designation.

The strategic plan focuses on four key challenges:

- Transitioning to a multimodal transportation culture.
- Integrating land use and transportation planning.

- Increasing public participation in transportation decision-making.
- Promoting transportation and infrastructure policy changes.

The overall strategy is to shift city policies, programs, and infrastructure toward a coordinated multimodal transportation system that prioritizes bicycle- and pedestrian-friendly design, improves safety and comfort, and integrates supportive programs to reduce reliance on automobile travel.

To implement the strategic plan, BPAC developed an action plan identifying why each action is needed, who is responsible for implementation, how it will be carried out, what actions will occur, and when they will be completed.

BPAC established four subcommittees to support implementation:

- Policy, Planning, and Law Subcommittee.
- Promotion, Education, and Communications Subcommittee.
- Technical Review Subcommittee.
- Vulnerable Road Users Task Force (ad hoc).

Key accomplishments from the strategic plan include:

- Adoption of Ordinance No. 2023-4, the Electric Bicycle Ordinance.
- Adoption of Resolution No. 2024-122, addressing bicycle and pedestrian facility maintenance.
- Adoption of Resolution No. 2025-41, establishing the Vision Zero initiative.
- Completion of the El Camino Real Academy Trail.
- Completion of the award-winning Canada Rincon Trail.
- Completion of the North Guadalupe Street reconstruction project.
- Completion of the Agua Fria/South Meadows intersection improvements project.
- Completion of the Tierra Contenta Trail project.

All these projects were supported through federal and state funding (some $20M), bringing significant investment into the local economy.

Additional accomplishments include launching the BPAC website, strengthening partnerships with the Santa Fe Metropolitan Planning Organization, Bike Santa Fe, Safe Routes to School, and the Santa Fe Conservation Trust, conducting annual bicycle-friendly community surveys required by the League of American Bicyclists, and participating in annual Bike Month activities.

Upcoming priorities include:

- Hosting a bike summit.

- Pavement reconstruction of Buckman Road (priority project identified by BPAC).
- Construction of the Agua Fria/Cottonwood roundabout.
- Extension of the Acequia Trail from Rufina to San Felipe.
- Rail Trail intersection improvements.
- Completion of design and securing funding for the Henry Lynch Road reconstruction and roundabout project.

Question from the Public: Irena Ossola
What is the status of the Cerrillos Rd project?

Response from Erick Aune, SFMPO Director:
Mr. Aune explained that the project remains with the New Mexico Department of Transportation (NMDOT) and has not advanced. The Metropolitan Planning Organization (MPO) previously worked with the County and State in 2018 to complete design work using federal funding.

The project has remained stalled due to concerns about feasibility and cost. MPO will request an updated timeline from NMDOT regarding the completion of the cost estimate and design feasibility study.

c. Nomination of BPAC Representative to the Public Safety Committee (Chair Feghali)

d. Appointments of BPAC Vice Chair, Subcommittee Chairs and Members (Chair Feghali)

    - Policy, Planning and Law
    - Promotion, Education and Communications
    - Vulnerable Road User Task Force

Chair Feghali appointed Member Gary Schiffmiller as Vice Chair, Member Chandler Moore as Chair of Promotions, Education and Communications, Member Andrew Johns as Chair of the Policy, Planning, and Law Subcommittee, Member Dexter Wayne as Chair of the Vulnerable Road User Task Force, and Member Robin Garrison as the BPAC member on this committee.

e. Discussion of Proposed ICIP 2028-2032 Project Priorities (Chair Feghali)
Top 5:

    - Henry Lynch Road Reconstruction and Roundabout
    - Bishop's Lodge Road Reconstruction
    - St. Michael's-Rail Trail Underpass vs St. Michael's Road Reconstruction

Council District Priorities

- Calle Mejia Bicycle and Pedestrian Improvements (District 1)
- Arroyo En Medio Pedestrian Connectivity (District 2)
- Lucia Lane Reconstruction (District 3)
- Rufina St and Lopez Lane Intersection Improvements (District 4)

I would like to provide an update on the Infrastructure Capital Improvement Plan (ICIP). Each year, City departments and divisions identify and prioritize their capital improvement projects for inclusion in the ICIP. The list typically includes about one hundred projects across the City.

Being included in the ICIP does not guarantee that a project will receive funding. However, when applying for capital outlay funding through the Legislature, having a project identified as a City priority increases its chances of receiving funding. The Governing Body recently adopted the ICIP resolution for fiscal years 2028 through 2032. The next step is for the Governing Body to prioritize projects for funding. The City's lobbyist then advocates for the City's top projects and Council District priorities during the legislative process.

At the June BPAC meeting, the committee voted to prioritize three major projects:

1. Henry Lynch Road Reconstruction.
2. Bishop's Lodge Road Improvements.
3. St. Michael's Rail Trail Underpass.

Chair Feghali requested additional discussion about why BPAC prioritized the St. Michael's Rail Trail Underpass rather than the St. Michael's Road Reconstruction project.

Henry Lynch Road Reconstruction
The Henry Lynch Road Reconstruction project extends from Rufina Street to Agua Fria Street. The project includes a separated bicycle lane, sidewalks, and a median. This would be the first City project to include a separated bicycle lane.

BPAC's Technical Review Subcommittee plays an important role in reviewing project designs. The City currently has 28 projects in various stages, including conceptual design, 30%, 60%, 90%, and final design. Henry Lynch Road is currently at the 90% design stage.

The project includes a roundabout at Agua Fria Street and Henry Lynch Road, which would be the first joint City-County project of this type. Rufina Street to Wolford is within City jurisdiction, and Wolford Drive to Agua Fria Street is within County jurisdiction.

The City is leading efforts to secure funding and construct the project through a Memorandum of Agreement with the County. The estimated cost for Phase A, which

includes the roundabout, is approximately $7 million. Phase B, from Rufina Street to Wolford Drive, is estimated at approximately $8 million and includes stormwater drainage improvements. The drainage improvements are important because the area currently experiences flooding issues during major rain events, affecting the La Paz neighborhood.

Bishop's Lodge Road Improvements
The Bishop's Lodge Road project was prioritized by BPAC in 2020. The design has been completed, but approximately $25 million is still needed for construction. Because the project is construction-ready, I recommended that BPAC continue prioritizing it for funding. Many community members have asked when construction will begin, and advancing funding would allow the City to move forward with implementation.

St. Michael's Rail Trail Underpass
The St. Michael's Rail Trail Underpass project resulted from a 2014 road safety audit conducted by NMDOT and the Santa Fe Metropolitan Planning Organization after two fatalities occurred at the intersection.

The Highway Safety Improvement Program funded the design, and the project is currently at 60% design. The City has applied twice for federal funding through the Safe Streets for All program but was not successful. The City has received a commitment of $8 million from the Highway Safety Improvement Program if additional funding can be secured. The total estimated construction cost is approximately $25 million.

The reason I recommended prioritizing the underpass rather than the St. Michael's Road Reconstruction project is that the underpass design is already underway and could be ready for construction once funding is secured. A major reconstruction project like St. Michael's Road typically requires six to seven years to complete the design process. The current ICIP funding cycle covers fiscal years 2028 through 2032, making the underpass a more immediate opportunity.

Council District Priority Projects
BPAC also identified several Council District priority projects:

- **District 1:** The BPAC priority is the Calle Mejia Bicycle and Pedestrian Improvements project.
- **District 2:** Arroyo En Medio pedestrian connectivity improvements. This project would explore creating a pedestrian trail or bridge connection from the area behind the Vizcaya Apartments near Zia Commercial Complex.
- **District 3:** BPAC did not formally vote on a priority. One potential project is improvements to Lucia Lane, which would connect with the Tierra Contenta Trail and include pedestrian and bicycle facilities.
- **District 4:** Rufina Street and Lopez Lane intersection improvements. The City received $500,000 for design, but the estimated design cost exceeds that amount. Additional funding would help complete the design process.

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Additional Discussion
Erick Aune, SFMPO Director noted that while the long-term vision for Calle Mejia is important, there may be short-term improvements that could be implemented at a lower cost, such as restriping the roadway, adding bicycle lanes, and reducing vehicle lane widths.

It was clarified that maintaining the current BPAC priorities, including the St. Michael's Rail Trail Underpass and Calle Mejia, does not prevent the City from pursuing smaller-scale improvements or interim solutions.

f. Trail Striping to Improve Bicycle and Pedestrian Safety (Mark McConnell, BPAC Member)

In lieu of Member McConnell, Staff Liaison Glorioso-Moss led the discussion:

The committee discussed a proposal to add centerline striping on shared-use trails to improve bicycle and pedestrian safety. At the previous meeting, a member of the public, Irena Ossola, suggested adding striping along the center of trails to help organize trail users and improve safety.

During a meeting of the Acequia Trail Design Team, the possibility of implementing trail striping was discussed. Since the Tierra Contenta Trail construction is nearing completion and funding is available, staff suggested using the Tierra Contenta Trail as a pilot project. Staff noted that the Acequia Trail, which is scheduled for construction next year, could also be considered for future striping.

The committee discussed that trail striping has been successfully used in other communities and that the consultant working on the Acequia Trail design had shown examples of trails with center striping. Staff confirmed that striping could be implemented as part of the Roadways and Trails Division projects if approved by BPAC.

The committee also continued discussion regarding trail safety signage. Members suggested adding messaging that emphasizes shared trail use, awareness, and consideration among bicyclists, pedestrians, and people walking pets. Suggestions included reminders such as “be aware of your surroundings,” “share the trail,” and encouraging users to avoid activities that limit their ability to hear or respond to others.

Erick Aune, SFMPO Director noted that the Uniform Traffic Ordinance includes language stating that bicyclists should not operate at speeds greater than what is reasonable and prudent. While this provision may be difficult to enforce, he explained that including safety-related messaging on signage could help establish public awareness and provide additional context if an incident occurs.

The committee discussed concerns about trail users being able to judge their speed, noting that many bicycles do not have speedometers and that unsafe conditions can

occur even at relatively low speeds. Members also discussed the importance of keeping signage simple, easy to read, and focused on the primary safety messages. Suggestions included increasing font size, reducing text, and considering visual elements or humor to make signs more noticeable and effective.

The committee also discussed the possibility of using pavement markings or painted messages on trails, similar to roadway markings, and agreed that this could be explored further.

MOTION: Member Schiffmiller moved, seconded by Member Wayne, to approve a pilot project to stripe the centerline of the under-construction Tierra Contenta Trail Extension project to improve bicycle and pedestrian safety.

VOTE: The motion was approved on the following Roll Call:

FOR: Member Garrison, Member Johns, Member Moore, Member Schiffmiller, Member Wayne, and Chair Feghali

AGAINST: None

ABSTAIN: None

g. Review of Proposed Trail Signage Design (TBD)

The committee reviewed the proposed trail etiquette sign and discussed whether it captured the main recommendations developed by the group. The sign includes three primary messages for bicyclists: yield to pedestrians, slow down, provide a warning when passing, and pass on the left. It also includes guidance for pedestrians to stay to the right and reminders for pet owners to keep animals on leashes, close, and under control. The committee agreed that the sign addressed most of the key ideas identified during previous discussions.

A public commenter, Laura Long, asked for clarification regarding the wording that describes courtesy rules as advisory while laws related to pets and leash control are mandatory. She questioned whether passing on the left and providing warnings to pedestrians are requirements or simply recommendations.

Committee members discussed that there are currently no specific city or state laws requiring bicyclists to pass on the left, provide warnings, or follow a specific trail speed limit. While bicyclists are required by law to have a bell or audible signal in certain circumstances, there is not a law requiring a specific passing procedure or trail speed. The committee noted that the proposed sign is intended to promote safe and courteous behavior rather than establish enforceable rules.

The committee also discussed the lack of a bicycle trail speed limit. A suggestion had previously been made to post a speed limit, such as 15 miles per hour, but this was not pursued because there is no legal basis for enforcement. While some communities,

including Albuquerque, have posted trail speed limits, enforcement may be challenging.

Several members noted that increased use of electric bicycles may be contributing to conflicts on shared trails. E-bikes can travel at higher speeds than traditional bicycles, and the committee discussed the three classes of e-bikes:

- Class 1: Pedal-assist only, with assistance up to approximately 20 mph.
- Class 2: Throttle-assisted, allowing operation without pedaling, up to approximately 20 mph.
- Class 3: Pedal-assist bicycles capable of speeds up to approximately 28 mph.

The committee noted that the City's e-bike ordinance addresses e-bike use but may need to be reviewed as technology continues to evolve. The current ordinance limits e-bike speeds on sidewalks but does not establish speed limits on trails.

Members also discussed that trail safety is a shared responsibility between bicyclists and pedestrians. Several bicyclists shared experiences of pedestrians not responding to bells or verbal warnings, sometimes because they are wearing earbuds or are unaware of approaching trail users. Members encouraged all trail users to remain aware of their surroundings and consider limiting earbud use or keeping one ear uncovered while using shared trails.

The committee acknowledged that conflicts occur from both bicyclists and pedestrians being unaware of one another and emphasized that respectful behavior and awareness are important for everyone using the trail.

The committee discussed that the purpose of the signage is not to create enforceable rules but to provide quick, clear guidance for all trail users, including bicyclists, pedestrians, and pet owners. The goal is to encourage awareness, courtesy, and safer shared use of the trail.

Public comment was provided by a longtime trail user who expressed appreciation for improvements to Santa Fe's bicycle infrastructure but reiterated concerns about increasing bicycle speeds and aggressive passing behavior. The commenter stated that many pedestrians have expressed similar concerns and encouraged the committee to continue pursuing solutions. They noted that existing signs have been vandalized and that additional education and awareness efforts may be needed.

Committee members expressed support for continuing to improve trail etiquette messaging and suggested including reminders for all users to be aware of others sharing the trail, including those who may not hear audible warnings.

8. Subcommittee Communications

    a. Promotions, Education and Communications (TBD)

Chandler Moore (newly appointed Chair)

We are redesigning the trail signage, and we have received some great ideas and valuable feedback. It has been very helpful to hear from people about what they are seeing and experiencing on the trails. I appreciate everyone taking the time to share their perspectives and suggestions.

If anyone is interested in joining my subcommittee, we are looking for one additional member-at-large. We can continue working together to develop the sign and make sure it addresses the needs and concerns of trail users..

b. Technical Review (Gary Schiffmiller, Chair)

The Technical Review Subcommittee is currently involved in several project discussions, including the Airport Road restriping project, the Henry Lynch Road project, and the Acequia Trail Extension project.
Following the Airport Road restriping discussions, the conversation expanded to include the Siringo Road restriping project. Although this was not originally assigned to the subcommittee, I began participating in the discussions and the subcommittee is now providing input. The project involves Siringo Road east of St. Francis Drive.

The subcommittee is attending project meetings and participating in email discussions related to pavement markings and striping improvements. These types of projects are typically managed through the Streets Maintenance Division rather than the group responsible for new construction. However, since the City has established the Complete Streets Division, BPAC now has the opportunity to provide input on a broader range of transportation projects.

The Complete Streets Division has been actively seeking our feedback, and we appreciate the opportunity to contribute.

c. Vulnerable Road User Task Force (TBD)

Report provided by Member Schiffmiller:
We had a meeting regarding this project, and I am currently working on obtaining the necessary data so we can move forward. Once we have the data available, we will be able to evaluate the information and determine the next steps.

9. Matters from Staff

We are planning to hold the grand opening of the Tierra Contenta Trail on August 27. This date coincides with the National Safe Routes to School Conference.

On August 27, I will be giving a presentation from 11:00 a.m. to 12:00 p.m. on the Safe Routes to School project. Following the presentation, there will be a field visit to the Tierra Contenta Trail at 1:00 p.m.
I have asked my team if we can coordinate the trail grand opening on the same day. I will need support from the Promotion, Education, and Communications Subcommittee, as promoting City projects and maintaining the BPAC website are part of their responsibilities.

The subcommittee expressed interest in helping promote the event. I will also look into

available funding to support the grand opening activities.

10. Matters from the Committee

Member Moore: I have a party to plan for on August 27th. This is going to be great. We'll put this on our official subcommittee business.
Member Schiffmiller: I just want to welcome all the new members and appreciate your service.
Member Wayne: I look forward to working together on the vulnerable road users subcommittee

11. Matters from the Chair

I am glad we got 4 new members. We still have one opening available for a District 3 representative. If you know anyone who may be interested in joining BPAC, including friends, coworkers, or community members, please have them contact me or Romella.

We are also having some great summer events, and many people are choosing to bike to these activities. The Railyard is hosting the World Cup Final on Sunday, July 19, at 1:00 p.m. If you would like to watch the game outdoors and join me to cheer on the teams, please feel free to attend.

12. Next Meeting:

August 13, 2026 at 5:30 PM, Council Chambers

13. Adjourn

The meeting was adjourned by Chair Feghali at 7:08 PM.

Romella Glorioso-Moss
_____ _____
Liaison Chair