



## **APPENDIX B**

### **PUBLIC INPUT**

- Public input survey
- Survey results
- Comments + Suggestions - from the Public
- Draft document public comments

## 2019 Bicycle Master Plan Survey

The Santa Fe Metropolitan Planning Organization (MPO) is a long-range Transportation Planning organization focused on improving mobility for users in the greater Santa Fe area. The Santa Fe MPO is developing an update to their Bicycle Master Plan that will guide future investments to improve bicycling throughout the city and county. The purpose of this survey is to collect information to better improve our update process to the 2012 Bicycle Master Plan (BMP). This BMP update is expected to be complete in early 2019. Thank you for participating in the Santa Fe MPO's public outreach process!

1. Have you bicycled in the Santa Fe area in the past year?

- ☐ Yes  
☐ No

2. How often do you bike?

- ☐ Daily  
☐ 5-6 days per week  
☐ 3-4 days per week  
☐ 1-2 days per week  
☐ 1-3 days per month  
☐ Less than monthly

3. Do you ride all year round, or seasonally?

- ☐ All year  
☐ Seasonally

4. What type of trips do you use your bicycle for? (choose all that apply)

- ☐ Errands  
☐ Commuting to work or school  
☐ Recreation or exercise  
☐ Other (please specify)

5. What motivates you to use a bicycle? (Choose all that apply)

- ☐ Bicycle is my primary mode of transportation  
☐ It is good for the environment  
☐ It is less expensive than a car  
☐ Other (please specify)  
☐ Mental and/or physical well-being  
☐ Bicycling with friends and/or family  
☐ Makes work/school commute easier or more enjoyable

6. What type of bicycle rider would you characterize yourself as?

- ☐ Strong + Fearless  
☐ Enthused + Confident  
☐ Interested but Concerned  
☐ No Way, No How

7. Below is a list of potential barriers to an individuals capability or willingness to ride a bicycle. Please choose which three apply

- ☐ I don't own a bicycle  
☐ I don't know how to ride a bike  
☐ I'm physically unable to ride a bike  
☐ There's no direct route to where I want to go  
☐ There are no safe routes to where I want to go  
☐ Drivers are unattentive  
☐ I am concerned about speeding traffic  
☐ There is too much automobile traffic  
☐ It's difficult or feels unsafe getting across major roads  
☐ I do not want to ride my bicycle close to moving cars  
☐ There is nowhere for me to lock/park my bike.  
☐ Distance is too far  
☐ I do not have enough time to ride my bike  
☐ Weather  
☐ Other (please specify)

8. Please rate the effectiveness of potential improvements to the area's bicycle environment.

	Completely ineffective	Relatively ineffective	Neutral	Effective	Very Effective
Trail Development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Protected Bike Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike safety education in schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strong Bicycle Advocacy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wayfinding signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Designated Bicycle Routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike Safety for Kids	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Clubs, events, and programs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. What would help most to improve biking in the Santa Fe MPO area?

10. Where do you usually ride in Santa Fe? (Choose all that apply)

- |   |   |
|---|---|
| <input type="checkbox"/> Neighborhood Streets                 | <input type="checkbox"/> Unpaved multi-use paths/trails |
| <input type="checkbox"/> Major streets sharing lane with cars | <input type="checkbox"/> Paved multi-use paths/trails   |
| <input type="checkbox"/> Major streets with bike lanes        | <input type="checkbox"/> Parks                          |
| <input type="checkbox"/> On sidewalks                         |   |
| <input type="checkbox"/> Other (please specify)               |   |

11. Where would you like to receive future information about bicycling in the area?

- ☐ Government agency website
- ☐ Email/newsletters
- ☐ Local organizations/groups
- ☐ Social Media
- ☐ Other (please specify)

12. Are you involved in any local biking groups?

- |   |  |
|---|--|
| <input type="checkbox"/> Santa Fe Fat Tire Society            | <input type="checkbox"/> The Chainbreaker Collective         |
| <input type="checkbox"/> SF Bicycle Trails Advisory Committee | <input type="checkbox"/> Loops Santa Fe                      |
| <input type="checkbox"/> Bike Santa Fe                        | <input type="checkbox"/> Santa Fe Conservation Trust: Trails |
| <input type="checkbox"/> Pedal Queens Santa Fe                | <input type="checkbox"/> Cranksgiving: Santa Fe              |
| <input type="checkbox"/> Santa Fe Bike Week                   | <input type="checkbox"/> Santa Fe Century                    |
| <input type="checkbox"/> Seniors on Bikes Santa Fe            | <input type="checkbox"/> Outside Bike & Brew                 |
| <input type="checkbox"/> Other (please specify)               |  |

13. How did you find out about this survey?

- |  |                                    |
|--|------------------------------------|
| <input type="radio"/> Website                                  | <input type="radio"/> Email        |
| <input type="radio"/> Social Media                             | <input type="radio"/> Public event |
| <input type="radio"/> I was asked in person to take the survey |                                    |
| <input type="radio"/> Other (please specify)                   |                                    |

14. What is your race/ethnicity?

- ☐ White or Caucasian
- ☐ Black or African American
- ☐ Hispanic or Latino
- ☐ Asian or Asian American
- ☐ American Indian or Alaska Native
- ☐ Native Hawaiian or other Pacific Islander
- ☐ Another race
- ☐ Prefer not to answer

15. What is your gender?

- ☐ Female
- ☐ Male
- ☐ Prefer not to say

16. What is your age?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+

17. What zip code do you live in?

18. Do you own a car?

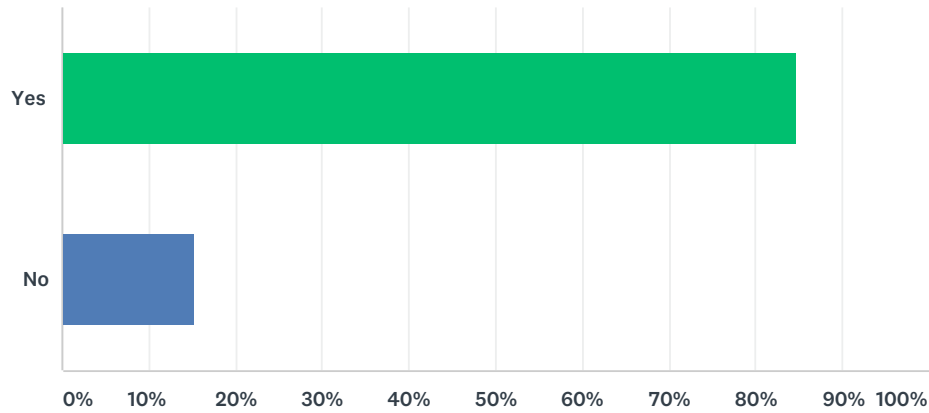
- ☐ Yes
- ☐ No

**If you would like to join our mailing list to receive information about how to get involved, please add your email address below. You can also visit the MPO's website at <http://santafemppo.org> to learn more.**

19. If you wish to do so, please leave your email address here:

## Q1 Have you bicycled in the Santa Fe area in the past year?

Answered: 849 Skipped: 4

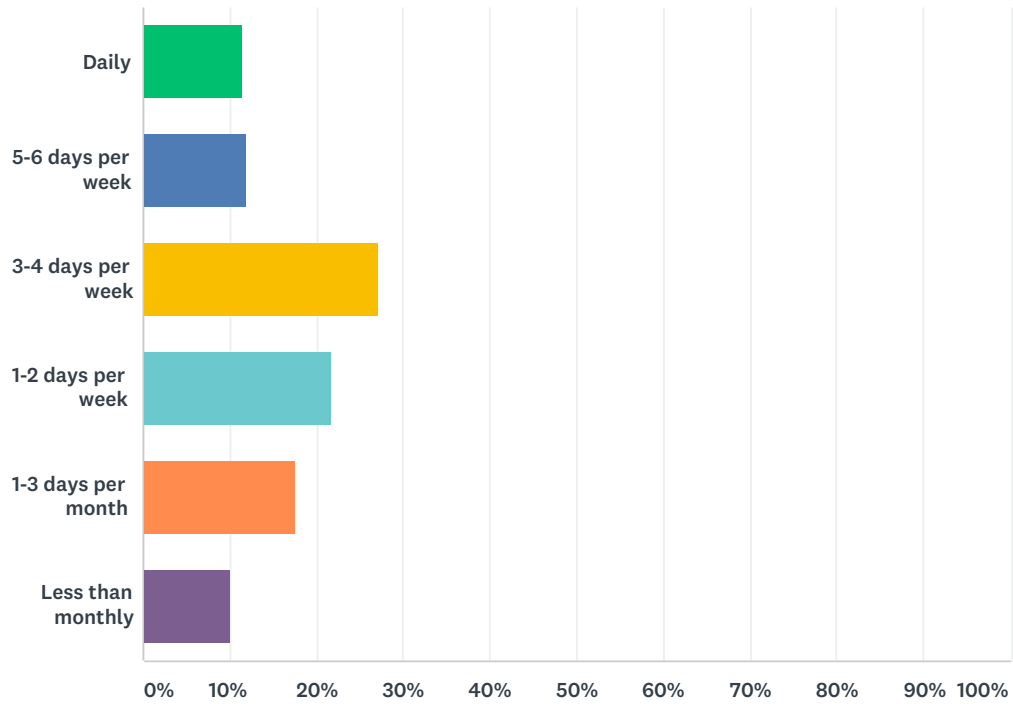


ANSWER CHOICES		RESPONSES	
Yes		84.69%	719
No		15.31%	130
TOTAL			849



## Q2 How often do you bike?

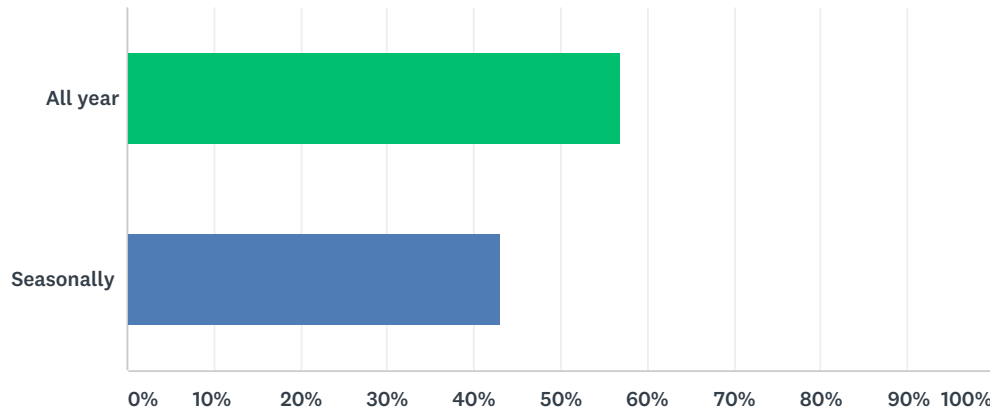
Answered: 711 Skipped: 142



ANSWER CHOICES	RESPONSES	
Daily	11.53%	82
5-6 days per week	11.95%	85
3-4 days per week	27.29%	194
1-2 days per week	21.66%	154
1-3 days per month	17.58%	125
Less than monthly	9.99%	71
TOTAL		711

### Q3 Do you ride all year round, or seasonally?

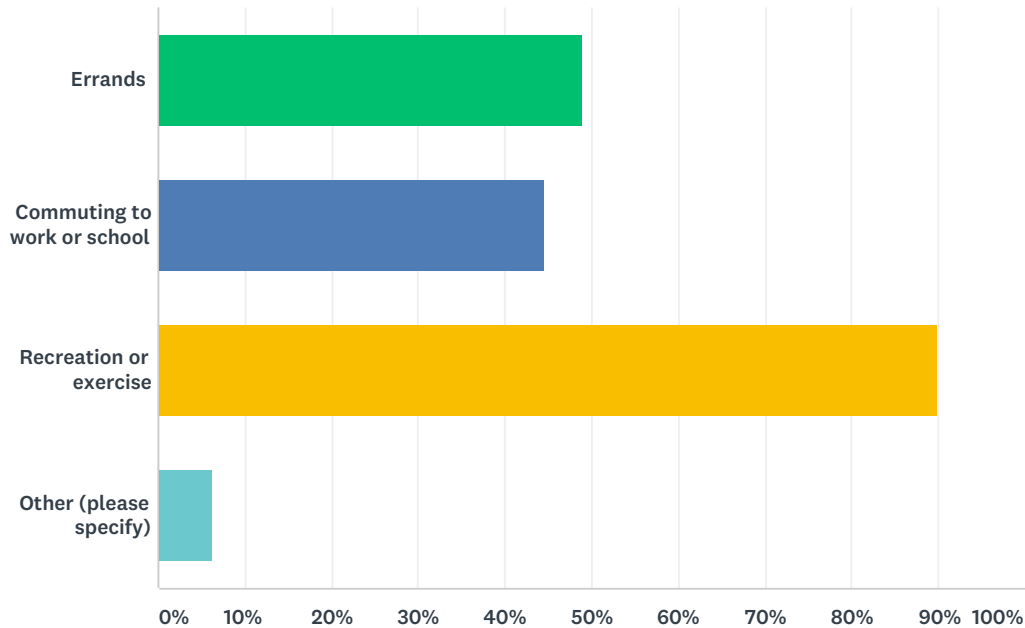
Answered: 711 Skipped: 142



ANSWER CHOICES		RESPONSES	
All year		56.82%	404
Seasonally		43.18%	307
TOTAL			711

## Q4 What type of trips do you use your bicycle for? (choose all that apply)

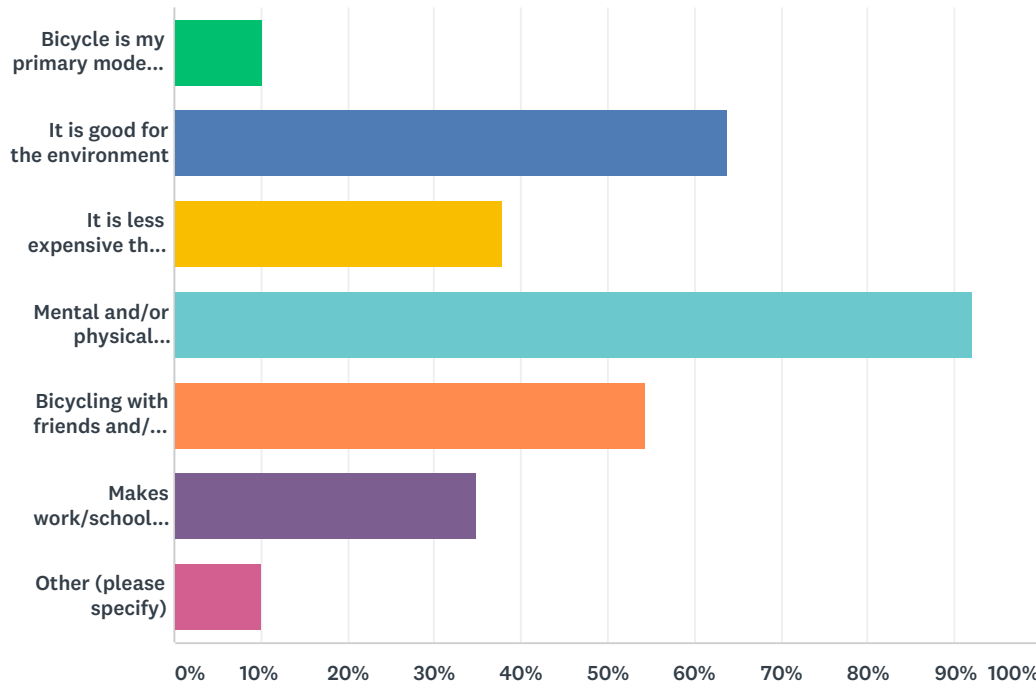
Answered: 712 Skipped: 141



ANSWER CHOICES	RESPONSES	
Errands	49.02%	349
Commuting to work or school	44.52%	317
Recreation or exercise	90.03%	641
Other (please specify)	6.32%	45
Total Respondents: 712		

## Q5 What motivates you to use a bicycle? (Choose all that apply)

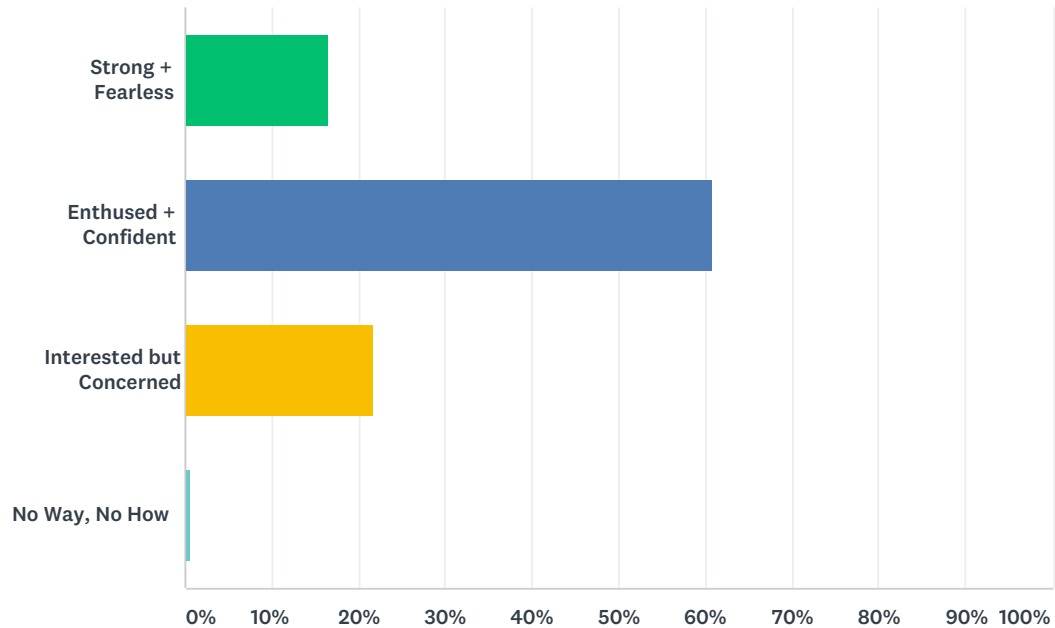
Answered: 709 Skipped: 144



ANSWER CHOICES	RESPONSES	
Bicycle is my primary mode of transportation	10.30%	73
It is good for the environment	63.89%	453
It is less expensive than a car	37.94%	269
Mental and/or physical well-being	91.96%	652
Bicycling with friends and/or family	54.30%	385
Makes work/school commute easier or more enjoyable	34.98%	248
Other (please specify)	10.01%	71
Total Respondents: 709		

## Q6 What type of bicycle rider would you characterize yourself as?

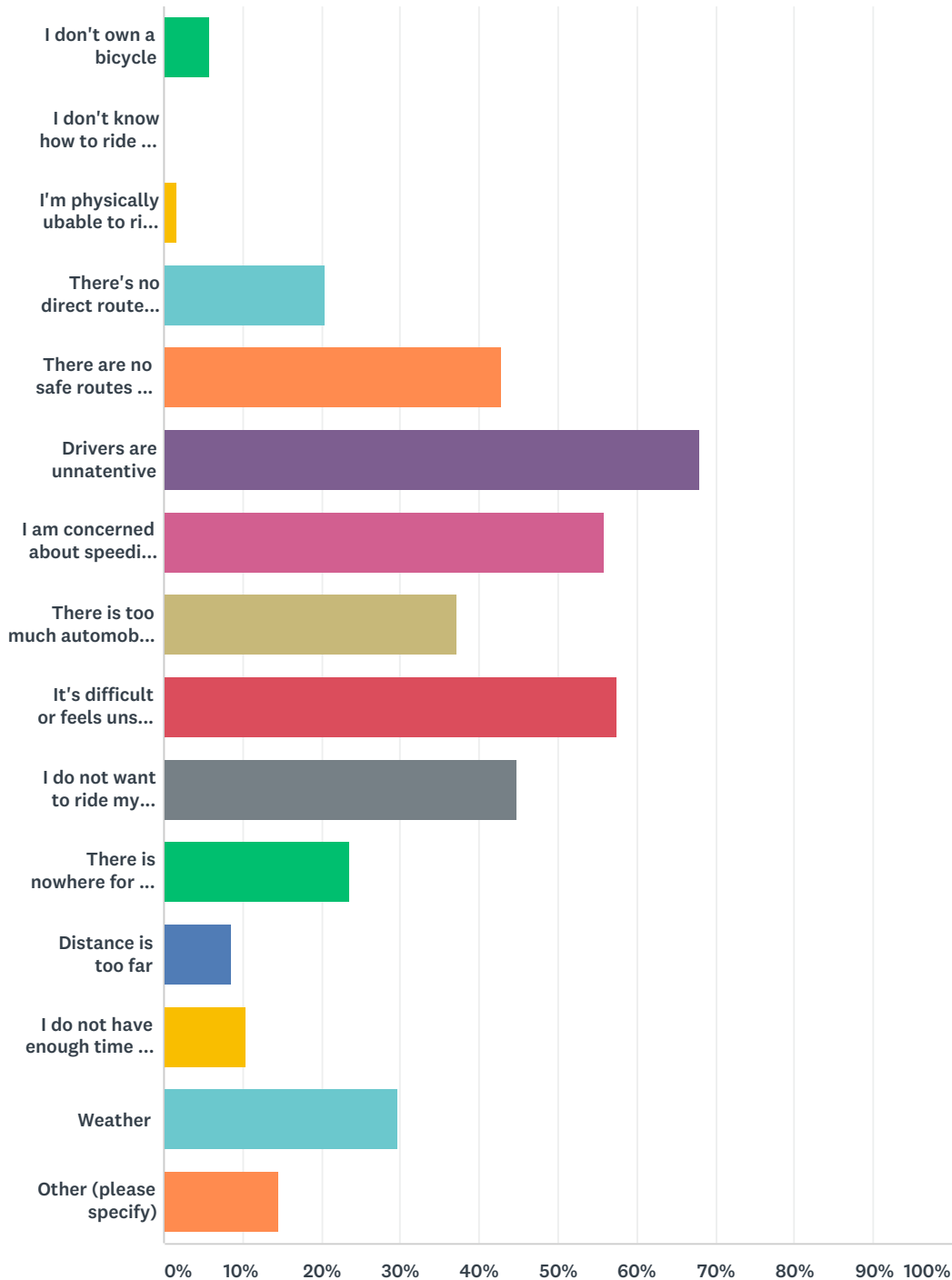
Answered: 706 Skipped: 147



ANSWER CHOICES	RESPONSES	
Strong + Fearless	16.57%	117
Enthused + Confident	60.91%	430
Interested but Concerned	21.81%	154
No Way, No How	0.71%	5
TOTAL		706

Q7 Below is a list of potential barriers to an individuals capability or willingness to ride a bicycle. Please choose all that apply to you.

Answered: 743 Skipped: 110



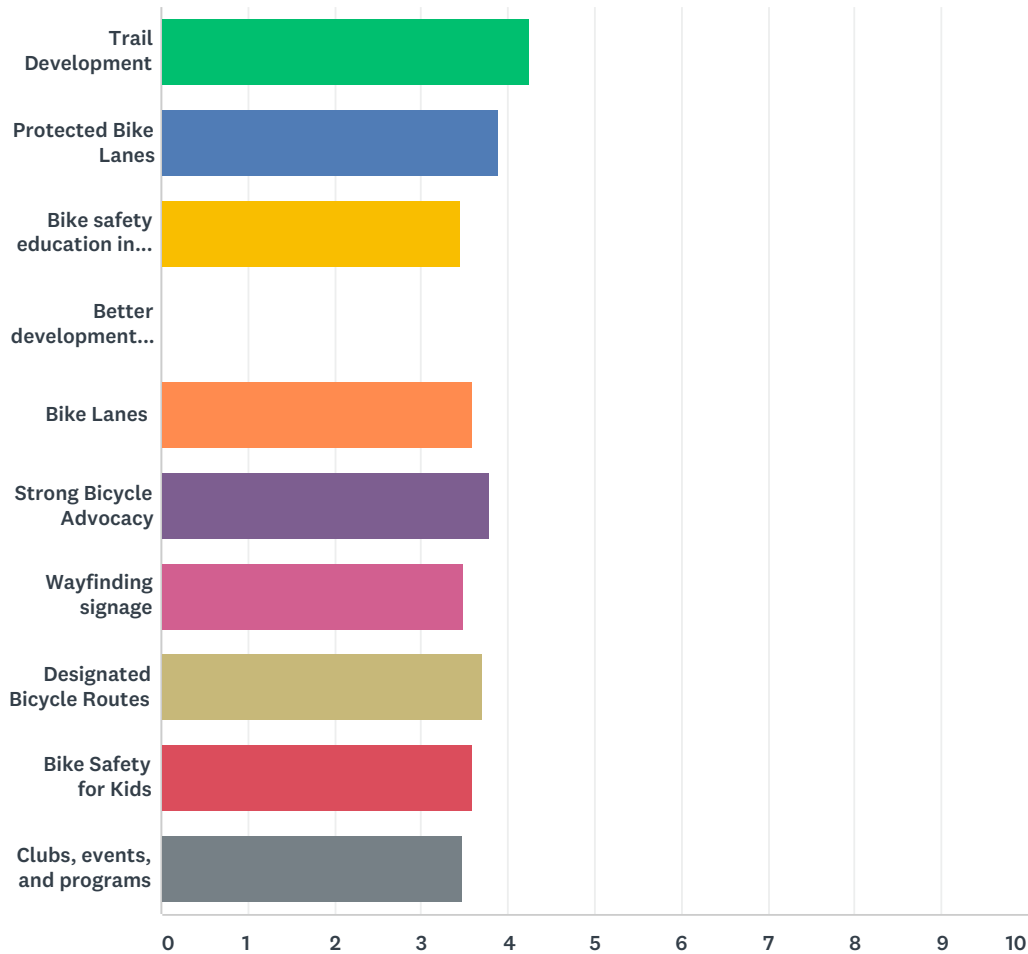
ANSWER CHOICES	RESPONSES	
I don't own a bicycle	5.92%	44
I don't know how to ride a bike	0.27%	2

## 2019 Bicycle Master Plan Update Public Information Survey

I'm physically unable to ride a bike	1.62%	12
There's no direct route to where I want to go	20.59%	153
There are no safe routes to where I want to go	42.80%	318
Drivers are inattentive	67.97%	505
I am concerned about speeding traffic	55.85%	415
There is too much automobile traffic	37.15%	276
It's difficult or feels unsafe getting across major roads	57.47%	427
I do not want to ride my bicycle close to moving cars	44.68%	332
There is nowhere for me to lock/park my bike.	23.55%	175
Distance is too far	8.48%	63
I do not have enough time to ride my bike	10.36%	77
Weather	29.61%	220
Other (please specify)	14.67%	109
Total Respondents: 743		

## Q8 Please rate the effectiveness of potential improvements to the area's bicycle environment.

Answered: 764 Skipped: 89



	COMPLETELY INEFFECTIVE	RELATIVELY INEFFECTIVE	NEUTRAL	EFFECTIVE	VERY EFFECTIVE	TOTAL	WEIGHTED AVERAGE
Trail Development	1.74% 13	4.41% 33	11.35% 85	32.98% 247	49.53% 371	749	4.24
Protected Bike Lanes	4.78% 36	13.15% 99	11.82% 89	28.55% 215	41.70% 314	753	3.89
Bike safety education in schools	3.62% 26	9.46% 68	41.03% 295	28.93% 208	16.97% 122	719	3.46
Better development project design for bicycoe	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Bike Lanes	5.64% 42	17.85% 133	15.17% 113	33.56% 250	27.79% 207	745	3.60
Strong Bicycle Advocacy	3.81% 28	8.16% 60	22.59% 166	36.73% 270	28.71% 211	735	3.78
Wayfinding signage	4.06% 30	12.45% 92	30.99% 229	35.18% 260	17.32% 128	739	3.49



## 2019 Bicycle Master Plan Update Public Information Survey

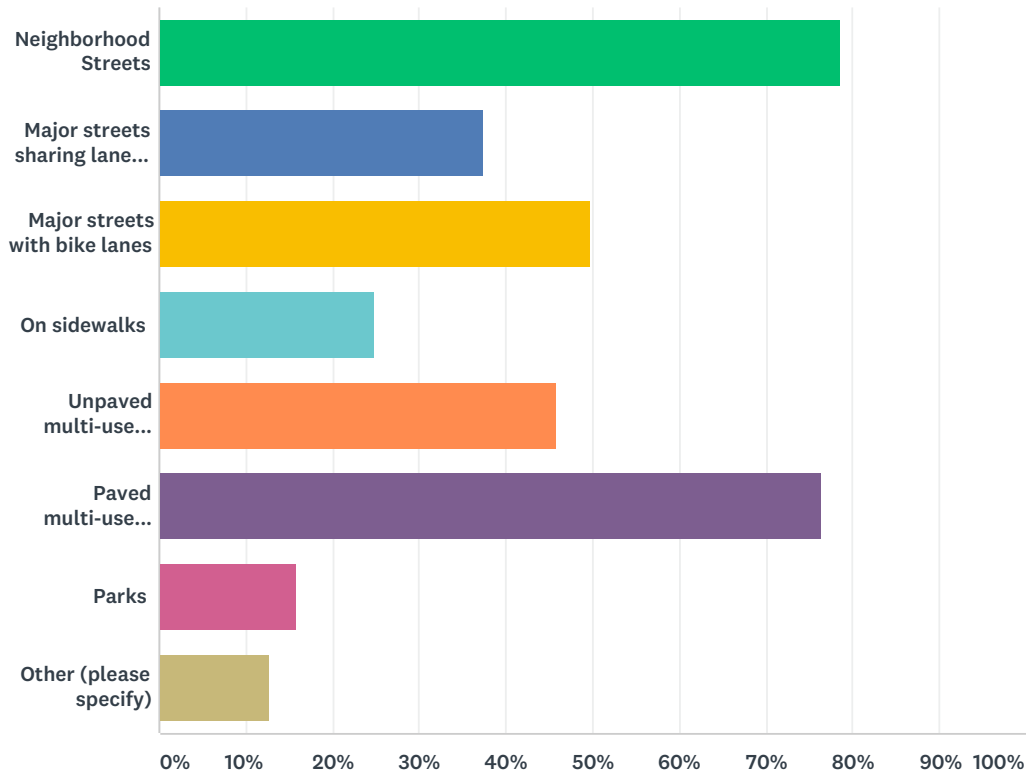
Designated Bicycle Routes	5.00% 37	12.03% 89	18.78% 139	35.27% 261	28.92% 214	740	3.71
Bike Safety for Kids	5.36% 39	6.87% 50	32.14% 234	34.89% 254	20.74% 151	728	3.59
Clubs, events, and programs	2.90% 21	7.87% 57	41.99% 304	32.73% 237	14.50% 105	724	3.48

## Q9 What would help most to improve biking in the Santa Fe MPO area?

Answered: 687   Skipped: 166

## Q10 Where do you usually ride in Santa Fe? (Choose all that apply)

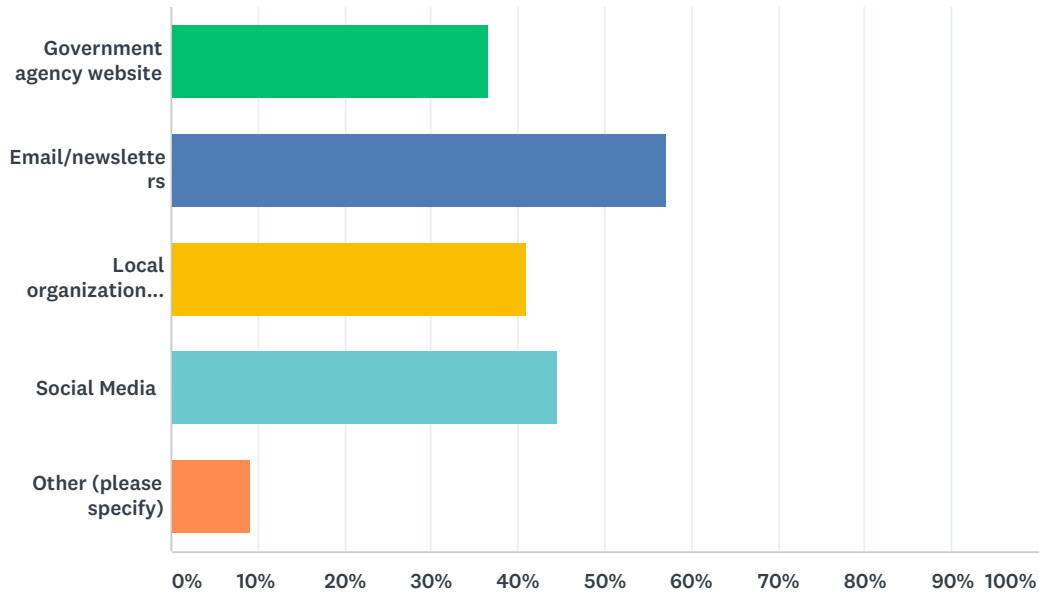
Answered: 752 Skipped: 101



ANSWER CHOICES	RESPONSES	
Neighborhood Streets	78.72%	592
Major streets sharing lane with cars	37.50%	282
Major streets with bike lanes	49.87%	375
On sidewalks	24.87%	187
Unpaved multi-use paths/trails	45.74%	344
Paved multi-use paths/trails	76.46%	575
Parks	15.96%	120
Other (please specify)	12.77%	96
Total Respondents: 752		

## Q11 Where would you like to receive future information about bicycling in the area?

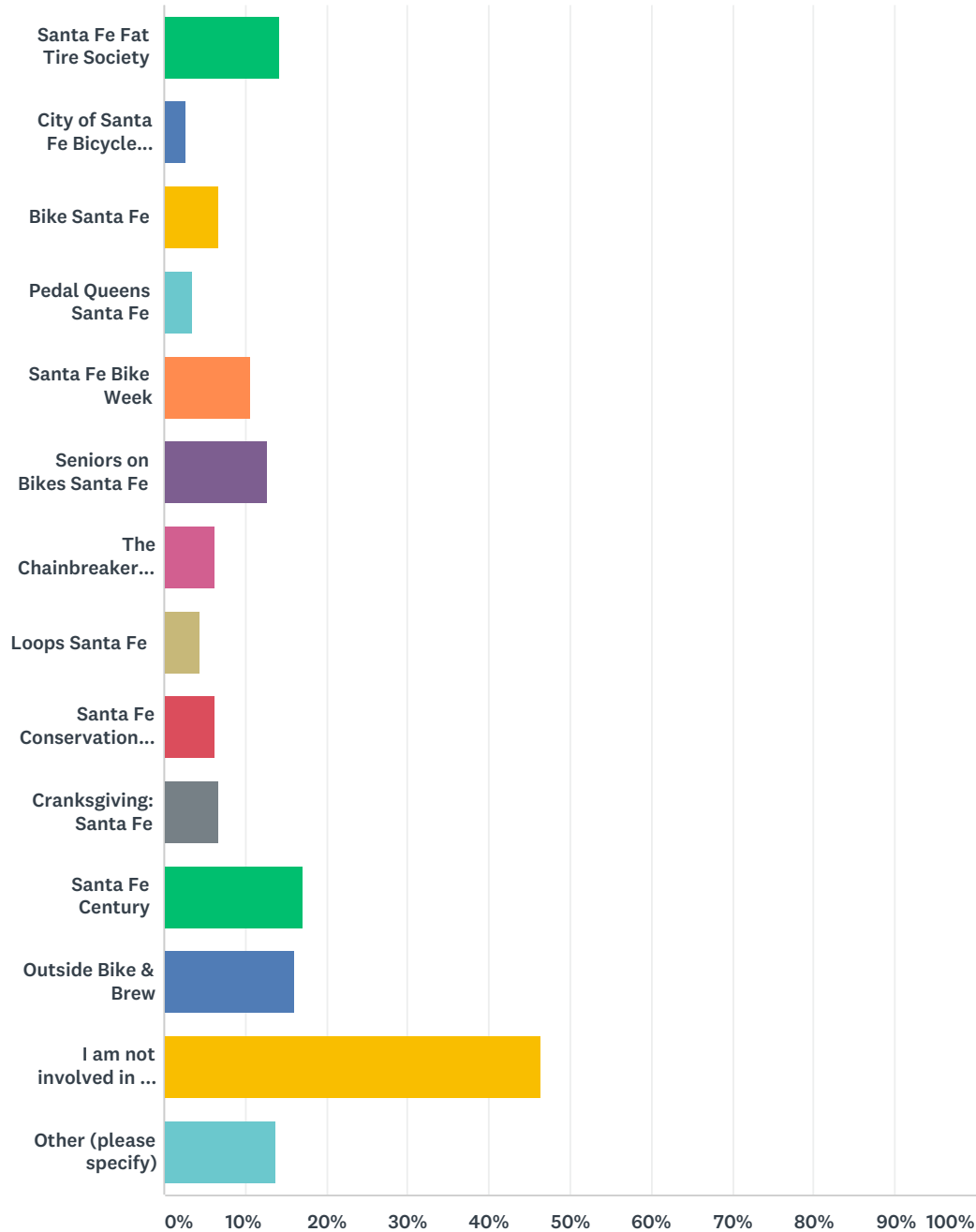
Answered: 731 Skipped: 122



ANSWER CHOICES	RESPONSES	
Government agency website	36.66%	268
Email/newsletters	57.18%	418
Local organizations/groups	41.04%	300
Social Media	44.46%	325
Other (please specify)	9.17%	67
Total Respondents: 731		

## Q12 Are you involved in any local biking groups? If so, please list:

Answered: 652 Skipped: 201



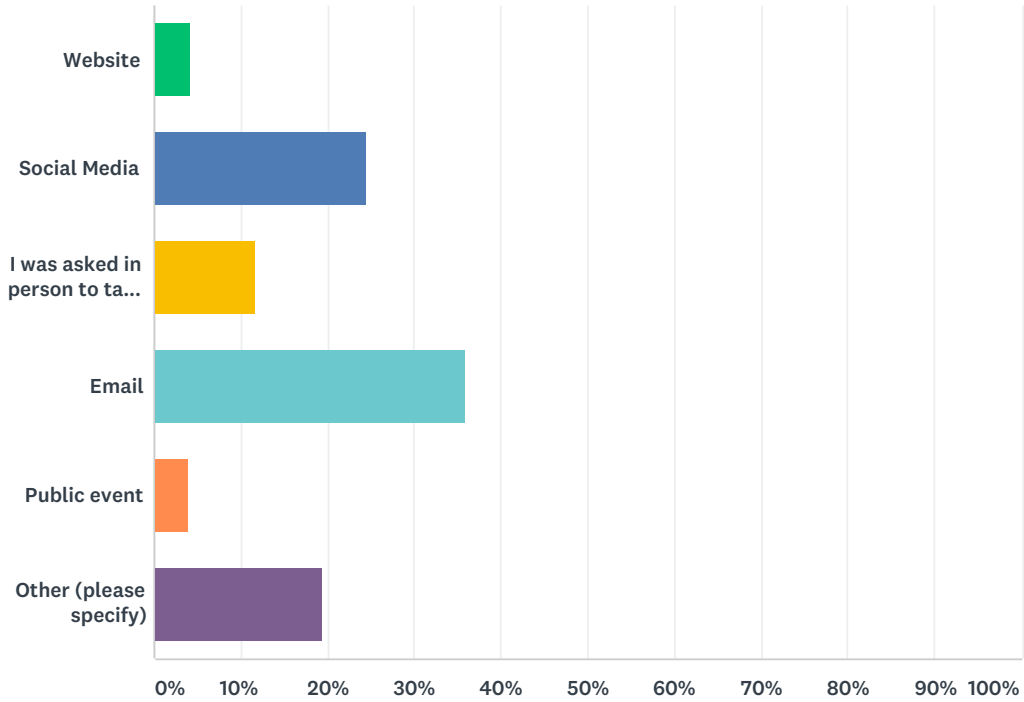
ANSWER CHOICES	RESPONSES	
Santa Fe Fat Tire Society	14.26%	93
City of Santa Fe Bicycle Trails Advisory Committee	2.76%	18
Bike Santa Fe	6.60%	43
Pedal Queens Santa Fe	3.53%	23
Santa Fe Bike Week	10.58%	69

## 2019 Bicycle Master Plan Update Public Information Survey

Seniors on Bikes Santa Fe	12.73%	83
The Chainbreaker Collective	6.29%	41
Loops Santa Fe	4.29%	28
Santa Fe Conservation Trust: Trails	6.29%	41
Cranksgiving: Santa Fe	6.60%	43
Santa Fe Century	17.18%	112
Outside Bike & Brew	16.10%	105
I am not involved in any group or organization.	46.47%	303
Other (please specify)	13.80%	90
Total Respondents: 652		

## Q13 How did you find out about this survey?

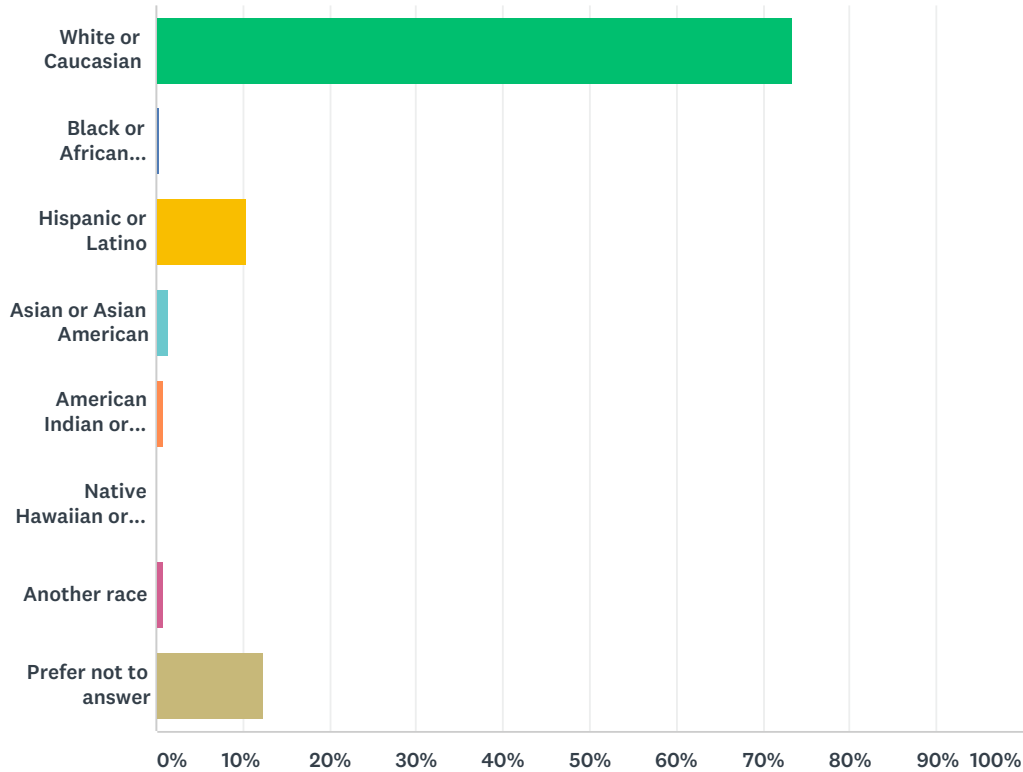
Answered: 757 Skipped: 96



ANSWER CHOICES	RESPONSES	
Website	4.23%	32
Social Media	24.57%	186
I was asked in person to take the survey	11.76%	89
Email	36.06%	273
Public event	3.96%	30
Other (please specify)	19.42%	147
TOTAL		757

## Q14 What is your race/ethnicity?

Answered: 759 Skipped: 94

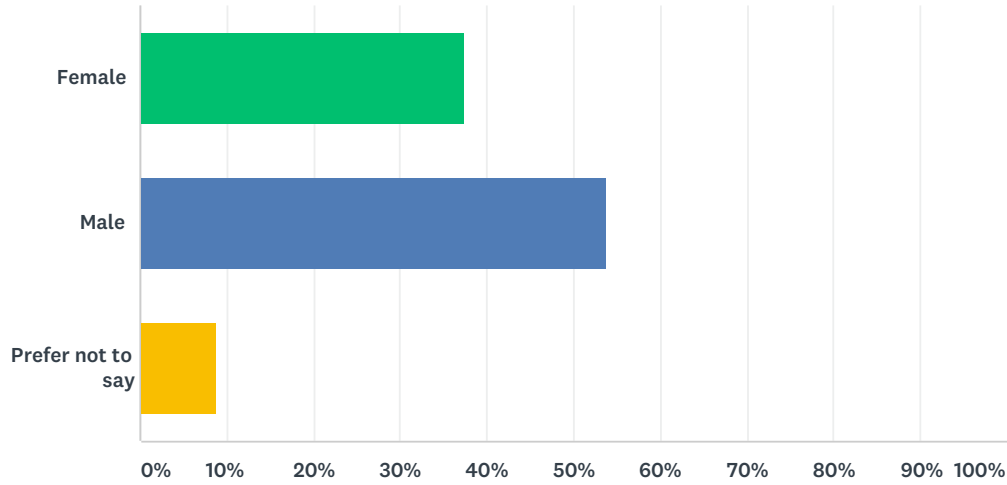


ANSWER CHOICES	RESPONSES	
White or Caucasian	73.52%	558
Black or African American	0.40%	3
Hispanic or Latino	10.54%	80
Asian or Asian American	1.45%	11
American Indian or Alaska Native	0.79%	6
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	0.92%	7
Prefer not to answer	12.38%	94
<b>TOTAL</b>		<b>759</b>



## Q15 What is your gender?

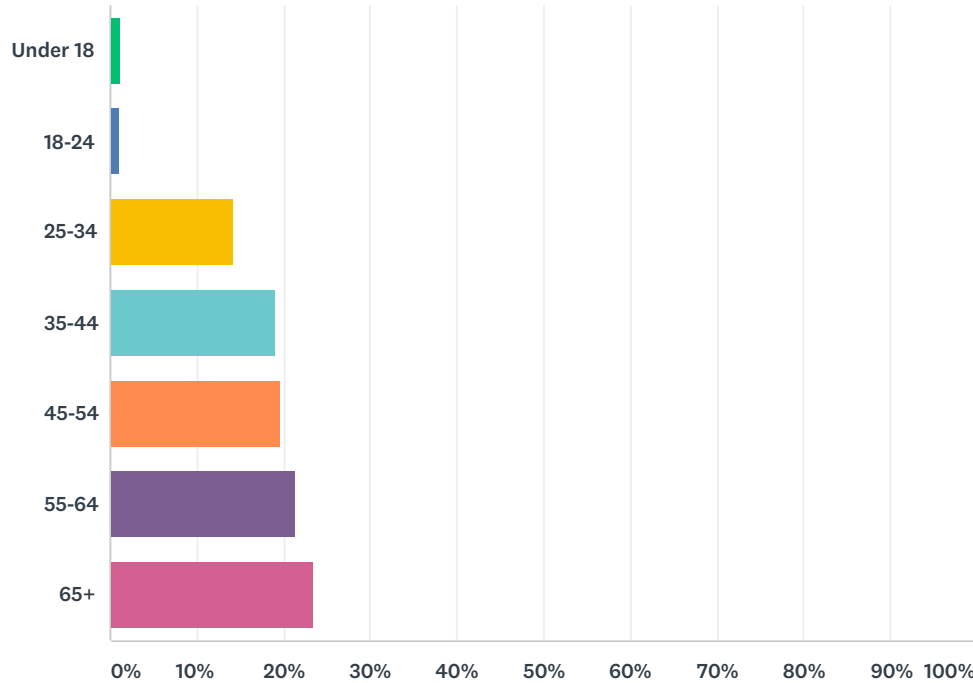
Answered: 760 Skipped: 93



ANSWER CHOICES	RESPONSES	
Female	37.37%	284
Male	53.82%	409
Prefer not to say	8.82%	67
TOTAL		760

## Q16 What is your age?

Answered: 753 Skipped: 100



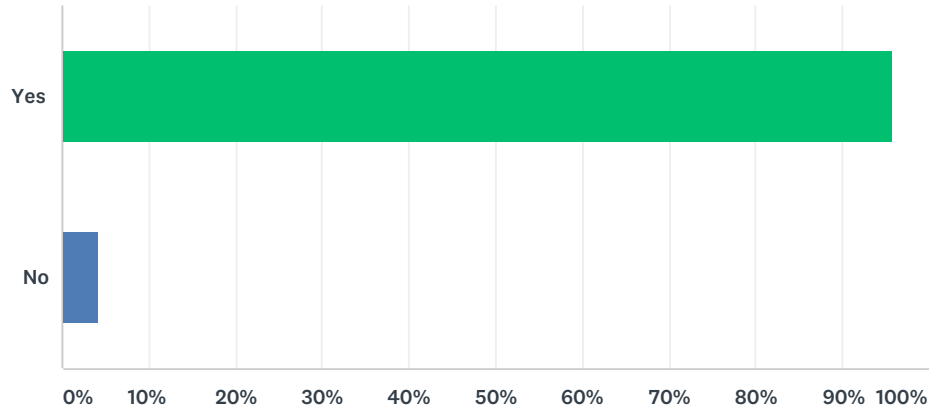
ANSWER CHOICES	RESPONSES	
Under 18	1.20%	9
18-24	1.06%	8
25-34	14.21%	107
35-44	18.99%	143
45-54	19.65%	148
55-64	21.38%	161
65+	23.51%	177
TOTAL		753

## Q17 What zip code do you live in?

Answered: 752   Skipped: 101

## Q18 Do you own a car?

Answered: 759 Skipped: 94



ANSWER CHOICES	RESPONSES	
Yes	95.92%	728
No	4.08%	31
TOTAL		759

**Q19 If you wish to do so, please leave your email address here:**

Answered: 348   Skipped: 505

# SANTA FE METROPOLITAN BICYCLE MASTER PLAN

Comments + Suggestions – from the Public

Public Meetings - Wednesday, February 6 +7, 2019

## Comments + Suggestions – from the Public

Following are comments / suggestions from the public. These comments were collected in the following manner:

- Written comments on Comment Sheets (collected on 2/6/2019 + 2/7/2019)
- Written comments on Presentation Boards – Public Input (collected on 2/6/2019 + 2/7/2019)
- Written comments on Presentation Boards – Policy (collected on 2/6/2019 + 2/7/2019)
- Written comments on Presentation Boards – Bicycle Network Vision 2040 (collected on 2/6/2019 + 2/7/2019)
- Written comments on Presentation Boards – Master Plan Table of Contents (collected on 2/6/2019 + 2/7/2019)
- Written comments on Presentation Boards – Projects (collected on 2/6/2019 + 2/7/2019)
- Written comments on Presentation Boards – Design Toolkit – Sample Pages (collected on 2/6/2019 + 2/7/2019)
- Written comments on Presentation Boards – What is the Santa Fe MPO (collected on 2/6/2019 + 2/7/2019)

## COMMENTS FROM PRESENTATION BOARDS – PUBLIC INPUT

Written comments collected via sticky-notes attached to presentation boards during the meeting are as follows:

1. QUESTION 6: WHAT TYPE OF BICYCLE RIDER WOULD YOU CHARACTERIZE YOURSELF AS?
  - a. (I am interested but very concerned) I am scared to ride in town. I only ride on safe, separate bike path / separate from motorized vehicles
2. QUESTION 7: BELOW IS A LIST OF POTENTIAL BARRIERS TO AN INDIVIDUAL'S CAPABILITY OR WILLINGNESS TO RIDE A BICYCLE. PLEASE CHOOSE ALL THAT APPLY TO YOU.
  - a. Require City, County, and School Employees to take Bike Friendly Motorists Course – 2hrs (League of Am. Bicyclists through Bike Santa Fe) Ripple effect of training Traffic school, etc.
  - b. Drivers of motorized vehicles and pedal power don't mix well.
  - c. Bicycle education for all planners, engineers + construction personnel. Not just classroom. They must ride bikes on roads they create.
3. QUESTION 8: PLEASE RATE THE EFFECTIVENESS OF POTENTIAL IMPROVEMENTS TO THE AREA'S BICYCLE ENVIRONMENT.
  - a. Bike Friendly Motorist Required Training + Better, More Equitable Police Enforcement.
4. QUESTION 9: WHAT WOULD HELP MOST TO IMPROVE BIKING IN THE SANTA FE MPO AREA?
  - a. Protected Lanes + Trails. Better Trail + Lane Maintenance. Better Enforcement.
  - b. Would love red light cameras, especially at trail crossings (no right turn red when pedestrian signal activated)
  - c. "Bikes May Use Full Lane" signage!
  - d. Driver Education should include: bicycle safety, rail road safety, construction safety.
  - e. Get traffic lights to recognize cyclists.
5. QUESTION 10: WHERE DO YOU USUALLY RIDE IN SANTA FE? (CHOOSE ALL THAT APPLY)
  - a. Sidewalks should be discouraged (by improving street infrastructure) planners should consider bike infrastructure as complementary to improving walkability in the city, which is currently in dreadful shape.
6. QUESTION 15: WHAT IS YOUR GENDER?
  - a. How can you get input from a more representative population? I think this should be a top priority!
7. QUESTION 16: WHAT IS YOUR AGE?
  - a. More people of all sorts of backgrounds would ride bikes if it were safer. Thank you.
8. MISCELLANEOUS
  - a. The trick to riding w/ traffic is to behave as the traffic does except in speed.

## SUGGESTIONS FROM PRESENTATION BOARDS – POLICY

Written comments collected via sticky-notes and dots attached to presentation boards during the meeting are as follows (dots indicate public preference):

1. GOALS: MORE AND BETTER BICYCLE FACILITIES, WITHIN AN INTEGRATED AND EFFECTIVE BIKEWAY SYSTEM – RANKING EXERCISE (organized from highest to lowest priority according to public input)
  1. Create and implement programs to retrofit roadways in need of bicycle facilities. (13 dots)
  2. Provide critical connectivity for bicyclists and pedestrians. (13 dots)
  3. Provide bicyclist with useful guidance through bike route signage and other wayfinding assistance on trails and roads. (10 dots)
  4. Implement "Complete Streets" policies for all construction and maintenance roadways. (8 dots)
  5. Support higher-density, mixed-use development (7 dots)

6. Adopt and adhere to established engineering guidelines for planning, designing, building, and maintaining roads, trails and other bicycle facilities. (4 dots)
  7. Coordinate planning of bikeway facilities in the MPO area. (3 dots)
  8. Improve and expand bicycle parking. (3 dots)
  9. Target investments in new infrastructure that maximizes cost effectiveness toward a better bikeway system. (2 dots)
  10. Gather data to support and guide bicycle planning. (1 dot)
  11. Support proactive maintenance of on-road and off-road facilities while minimizing impact to users. (0 dots)
  12. Research, consider, promote, and implement best design practices (0 dots)
2. GOALS: MORE AND BETTER BICYCLE FACILITIES, WITHIN AN INTEGRATED AND EFFECTIVE BIKEWAY SYSTEM – COMMENTS
1. How about full Vision Zero?
  2. Engineers must follow plan. Plan cannot be merely aspirational.
3. GOALS: SANTA FEANS & GUESTS ARE ABLE TO CONFIDENTLY, SAFELY, AND EFFECTIVELY RIDE BICYCLES WITHIN A SHARED TRANSPORTATION NETWORK WHERE CYCLISTS' RIGHTS AND RESPONSIBILITIES ARE UNDERSTOOD, RESPECTED, AND ENFORCED – RANKING EXERCISE (organized from highest to lowest priority according to public input)
1. Educate motorists about safe operation behavior around bicyclists. (14 dots)
  2. Create incentives / remove barriers to travel by bike. (10 dots)
  3. Establish a district-wide Safe Routes to School program. (7 dots)
  4. Support bicycle education for children and adults. (5 dots)
  5. Enforce traffic laws related to bicycling. (4 dots)
  6. Establish a bike-sharing program as an extension of public transit service. (4 dots)
  7. Continue to promote and celebrate cyclists and bicycle transportation in the Santa Fe area. (2 dots)
  8. Encourage and facilitate the use of bicycles by public agency staff and in the private sector. (2 dots).
4. GOALS: SANTA FEANS & GUESTS ARE ABLE TO CONFIDENTLY, SAFELY, AND EFFECTIVELY RIDE BICYCLES WITHIN A SHARED TRANSPORTATION NETWORK WHERE CYCLISTS' RIGHTS AND RESPONSIBILITIES ARE UNDERSTOOD, RESPECTED, AND ENFORCED – COMMENTS
1. Fort Collins "Bike-Friendly Motorist" workshops here!
  2. Pursue the Bike/Ped coordinator position recommended under Rec.1.6, pg.52 in Existing Plan.
  3. Encourage law enforcement to patrol for / enforce distracted drivers (motorists on cell phones).
  4. Improved communication with law enforcement-educate them on laws related to cycling.
  5. Improved messaging around the community i.e. Santa Fe supports cycling for better health and community vitality.
  6. Commercial building permit should include bike racks.

## SUGGESTIONS FROM PRESENTATION BOARDS – BICYCLE NETWORK VISION 2040

Written comments collected via sticky-notes attached to presentation boards during the meeting are as follows:

1. OPEN COMMENTS
  - a. Repaint green bike lane boxes. Bike routes: Sensors at intersections.
  - b. Please fix bicycle infrastructure on Cerrillos. No more higher speed in City.
  - c. Make Bike Route Signage Clearer for Drivers. EX. Henry Lynch +Richard Ave Re-paint + Maintain.
  - d. Bike Lanes on St. Mike's.
  - e. Please Pave + Give us a bike lane on Hyde Park towards the Ski-Basin.
  - f. Some lights "recognize" bikes + change – why not all?
  - g. Arroyo Hondo Trail
  - h. Use NM Central right of way to connect to Rabbit Road.
  - i. Trail / Path thru Midtown Campus
  - j. Wider shoulders on roads where there is no room for separate lanes.
  - k. Separate trails along major roads 14, OLVH, etc.
  - l. Bike lanes on primary network connections.
  - m. Strive for bike lanes on all collector and arterials, not subordinate to parking / traffic calming.
  - n. Sweep gravel / junk out of bike lanes + shoulders more often.
  - o. Bike facilities on St. Michaels is a gap in the infrastructure.
  - p. NM Central single track sfets can build.
  - q. Old SFUAD campus needs bike connectors.
  - r. Dirt single trail connector to La Tierra Trails.
  - s. On one-way streets, designate on bike lane only, the opposite side for parking. Bike in on direction only.
    - i. Yes, this x1000
  - t. Camino Real to 599 Rail Runner Connection (GUSTO).
  - u. Finish River Trail Connection to Siler.
  - v. Fix Pen Road and Cordova Bike Lanes.
  - w. Do not use "Multi-use collector" designation to eliminate bike lanes.
  - x. St. Francis Trail at Galisteo Street crossing (St. Michaels). Have cyclists stay on west side of Galisteo when crossing St. Michaels!
  - y. Connect Maes to Hermanos Rodriguez Park. This will connect SW side to downtown.
  - z. Connect school to Trailer Park (at S. Meadows).

- aa. Good this might help encourage St. Johns students to commute by bicycle (future Arroyo Chamiso trail connection).
- bb. Turquoise Trail Bike Trail – State priority - (make a separate bike trail along Hwy 14)
- cc. No shoulder here on SE side of 14. Much needed (Rail Runner Station vicinity).
- dd. This area should be a focal point for improvements in particular improving bike connectivity with the railrunner (Rail Runner Station vicinity).
- ee. Get rid of Partial Pads on NM14.

## SUGGESTIONS FROM PRESENTATION BOARDS – MASTER PLAN TABLE OF CONTENTS

Written comments collected via sticky-notes attached to presentation boards during the meeting are as follows:

1. INTRODUCTION + BACKGROUND
  - a. Thank you for undertaking this project! I look forward to riding my bike when biking is safer. Thanks!
2. PLAN DEVELOPMENT
  - a. Connectivity (or lack thereof) is one of the biggest issues for city bike infrastructure. Glad to see this explicitly on the list.
  - b. Improving connections between existing bike lanes / paths would be a low-hanging fruit to help improve safety by avoiding major thoroughfares.
3. POLICY RECOMMENDATIONS
  - a. L.A.B. Bike Friendly City Rating I.D.s Education + Enforcement as areas needing support + improvements.
  - b. More education (motorists, bicyclists) and enforcement! Workshops for law enforcement on pedal bikes laws. Sting operations at problem areas with higher incidents of crashes.
  - c. Develop a self-guided bike tour route of great attractions (and food!) in our great city! Helps promote tourism + economic development.
4. IMPLEMENTATION PLAN
  - a. Phase A, B, C – what does this mean?
  - b. Bike / Ped Coordinator is a recommendation in first version of M.P. Now let's encourage implementation.

## SUGGESTIONS FROM PRESENTATION BOARDS – PROJECTS

Written comments collected via sticky-notes attached to presentation boards during the meeting are as follows:

1. DRAFT PHASE A 2019-2014
  - a. “ \* “ (Acequia Trail: Rufina to Atajo/Las Acequias Park pending Cielo Azul development)
  - b. “ \* Huge Deal Yay! “ (Rail Trail: Crossing at St. Michael's Dr., underpass being designed for 2019)
  - c. “ \*\*\*\* “ (River Trail: Siler Rd/ to Sam Ysidro Crossing, with connection to Henry Lynch Rd.
  - d. “ \* “ (Rail Trail: St. Francis Dr. To Cordova along Pen Rd.)
  - e. Bike crossing sensor @ Baca +Cerrillos Rd. so you don't have to hit the button.
  - f. Safe connection to the future Turquoise Trail bike lanes (separate from car lanes).
  - g. Improved connector between Rail Trail section across Cordova (by Rail Runner Station).
  - h. Improved connector from Old Pecos trail to Rabbit Rd.
  - i. Connect to Bisbee Ct. businesses?
2. DRAFT PHASE B 2024 -2029
  - a. Connect Arroyo Chamiso to Richards all –12 ft? Connect Richards for Bikes + Peds across Arroyo Chamiso.
  - b. All repaving projects are opportunity to improve bike infrastructure.
  - c. Widen Henry Lynch – maintain existing signage in the meantime.
3. DRAFT PHASE C 2029-2034
  - a. none

## SUGGESTIONS FROM PRESENTATION BOARDS – DESIGN TOOLKIT SAMPLE PAGES

Written comments collected via sticky-notes attached to presentation boards during the meeting are as follows:

1. Use local photos
2. Agreed! None of our local conditions look like this.

## SUGGESTIONS FROM PRESENTATION BOARDS – WHAT IS THE SANTA FE MPO

Written comments collected via sticky-notes attached to presentation boards during the meeting are as follows:

1. None

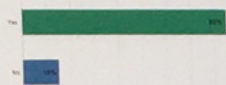
## END OF NOTES



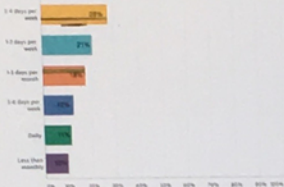
# PUBLIC INPUT

A public input survey was conducted November 2018 - January 2019 to solicit feedback on bicycling in Santa Fe and to collect basic demographic information. A total of 766 responses were registered for the questions with results as follows:

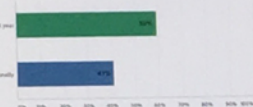
Q1 Have you bicycled in the Santa Fe area in the past year?



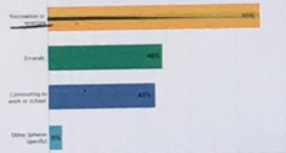
Q2 How often do you bike?



Q3 Do you ride all year round, or seasonally?



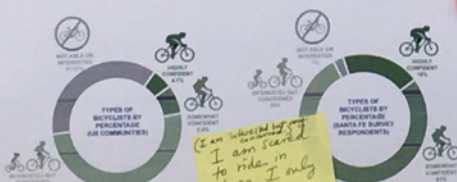
Q4 What type of trips do you use your bicycle for? (choose all that apply)



Q5 What motivates you to use a bicycle? (Choose all that apply)



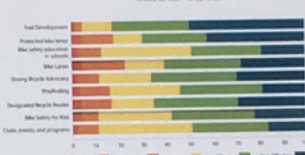
Q6 What type of bicycle rider would you characterize yourself as?



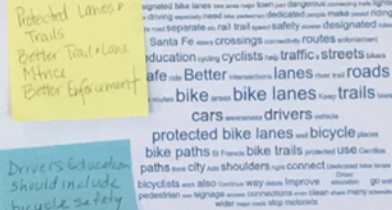
Q7 Below is a list of potential barriers to an individual's capability or willingness to ride a bicycle. Please choose all that apply to you.



Q8 Please rate the effectiveness of potential improvements to the area's bicycle environment.



Q9 What would help most to improve biking in the Santa Fe MPO area?



Q10 Do you usually ride in Santa Fe? (Choose all that apply)



Q11 Would you like to receive future information about bicycling in the area?



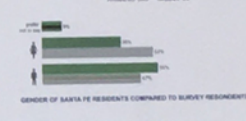
Q12 Are you involved in any local biking groups? If so, please list.



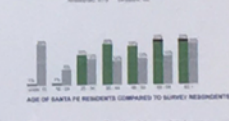
Q14 What is your race/ethnicity?



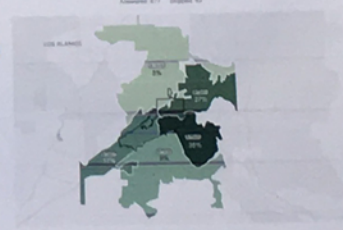
Q15 What is your gender?



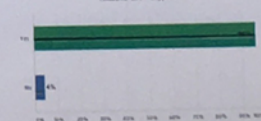
Q16 What is your age?



Q17 What zip code do you live in?



Q18 Do you own a car?

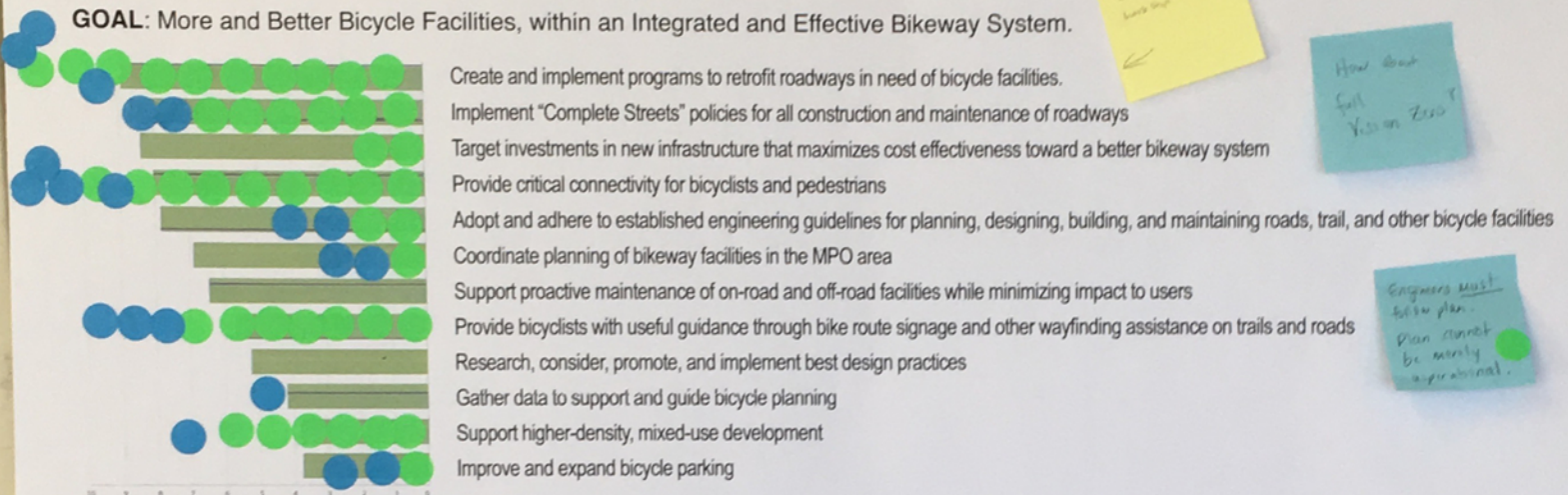




# POLICY

A survey was sent to bicycle advocates and stakeholders January 2019 to solicit input on updates to the Bicycle Master Plan goals and policy recommendations. 68 respondents prioritized the order of recommended actions and provided feedback on modifications / additions to the recommendations and key actions.

## GOAL: More and Better Bicycle Facilities, within an Integrated and Effective Bikeway System.

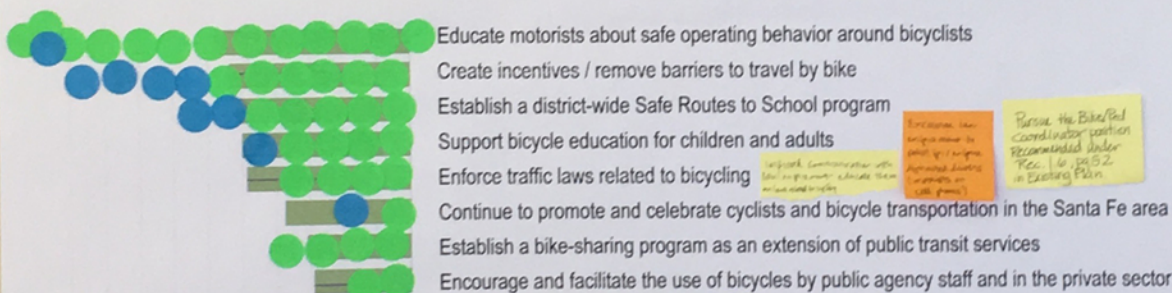


First Goals  
+ Bike Planning must  
have this - key!

How about  
full  
Vision Zero?

Engineers must  
follow plan.  
Plan cannot  
be merely  
aspirational.

## GOAL: Santa Feans & guests are able to confidently, safely, and effectively ride bicycles within a shared transportation network where cyclists' rights and responsibilities are understood, respected, and enforced.



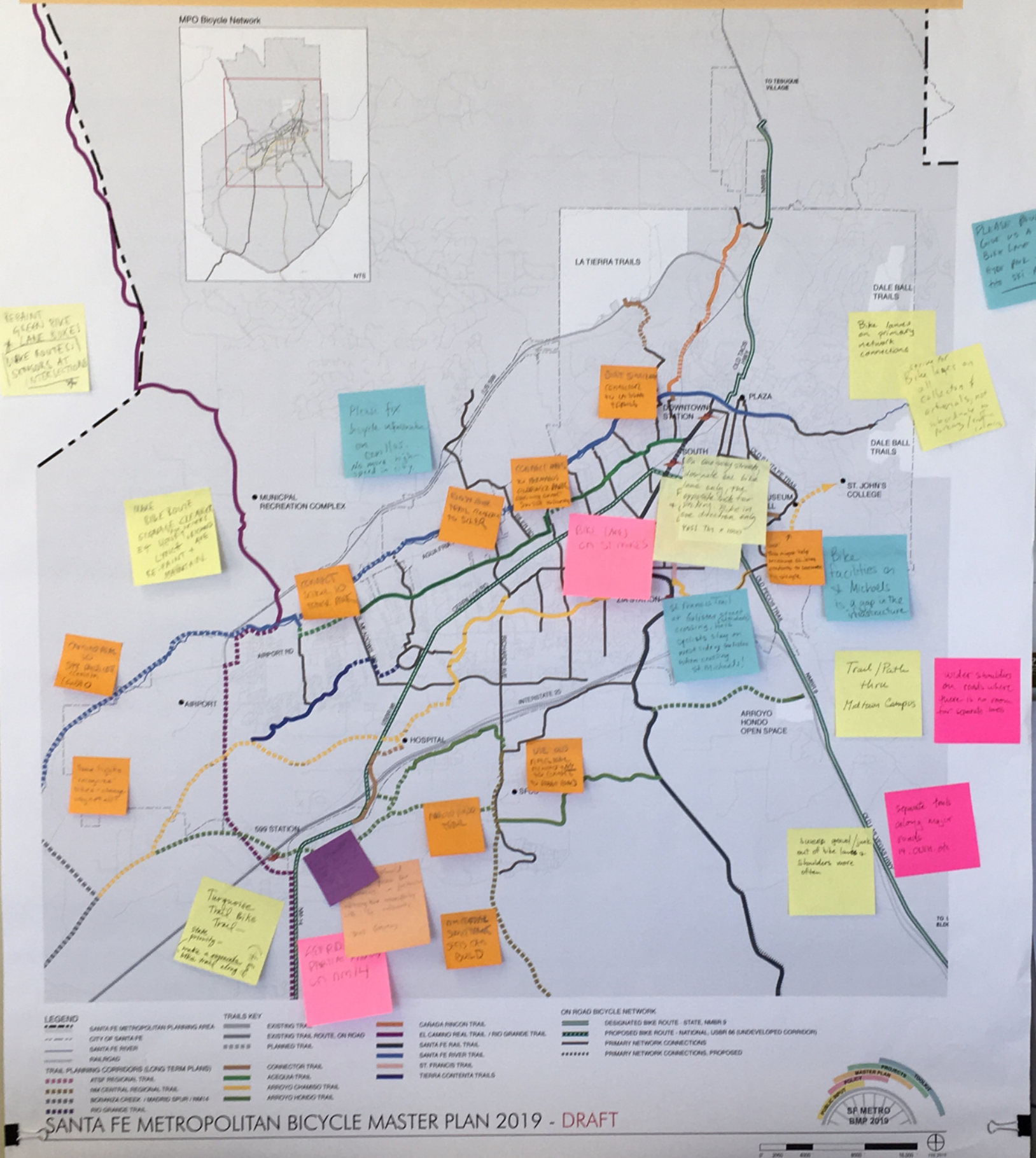
Pursue the Bike/Ped  
Coordinator position  
Recommended under  
Rec 16, p. 52  
in Existing Plan

Improve messaging  
around the community  
to Santa Fe  
Supports cycling &  
bicyclists and  
community mobility

Considered by  
Plan should include  
Bike Rack.



# BICYCLE NETWORK VISION 2040





# MASTER PLAN

## TABLE OF CONTENTS DRAFT

### 1 INTRODUCTION + BACKGROUND

- 1.1 Vision
- 1.2 Purpose
- 1.3 Jurisdiction
- 1.4 Background / Santa Fe Today
  - 1.4.1 Achievements since the 2012 BMP
  - 1.4.2 Gaps / from the 2012 BMP
  - 1.4.3 Shifts in Best Practices
  - 1.4.4 Planning Framework
- 1.5 Statement of Intent / Actions / Goals

Thank you for undertaking this project!  
I look forward to riding my bike when riding is safer than it is now.

### 2 PLAN DEVELOPMENT

- 2.1 Existing Conditions
  - 2.1.1 Biking in the Santa Fe Metropolitan Area
  - 2.1.2 Connectivity Analysis
  - 2.1.3 Crash Data Analysis
- 2.2 Existing Documents + Policies
- 2.3 Public Involvement + Engagement Process
  - 2.3.1 Public / Stakeholder Input
  - 2.3.2 Public Survey

Consistency (or lack thereof) among the various plans for city bike infrastructure will be a key factor in the success of the plan.

Following consistency between existing bike plans/policies would be a key factor in the success of the plan.

### 3 POLICY RECOMMENDATIONS

- 3.1 Key Recommendations
- 3.2 Encouragement
- 3.3 Education
- 3.4 Enforcement
- 3.5 Evaluation + Planning

L.A.B. Bike Friendly City Rating IDs  
Education + Enforcement as areas needing support + improvement

More education (training, workshops)  
More enforcement!

Develop a self-guided bike tour route of great opportunities (and food!) in our great city! Help promote tourism & economic growth!

### 4 IMPLEMENTATION PLAN

- 4.1 Vision Network
- 4.2 Phase A, B, C Projects
- 4.3 Implementation Approach
- 4.3 Toolkit Overview (Toolkit in Appendix)
- 4.4 Cost Estimate Assumptions

What does this mean?

Bike/Bulldozer is a recommendation in the vision of M.P. Now lets encourage implementation









# DESIGN TOOLKIT - SAMPLE PAGES

SANTA FE BICYCLE DESIGN TOOLKIT | DRAFT

## CONTENTS

Available Standards and Resources	2
Introduction	4
Purpose and Function	5
The Design User	6
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Context-Specific Considerations	32
Implementation	36
Implementation Strategies	36

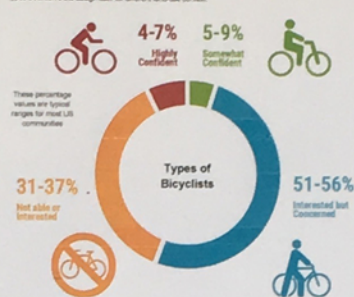
## PURPOSE AND FUNCTION

The purpose of this toolkit is to provide information on the planning, design, and operation of bicycle facilities in the City of Santa Fe, New Mexico. This toolkit provides information on how to provide for bicycle travel in most urban, suburban, and rural contexts. Guidance provided is not intended to be a detailed design manual for every situation and sufficient flexibility is permitted to encourage designs that incorporate the needs of all users.

## THE DESIGN USER

The figure below illustrates the spectrum of interest in bicycling as a mode of transportation among the general population in most U.S. communities. Estimates show the greatest percentage of the population—about half—falls into the "Interested but Concerned" category. The "Interested but Concerned" people are most comfortable riding when separated from motor vehicles. On the other end of the spectrum, "Highly Confident" people are comfortable sharing the road with motor vehicles. In the middle, "Somewhat Confident" people are comfortable riding for short distances with motor vehicles.

To increase identity, facilities should be designed to accommodate as much of the cycling population as possible. This requires that facilities meet the desired level of comfort for most users. Through evidence that providing less protection/separation or roads with higher speeds and volumes will result in fewer people choosing to use a bicycle on these roads. See the Bikeway Facility Selection Chart on page 8 to determine which facility types best serve the design user for different land-use context.



SANTA FE BICYCLE DESIGN TOOLKIT | DRAFT

## FACILITY SELECTION

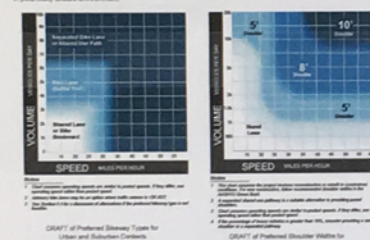
This section provides guidance on selecting the appropriate facilities based on traffic characteristics and land use context.

### Traffic Volume and Speed

Bicyclist comfort levels decrease proportionally with increases in motor vehicle volumes and a widening differential between the speed of bicycles and the speed of adjacent traffic. As a result, both traffic volume and traffic speed are important considerations when choosing an appropriate bikeway type for a given location. In general, as both traffic volume and speed increase, so does the need for greater separation of the bikeway from traffic in order to reduce the effects of volume and speed, which in turn reduces the level of comfort and safety. This also helps to mitigate the effects of volume and speed, which in turn reduces the level of comfort and safety.

The Draft Bikeway Facility Selection Charts below combine both speed and volume into a single chart to help identify an appropriate treatment for given roadway. The treatment shown in the charts is intentionally placed to assist City of Santa Fe design decisions on selecting the facility type. The charts are presented in a draft form and may be modified by the City before final adoption of the report.

On urban and suburban streets, the "Interested but concerned" individual is assumed as the design user. As this is the largest population group, designing bicycle facilities for them will ensure that the bicyclist identity increases in the future. The chart shows the degree to which physical separation increases as the volume and speed of the adjacent motor vehicle traffic increases. This allows for higher level of comfort and protection for the design user in potentially unsafe environments.



SANTA FE BICYCLE DESIGN TOOLKIT | DRAFT

On rural roadways, the design user is assumed to be the "Highly confident or somewhat confident" group. For these population groups, paved shoulders and shared use are appropriate facility types. However, City of Santa Fe may determine that "Interested but concerned" population group should be the primary design user in rural roadways as well. In such a case, implementation of shared use path with physical separation from motor vehicle traffic would likely be the preferred facility along the roadway. This type of facility would potentially increase identity as it accommodates a broader group of riders and allow better access to scenic views along the rural corridor.

### Land Use Context

Land use can often impact the distances between destinations, as well as the expected number and types of bicyclists. This means land use context is an important factor when determining the preferred facility type. Traditionally, streets are often designed as functional classification despite passing through multiple land use contexts. Therefore, land use context allows for a more thorough assessment of needs to develop an appropriate bikeway implementation measure within a corridor.

High density and urban areas generally have higher volumes of walking and bicycling due to shorter distances between destinations, more diverse land uses, and a higher concentration of human activity. These areas are more likely to require separation between motor vehicles, bicycles, and pedestrians. Depending on traffic speeds and volumes, separation between bicycles and motor vehicles may also be needed. Lower density areas with less diverse and less often have lower bicyclist and pedestrian volumes. In these locations, shared-use paths may be a sufficient alternative to separated bike lanes or bike lanes. Rural areas often have lower rates of urban bicyclist trips and serve more recreation bicyclist trips made by more confident users. Paved shoulders or bike lanes are often sufficient in these areas, but separation should be considered for locations near schools, parks, or popular bicycle routes.

### Crash History

Crash data and history are a valuable tool when selecting the appropriate facility type in a location. Whenever a facility type or treatment is assessed, safety issues and crash history should be assessed to address existing issues when data is available. Where crash data is unavailable, inadequate, or where crash history is not available, design engineers should consider the safety of an existing facility. This is important because existing data does not include unreported bicycle crashes.

Data that includes bicycle crashes can also be useful when assessing crash history. Some facilities may appear unsafe due to a high number of crashes. However, they may be safer than expected, if the facility is used by high numbers of bicyclists. As such, number of crashes per bicyclist volume may be used to assess the location of bicycle crashes.

Crash data and maps are compiled by the University of New Mexico Traffic Research Unit and are available online at [www.unm.edu/traffic](http://www.unm.edu/traffic).



SANTA FE BICYCLE DESIGN TOOLKIT | DRAFT

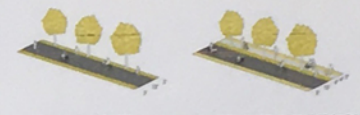


SANTA FE BICYCLE DESIGN TOOLKIT | DRAFT

## FACILITY TYPES

### Shared Use Paths

A shared use path is a two-way facility that is physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users. Shared use paths, also referred to as trails, are often located in an independent alignment, such as a greenway or converted railroad right-of-way. Shared use paths that are located parallel to an adjacent roadway are also called as bikeways, which are addressed on page 10.



### Considerations

- According to AASHTO, "Shared use paths should not be used to provide unimproved bicycle facilities, but rather to supplement a network of on-road bike lanes, shared roadways, bicycle boulevards, and paved shoulders."
- Shared use paths may be used as a network or system of routes designed specifically for off-street travel.
- Shared use paths are used for recreation, leisure activity, general utility trips, and commuting.
- These paths are often located along waterways, within parks and open spaces, along bike trails, or as bikeways - see page 10, and through assessments and right-of-way for utility.
- Shared use paths are appropriate when an on-street route may be the design user for the "Interested but concerned" group due to the speed of the road, the majority of users are recreational or leisure users, or to provide a more direct route between points of interest.

### Guidelines

- Where shared use paths cross roads, crossings should be seamless, intuitive, and designed to ensure visibility and predictability for all users. Such crossings are also an access point and should be designed to facilitate movements of path users to either enter or exit the shared use path. It is important to provide user guidance to ensure users are giving the appropriate attention when exiting the shared use path. Latest Manual of Uniform Traffic Control (MUTCD) guidelines, Public Street Agreements, as well as AASHTO guidelines should be used to determine appropriate traffic control at the crossings.

SANTA FE BICYCLE DESIGN TOOLKIT | DRAFT

## RAIL WITH TRAIL CROSSINGS

Trails that cross railroad alignments in urban corridors can be complex and often require coordination with railroad companies and the Rail Master Program Transit District. The U.S. Department of Transportation's Rules with Rules (Laws) issued provide design guidance for rail with trail crossings. The report identifies three primary methods:

- Clearing path users to a nearby intersection. This method can be used if there is an existing crossing at an intersection within 100' of the rail with trail crossing.
- Physical unimproved crossing. This is a dedicated shared-use path crossing treatment and should only be used at locations with low traffic volumes and speeds (less than 35 mph).
- Physical unimproved crossing. Signals are appropriate at crossing locations with four or more lanes and high traffic volumes.

### References

- Rules with Rules (Laws) issued, United States Department of Transportation (2002)
- Federated Bicycle Planning Division and Sign at Highway Trail and Pathway Trail Crossing Guidelines, Bicycle Center for Transportation (2015)

## SIGNS AND SIGNALS

Traffic control using signs and signals can improve comfort and safety for all users on trails and shared-use paths. The following guidance supplements MUTCD guidelines for these treatments. All signs at trail crossings must be legible and color distinguishable during day and night conditions in external lighting conditions or retroreflective materials. All crossing treatments should comply with AASHTO standards.

### Active Warning Beacons

Active warning beacons, including the High-Intensity Activated Crosswalk Beacon (HIACB), are a type of hybrid signal intended to allow pedestrians and bicyclists to stop traffic to cross high-volume arterial streets. This type of signal may be used in a full signal that meets any of the traffic signal control warrants in the MUTCD. It may also be used at locations where it does not meet traffic signal warrants but where assistance is needed for pedestrians or bicyclists to cross a high-volume arterial street.

Fluorescent indicators should be "hot" (powered internally when present), be placed in convenient locations for all users, and comply with AASHTO standards. Passive signal indicators, such as solar or battery powered, may also be considered.

### Selection

- The MUTCD recommends minimum volumes of 30 pedestrians or bicyclists an hour for major arterial crossings (volume exceeding 1,000 vehicles/hour).
- This type of device should be considered for all arterial crossings in a bicycle network and for path crossings if other engineering measures are found inadequate to create safe crossings.
- See *Florida's Safety Effects of Market Versus Uncontrolled Crossings at Uncontrolled Locations* publication and the *Manual of Uniform Traffic Control Devices* to determine warrants for traffic control at midblock crossings.

### Rectangular Rapid Flashing Beacon (RRFB)

RRFBs are low-intensity high-intensity yellow LEDs that flash in a rapidly flashing sequence, that supplement crossing warning signs at uncontrolled crossings. Low active warning beacons, RRFBs supplement crossing warning signs, however, RRFBs can achieve much higher attentional yield rates.

RRFBs may be installed for the purposes of alerting drivers to a crossing warning, the flashing sequence should be limited to a pedestrian or bicycle crossing. The duration of flashing operation of the RRFBs following each activation should be based on the MUTCD provisions for timing of pedestrian crossings. Low active warning beacons, RRFBs supplement crossing warning signs, however, RRFBs can achieve much higher attentional yield rates.



SANTA FE BICYCLE DESIGN TOOLKIT | DRAFT

### Selection

- RRFBs can be used when a signal is not warranted at an uncontrolled crossing. They are not appropriate at intersections with signals or RTOR signs.
- RRFBs are not recommended for installation on unimproved roadways of more than four lanes. RRFBs might also be beneficial for use at midblock ends of roundabouts where motorist yielding is poor and gaps are infrequent during peak hours.
- While RRFBs have been used on roadways with posted speeds over 40 mph and on roads with more than four lanes, caution should be used as motorist yielding percentages might be lower in these situations.

### Regulatory Signs

A combined Bicycle Pedestrian Warning sign (W11-13) may be used at crossings where a crossing of a crossing where bicyclists and pedestrians cross together in a shared crossing or in close proximity. At locations where only bicyclists are crossing, a Bicycle Warning Sign (W11-13) should be used.

At an at-grade crossing, a combined Bicycle Pedestrian Warning sign (W11-13) may be used at crossings where a crossing of a crossing where bicyclists and pedestrians cross together in a shared crossing or in close proximity. At locations where only bicyclists are crossing, a Bicycle Warning Sign (W11-13) should be used.

Where there is inadequate stopping sight distance for motorists to see a pedestrian or bicyclist at a crossing, the warning sign at the crossing can be supplemented with an additional advanced warning sign. The W11-13 or W11-15 sign should be at the distance recommended for the approach speed in Table 2C-4 of the MUTCD.

### PAVEMENT MARKINGS

Traffic control pavement markings at shared-use path crossings can improve safety and operations for all users. Per the MUTCD, all markings used on bicycle facilities shall be retroreflective.

#### Stop Lines

Stop lines may be used to indicate the point at which motorist should stop in compliance with a traffic signal or stop sign at locations where bicycles are crossing. Stop lines must be white and 12 to 24 inches wide.

#### Yield Lines

Yield lines may be used to indicate the point at which a motorist should yield in compliance with a yield sign, a Yield sign for Pedestrians or Bicyclists sign, or a Yielding Traffic sign. Yield lines should be white and 12 to 24 inches wide. See *Blue Line Regulatory Signs* on page 28 for more information regarding the use of these signs.

#### Crosswalks

Crosswalks should be installed at all locations where a shared-use path crosses a roadway. Crosswalks should conform to MUTCD standards and have minimum width equal to the shared-use path.







## Santa Fe Metropolitan Planning Organization

*"Promoting Interconnected Transportation Options"*



# What is the Santa Fe MPO?

The City of Santa Fe was designated a Metropolitan Planning Organization (MPO) in 1982 by the federal government when the population of the metropolitan area reached 50,000. MPO membership has grown to include Santa Fe County, the New Mexico Department of Transportation (NMDOT) and Tesuque Pueblo. The MPO Planning Area covers approximately 25% of Santa Fe County's land area and includes 80% of its population (Planning Area Population = 116,386, Santa Fe County Population = 144,170) and 90% of its employment.

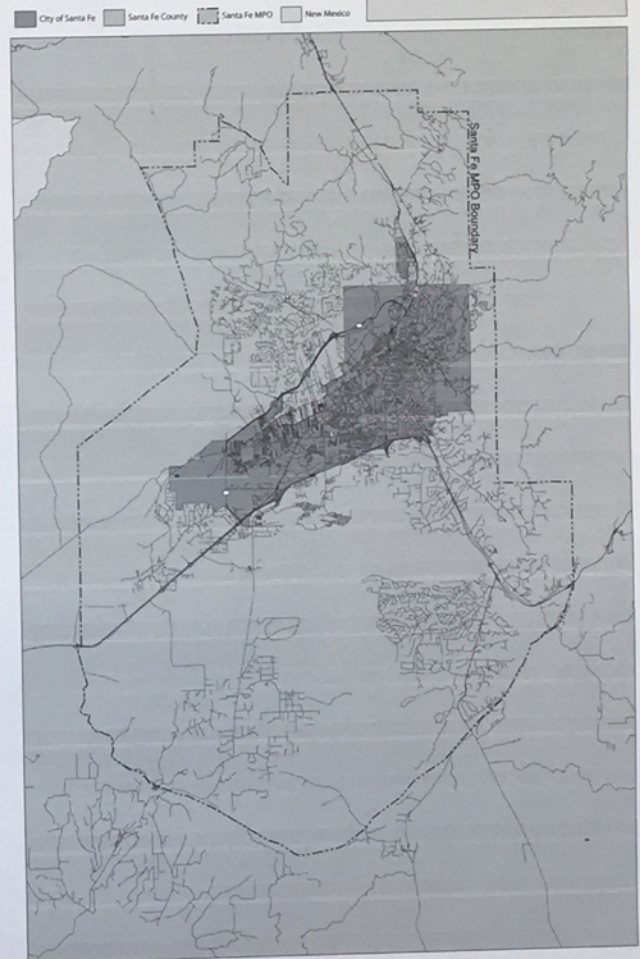
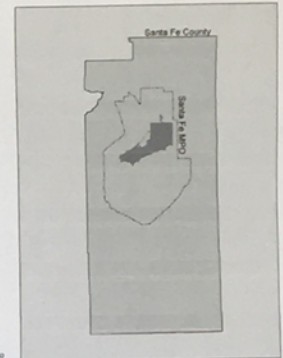
The purpose of the MPO is to create a forum for transportation decision making in the metropolitan planning area.

### The Santa Fe MPO is responsible for:

- Facilitating cooperation, consistency, and connectivity between all transportation planning efforts within the Santa Fe metropolitan area
- Promoting a multi-modal, regional transportation system that is:
  - safe and efficient; that
  - maximizes community connectivity;
  - serves the mobility needs of all citizens; and that
  - exists in harmony with the environment.
- Developing and updating a Metropolitan Transportation Plan (MTP) that guides transportation improvements within the MPO Planning Area for at least the next 20 years.
- Maintaining a 4-year Transportation Improvement Program (TIP) that lists regionally significant projects and transportation programs, with identified funding, that are located or operating within the MPO Planning Area.

### Transportation Planning Activities include:

- Pedestrian Planning
- Bicycle Planning
- Transit/Rail Planning
- Data Collection and Analysis
- Corridor and Safety Studies
- Project Review
- Education, Outreach, and Coordination



**From:** AUNE, ERICK J. [ejayne@ci.santa-fe.nm.us](mailto:ejayne@ci.santa-fe.nm.us)  
**Subject:** RE: BMP - Survey  
**Date:** September 26, 2018 at 1:55 PM  
**To:** Trung Vo [tvo@tooledesign.com](mailto:tvo@tooledesign.com)  
**Cc:** Patrick Sinnott [psinnott@do-designoffice.com](mailto:psinnott@do-designoffice.com), Jessica Juriga Fields [jfields@tooledesign.com](mailto:jfields@tooledesign.com), Claudia Horn [chorn@do-designoffice.com](mailto:chorn@do-designoffice.com), GARCIA, DERRICK S. [dsgarcia@ci.santa-fe.nm.us](mailto:dsgarcia@ci.santa-fe.nm.us)

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All,

Derrick and I met with Tomas Rivera the Director at the Chain Breaker Collective (Social Advocacy Group) regarding insights and support of our efforts to develop diverse public input.

- A. He helped us with some language we can pull into survey questions
- B. He helped us with some language that may help reframe the plans "goals" and objectives that support the needs of community members who may be more reliant on walking and bicycling
- C. They will help us with the dissemination of surveys and other engagement efforts to the extent they have the resources/time. We recognize they are a smaller organization with limited staff

I am going to pursue the possibility of hiring an intern where that position would focus envi justice and public engagement over the course of 3 months.

Thanks  
Erick

Erick J. Aune, AICP  
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**From:** Trung Vo [<mailto:tvo@tooledesign.com>]  
**Sent:** Tuesday, September 25, 2018 9:34 AM  
**To:** AUNE, ERICK J.  
**Cc:** Patrick Sinnott; Jessica Juriga Fields; Claudia Horn; GARCIA, DERRICK S.  
**Subject:** RE: BMP - Survey

Hi everyone,

Attached is the survey content for the Las Cruces Active Transportation Plan.

Trung Vo P.E., AICP | Project Planner

**TOOLE DESIGN**  
[tvo@tooledesign.com](mailto:tvo@tooledesign.com) | 720.204.7061 x551

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**From:** Trung Vo  
**Sent:** Friday, September 21, 2018 12:16 PM  
**To:** 'AUNE, ERICK J.' <[ejayne@ci.santa-fe.nm.us](mailto:ejayne@ci.santa-fe.nm.us)>  
**Cc:** Patrick Sinnott <[psinnott@do-designoffice.com](mailto:psinnott@do-designoffice.com)>; Jessica Juriga Fields <[jfields@tooledesign.com](mailto:jfields@tooledesign.com)>;