



POP-UP PROTECTED BIKE LANE DEMONSTRATIONS



WHAT ARE PROTECTED BIKE LANES



Barriers can be planters, curbs, parked cars, or PBL specific equipment

Essential components: lane, vertical barrier

Buffer size can vary

Deluxe versions may be painted green or raised

BENEFITS OF PROTECTED BIKE LANES

1 Safer for everyone¹

2 Boost economic growth²

3 More people biking → less GHG³

4 Cheaper than trails⁴

5 All ages and abilities bike network⁵

TRANSPORTATION IS THE #1 SOURCE OF GHG AND SUPPORTED BY SUSTAINABLE SANTA FE 25-YEAR PLAN

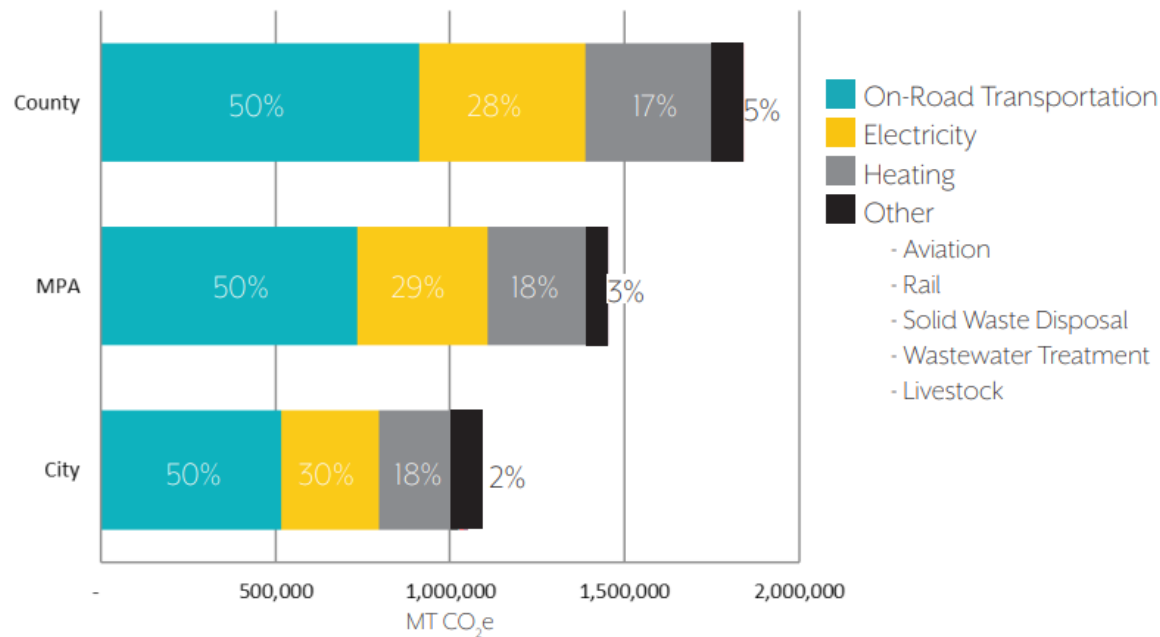


Figure 6: GHG Emissions for Santa Fe City, MPA, and County

Priority Recommendations: Transforming the transportation system

Transportation [Objective]: Plan for and invest in a safe, modernized transportation system that supports low-emission, active, and equitable mobility options for all users.

- A. Achieve annual reductions in daily vehicle miles traveled (DVMT).

SAFETY IS A MAJOR BARRIER TO BIKING IN SANTA FE

2021 Multimodal Transition Plan:

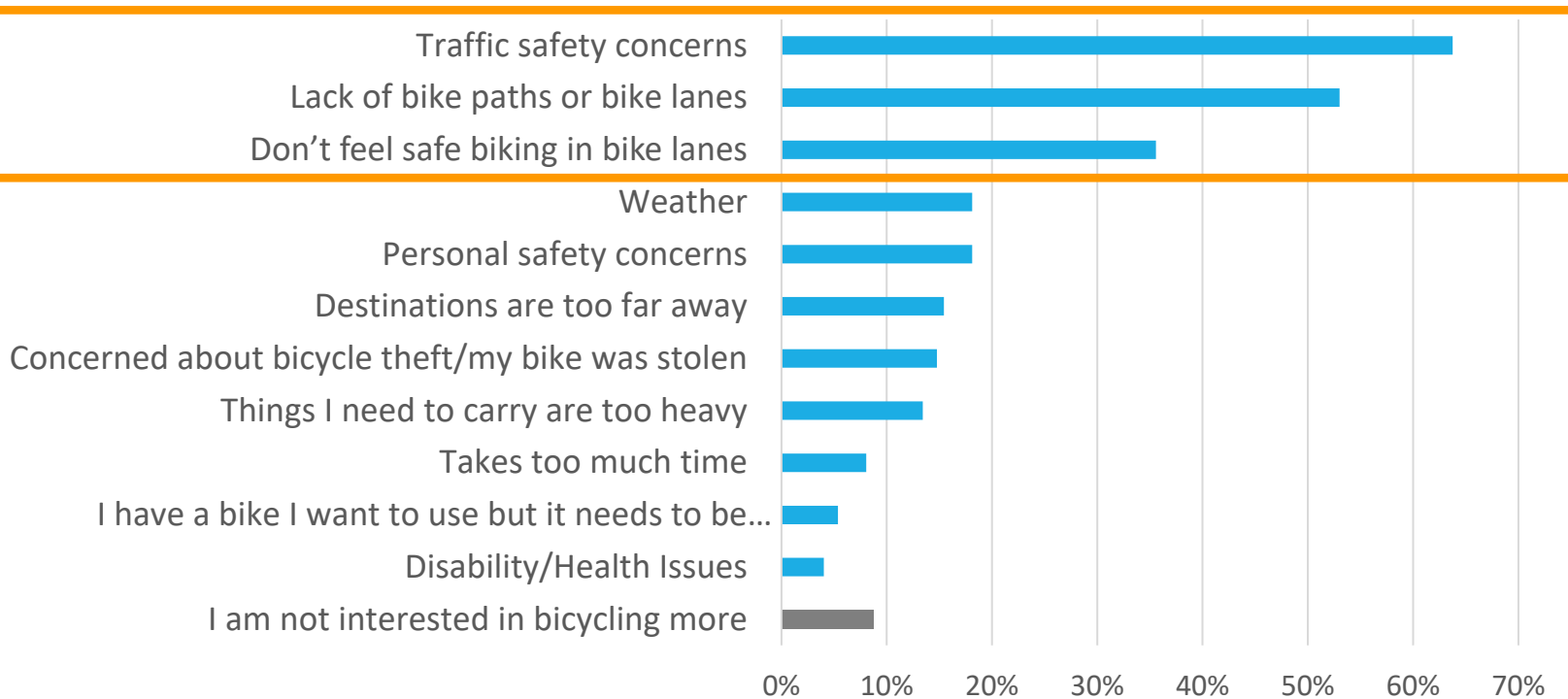
If you would like to bike more (for trips to school, work, errands, recreation), but don't, what is the biggest factor or constraint that keeps you from doing so?

	# Responses	% Respondents
Traffic safety concerns	483	68%
Lack of bike paths or bike lanes	396	56%
Don't feel safe biking in bike lanes	315	44%
Personal safety concerns	255	36%
Destinations are too far away	163	23%
Things I need to carry are too heavy	155	22%
NA: I am not interested in bicycling more	139	20%
Takes too much time	119	17%
I have a bike I want to use but it needs to be repaired	67	9%
Concerned about bicycle theft/my bike was stolen	12	2%
Disability/Health Issues	8	1%
Weather	6	1%
Other	10	1%
Total Responses	2,128	
Total Individual Respondents	711	100%

SAFETY IS A MAJOR BARRIER TO BIKING IN SANTA FE

2021 BPAC Survey:

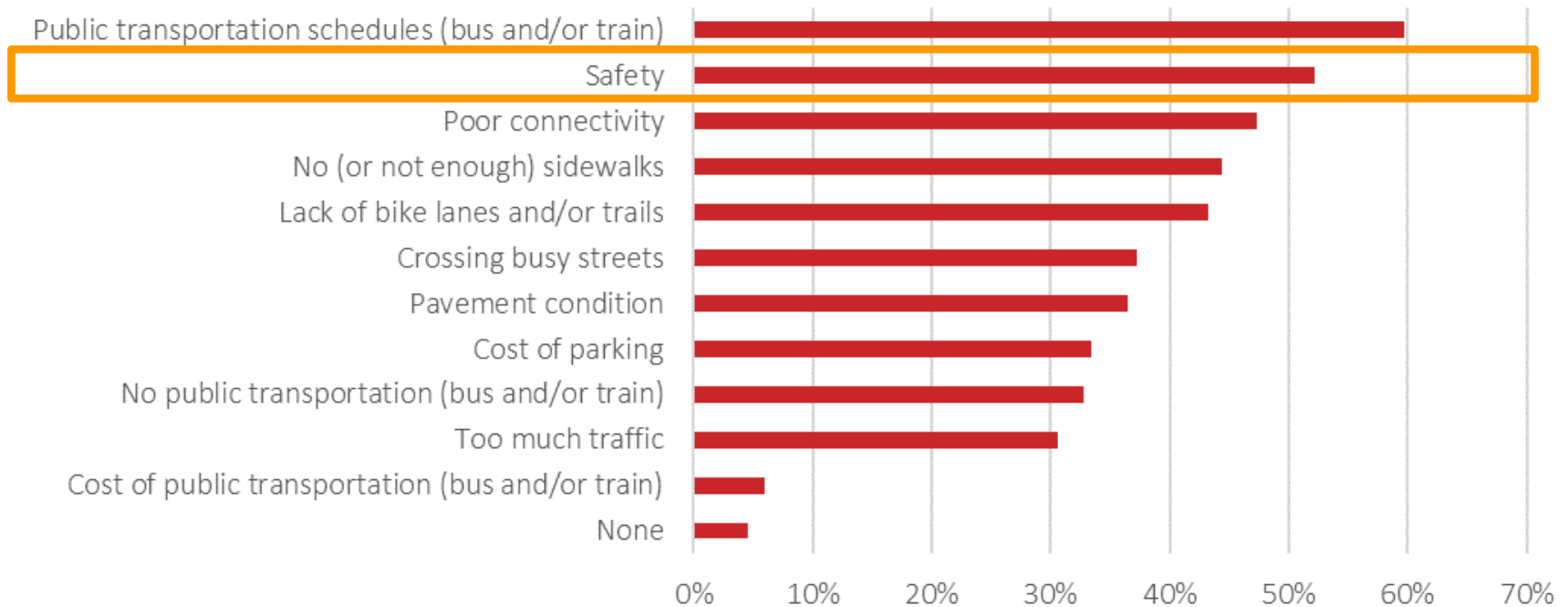
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SAFETY IS A MAJOR BARRIER TO BIKING IN SANTA FE

2020-2045 Metropolitan Transportation Plan:

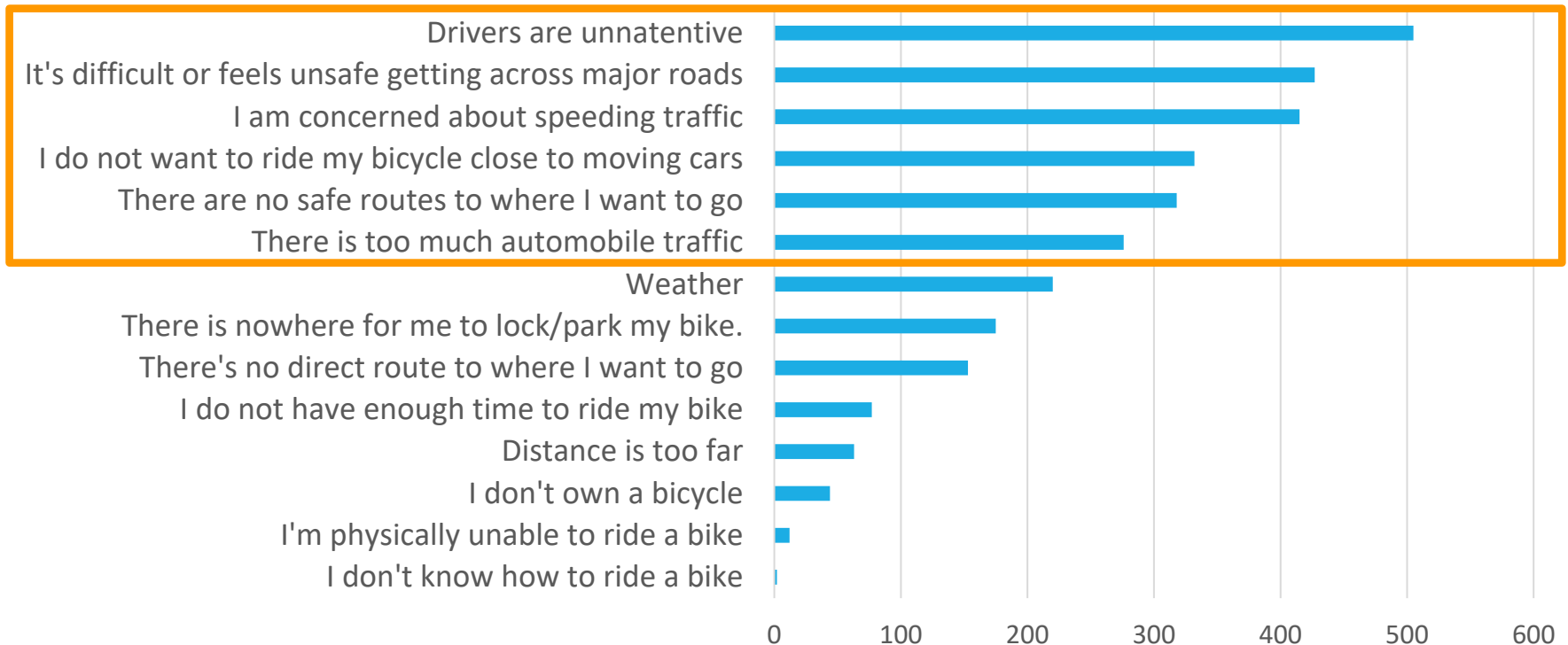
Which of the following barriers influence you the most when considering transportation options?



SAFETY IS A MAJOR BARRIER TO BIKING IN SANTA FE

2019 Bicycle Master Plan:

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.



POP-UP PROTECTED BIKE LANE GOALS

Demonstrate what they are & how they work

Start the conversation – is this what people want?

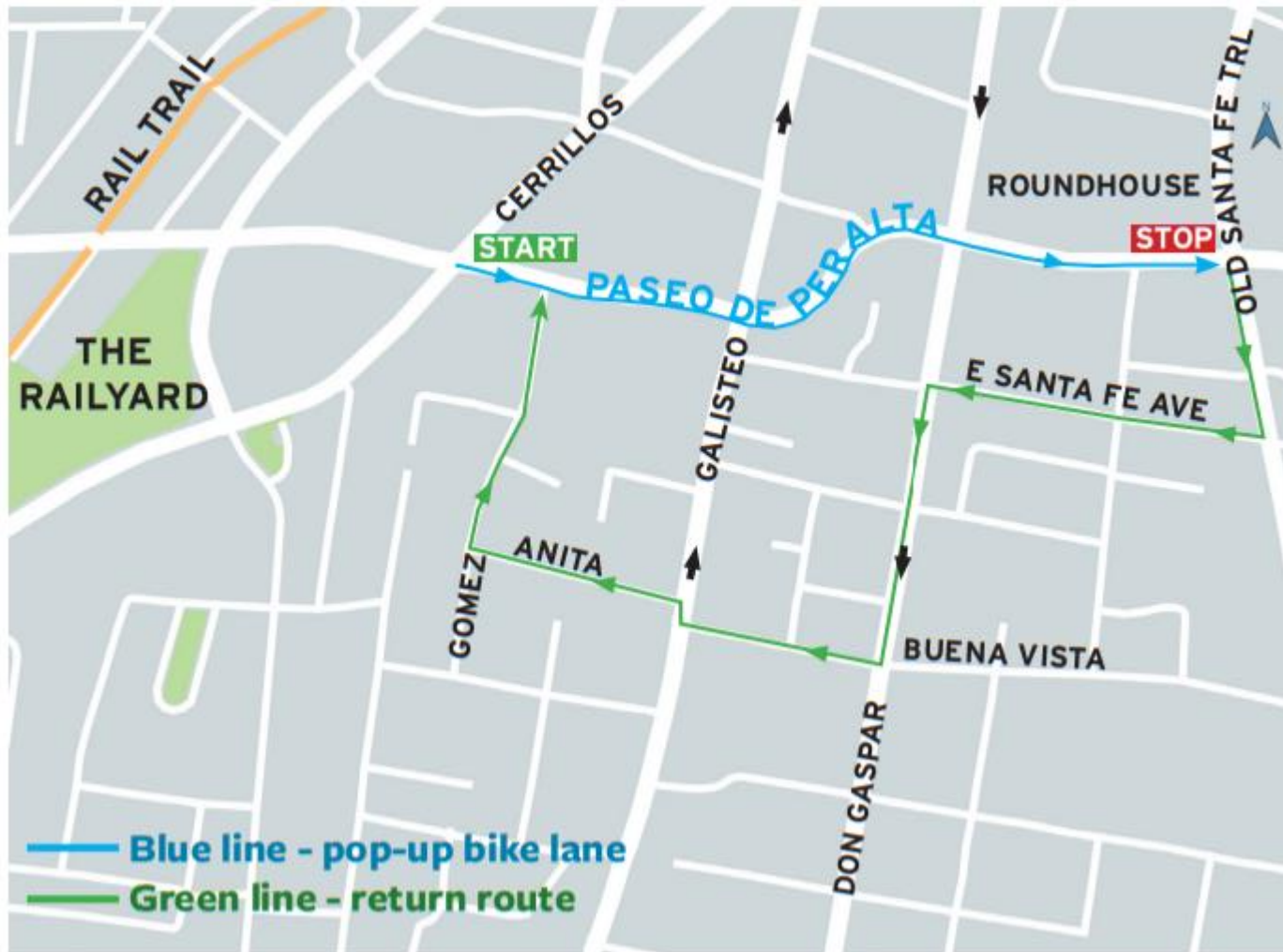
Work towards the Bicycle Master Plan Goal

SEPARATED (PROTECTED) BIKEWAY



MPH	≤25	30-35	≥40
2012	0 mi	0 mi	0 mi
2018	0 mi	0 mi	0 mi
TARGET			
2024	-	1 mi	-

PASEO DE PERALTA PROTECTED BIKE LANE OCTOBER 9TH AND 10TH





Signage
and
setup

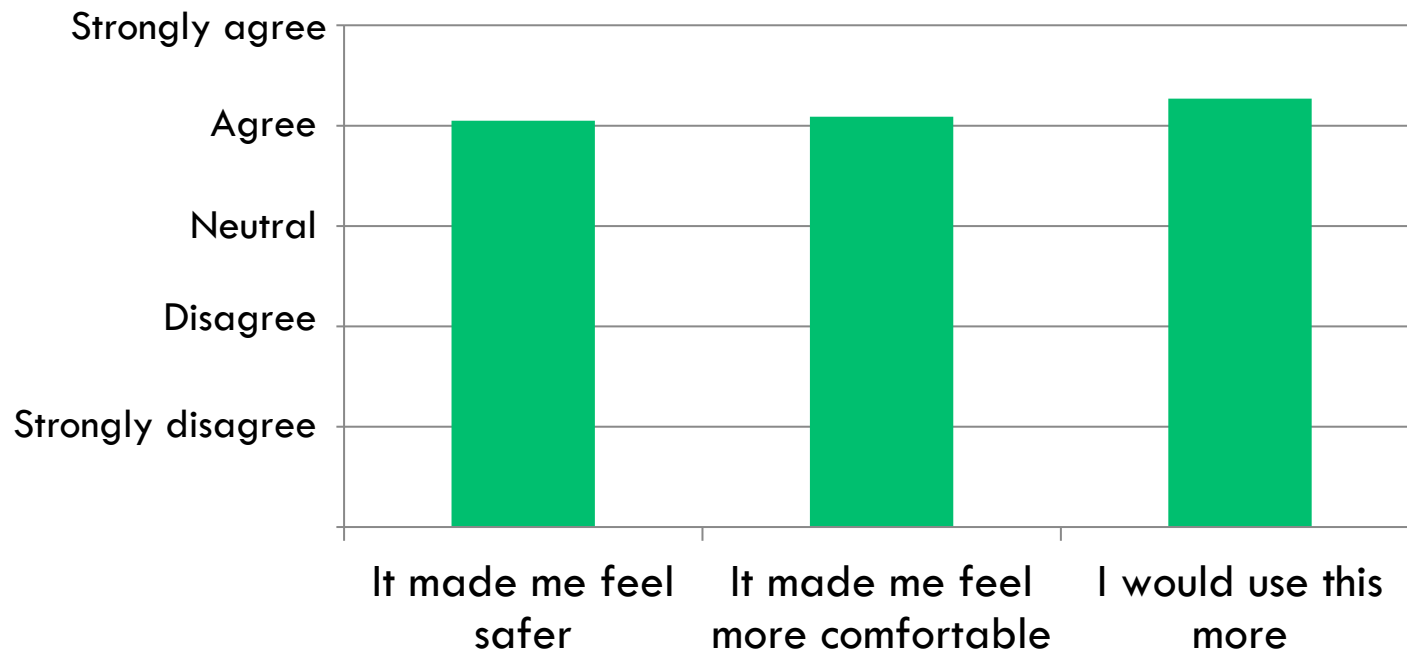


All ages came out!

Over 650 people biked it



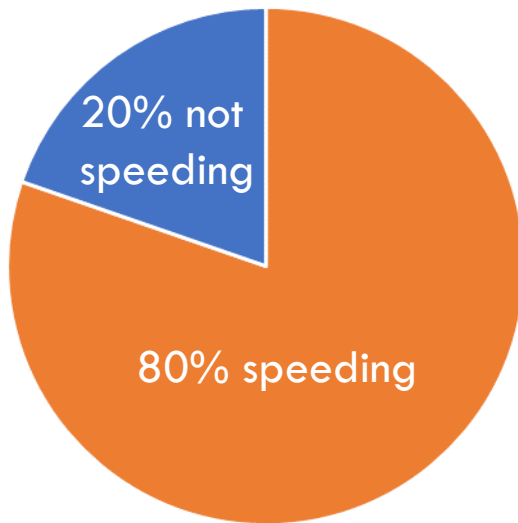
DID PEOPLE LIKE IT?



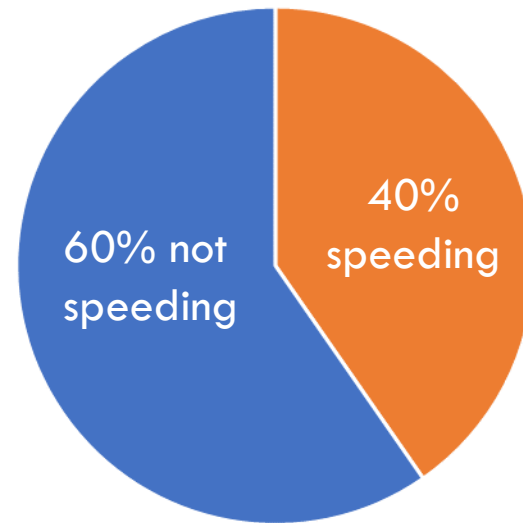
Source: BPAC survey where 22 respondents had experienced the protected bike lane. Weighted average of responses is shown.

WERE VEHICLE SPEEDS AFFECTED? 25 MPH SPEED LIMIT

No bike lane – status quo*



Protected bike lane**

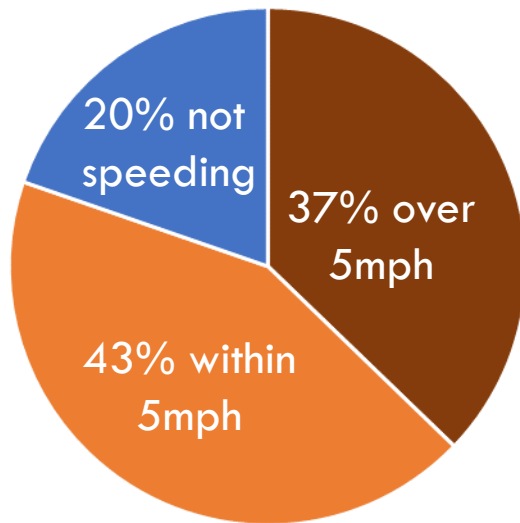


* 1,451 car speeds recorded over two 2-hour windows Oct. 16-17

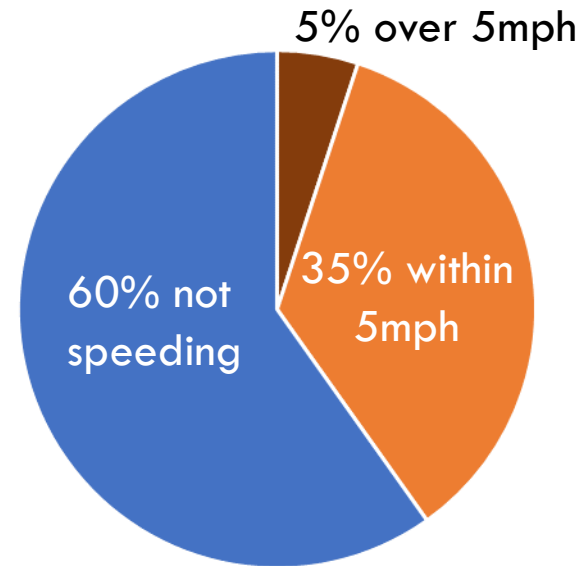
** 1,148 car speeds recorded over two 2-hour windows Oct. 9-10

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Protected bike lane**



* 1,451 car speeds recorded over two 2-hour windows Oct. 16-17

** 1,148 car speeds recorded over two 2-hour windows Oct. 9-10

WHY DO SPEEDS MATTER?

● If hit by a person driving at:

● Person Survives the Collision

● Results in a Fatality

20 MPH



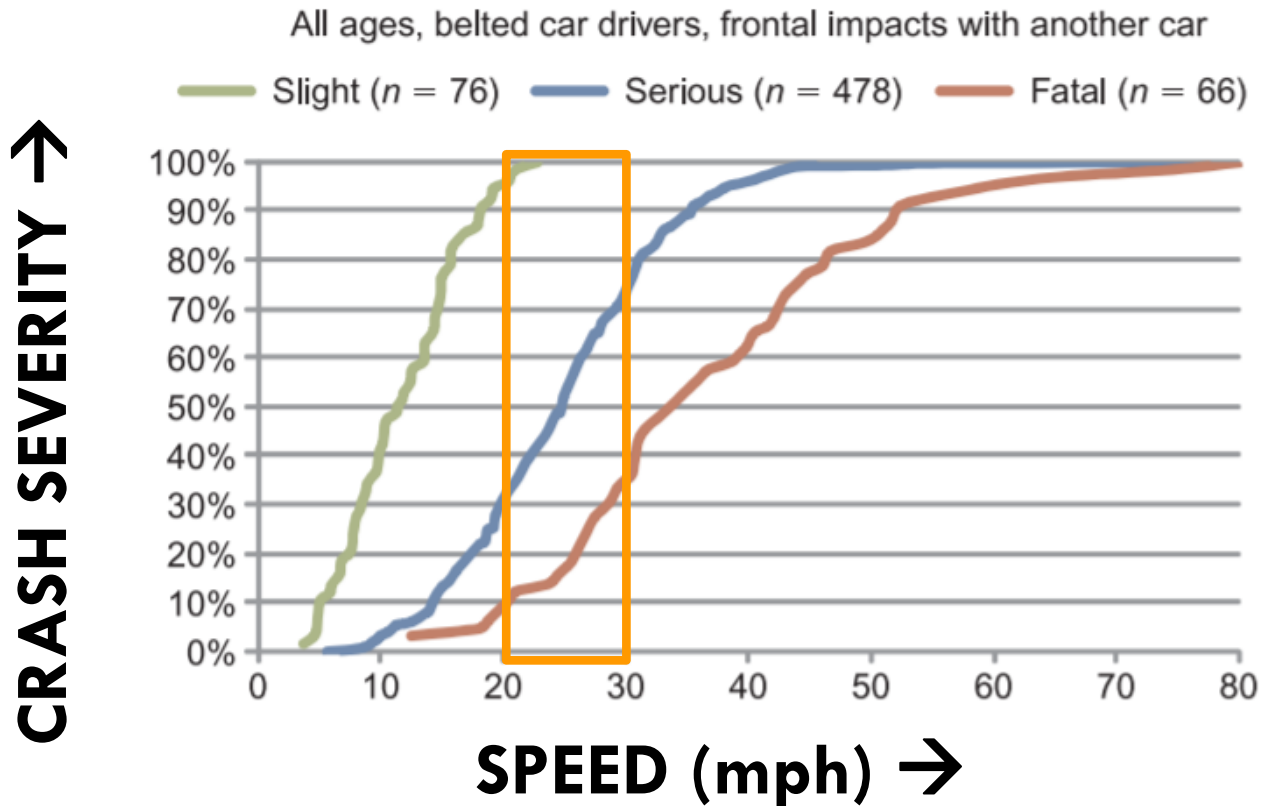
30 MPH



40 MPH



WHY DO SPEEDS MATTER?





Did you feel safer?

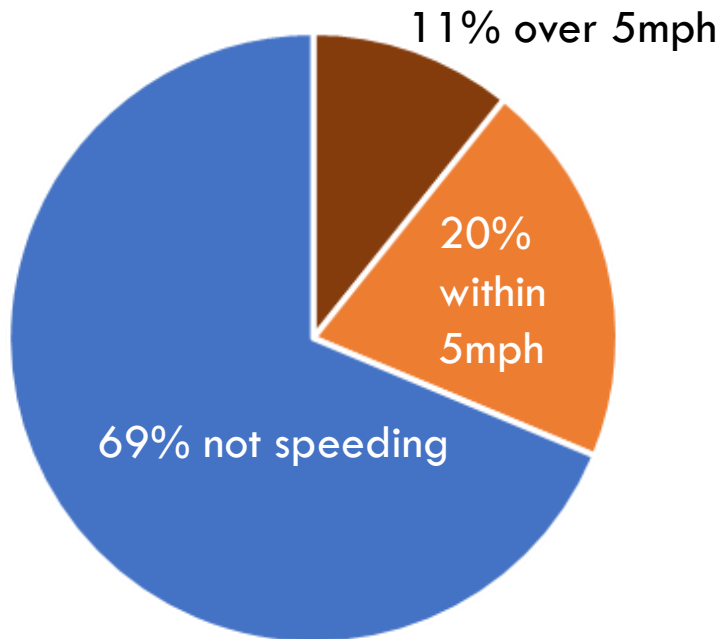
Yes	No
1	



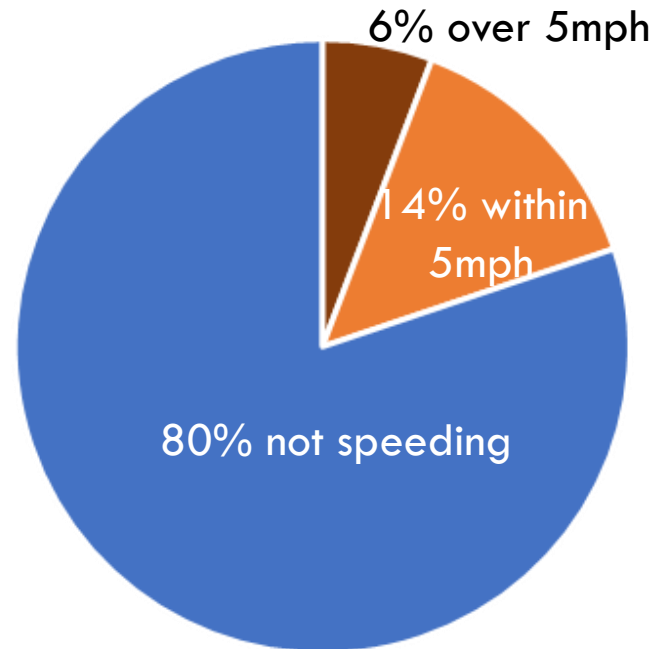
PASEO DEL SOL
11/30/21

WERE VEHICLE SPEEDS AFFECTED? 25 MPH SPEED LIMIT

No bike lane – status quo*



Protected bike lane**



* 502 car speeds recorded 2:30 PM – 4:30 PM Nov. 8th

** 487 car speeds recorded 2:30 PM – 4:30 PM Nov. 30th

CONCLUSIONS

- ❑ People consistently name safety as the #1 barrier to biking more in Santa Fe
- ❑ Physical separation made people feel safer
- ❑ Excessive vehicle speeds were dramatically reduced
- ❑ Protected bike lanes are an evidence-based way to make roads safer for people biking, walking, and driving

NEXT STEPS



Safe Routes
to School
events

Art by Bike-
May 14

Public or
stakeholder
driven events

ART BY BIKE

MAY 14, 11-3 @ FRENCHY'S

PLAY • LOOK • RIDE ... 



CONSIDERATIONS FOR PERMANENT INSTALLATIONS

Pilot Project 2023

- Location to be determined by collaborative process with Public Works and Stakeholders
- Cost Estimates and Funding Sources to be Outlined
- Maintenance Issues to be Addressed: Street Sweeping, Snow Removal, Bollard Replacement
- Monitoring Plan to be Submitted by Santa Fe MPO



READ THE REPORT FOR MORE INFO



<https://santafemopo.org/wp-content/uploads/2022/03/Santa-Fe-Pop-up-Protected-Bike-Lanes-Report.pdf>

REFERENCES

1. Wesley E. Marshall, Nicholas N. Ferenchak. Why cities with high bicycling rates are safer for all road users. Journal of Transport & Health, Volume 13, 2019, 100539, ISSN 2214-1405
<https://doi.org/10.1016/j.jth.2019.03.004> .
2. [Protected Bike Lanes Mean Business](#), Report by People for Bikes and Alliance for Biking & Walking, 2013
3. Numerous studies www.peopleforbikes.org/statistics/economic-benefits
4. National Association of City Transportation Officials
nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/
5. [Santa Fe Metropolitan Bicycle Master Plan](#)

THANK YOU



LIVEABLE COMMUNITIES