



Santa Fe Metropolitan Planning Organization



Santa Fe MPO Technical Coordinating Committee

Thursday August 25, 1:30 PM

Location: 737 Agua Fria Street (Monica Roybal Center Conference Room)

AGENDA

- ◆ Call to Order
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes 07/21/25
- ◆ **Communications from the Public**
- 1. Items for Discussion and Possible Action:**
 - A. Review and Recommendation: Approval of the FFY SFMPO 2024-2029 TIP Amendment 8 via Self-Certificate
 - B. Review and Recommendation: Approval of draft 2025-2050 Santa Fe Metropolitan Transportation Plan via Self-Certificate
 - C. Review and Recommendation: Approval of draft 2025 Santa Fe MPO Public Participation Plan via Self-Certificate
 - D. Review and Recommendation: Approval of draft amendment to the 2019 Santa Fe MPO Metropolitan Bicycle Master Plan: "Designing for Safer Cycling: Infrastructure Solutions for Santa Fe's Road Network" via Self-Certificate
- 2. Matters from MPO Staff**
- 3. Matters from TPB Members/Project Updates**
- 4. Adjourn** - Next TCC Meeting: 09/22/25

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6520, five (5) working days prior to the meeting date. The Santa Fe MPO is committed to compliance with Title VI of the Civil Rights Act of 1964, 49 CFR, part 2, and all related regulations and directives. The Santa Fe MPO assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any Santa Fe MPO program, activity or service.

737 Agua Fria Street, Santa Fe, NM 87504-0909



Santa Fe Metropolitan Planning Organization



MINUTES

Santa Fe MPO Technical Coordinating Committee

Monday July 21, 1:30 PM

Location: 737 Agua Fria Street (Monica Roybal Center Conference Room)

1. Call to Order

A regular meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by at 1:34 pm, on Monday July 21st, 2025 at 737 Agua Fria Street, Santa Fe, NM.

2. Roll Call

MEMBERS PRESENT

Jennifer Morrow, City of Santa Fe

Javier Martinez, NMDOT

Romella Gloriosso-Moss, City of Santa Fe

Jacqueline Beam, Santa Fe County

Crystal Macias, NMDOT

Marvelous Echeng, Santa Fe County

Carrie Tremblatt, Santa Fe County

Ryan Ward, Santa Fe County

Carly Venditti, City of Santa Fe

Andrew Baca, City of Santa Fe

Sean Brady, NMDOT

MEMBERS ABSENT

Bryce Gibson – Excused

Lt. Gov. Louie Hena, Pueblo of Tesuque

OTHERS PRESENT

Leah Yngve, Santa Fe MPO

Alison Gillette, NMDOT

Erick Aune, Santa Fe MPO

3. APPROVAL OF AGENDA

MOTION: A motion was made by Romella Gloriosso-Moss , seconded by _Carrie Tremblatt, to approve the agenda.

VOTE The motion pass on a voice vote.

MPO-TCC July 21, 2025

4. Approval of Meeting Minutes 06/23/25 TCC

MOTION: A motion was made by Jacqueline Beam, seconded by Marvelous Echeng, to approve the minutes.

VOTE: The motion passed on a voice vote.

5. Communications from the Public

There was no communications from the public

6. Items for Discussion and Possible Action:

A. Release for Public Comment: Formal TIP Amendment 8

Leah Yngve TIP Amendment 8 Discussion

Leah Yngve outlined Amendment 8 to the TIP, detailing four projects including the Camino de los Montoyas safety improvement and various funding allocations for public transportation and school programs. The committee discussed the projects and Romella Glorioso-Moss inquired about the funding for the Safe Routes to School coordinator position, confirming it is budgeted for two years. A motion was made to release the amendment for public review.

Formal amendments to the Transportation Improvement Program (TIP) occur every quarter for additions of new projects to the TIP or significant project changes. Amendment 8 to the 2024- 2029 TIP will follow the below schedule:

SFMPO - Call for Amendment Proposals	7/01/2025
SFMPO – Deadline for Submittal of Amendment Proposals	7/15/2025
SFMPO – TCC Amendment Review	7/21/2025
SFMPO – Release for Public Review	7/25/2025
SFMPO – Close of 15 Day Public Review	8/08/2025
SFMPO – TCC Review and Public Comment and Recommendation	8/25/2025
SFMPO – TPB Public Hearing and Approval	8/28/2025

The proposed amendments are:

TIP ID	Agency	DOC	Project Title	Type	Change
S100850	NMDOT	24	Camino de los Montoyas/599 Interim Safety Improvements	Safety	Add \$1 million for construction in FY27 from Highway Safety Improvement Funds.
S100860	NMDOT	24	South Capital Bus Loop Improvements	Transit	Adding \$1,779,495 in Transportation Alternative funds for design and construction in FY26 and FY28.
S100810	SFPS	24	Santa Fe Safe Routes to School	SRTS	Adding \$413,450 in Transportation Alternative funds for FY26 and FY27.

S100870	Santa Fe County	24	Santa Fe Rail Trail Segment 7	Bicycle & Pedestrian	Adding \$8.7 million from Transportation Alternative Program (\$500k), Legislative appropriations (\$700k), and GO bonds (\$7.5 million) for design and construction of the Rail Trail from US285 to Lamy.
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MOTION: A motion was made by _Romella Glorioso-Moss, seconded by _Jacqueline Beam, to “Release for Public Comment: Formal TIP Amendment 8”

VOTE: The motion passed on a voice vote.

D. Project Updates: Agencies

Jennifer Morrow with the City provided updates on several infrastructure projects, including the completion of Michael's Ped and Bike Improvements Project, which has significantly improved safety. He discussed the Sandoval-Montezuma Improvements Project, which is set to transition to a four-way stop, and the urgent need for a full replacement of the Cerro Gordo bridge, with plans for repairs and construction expected soon.

Javier Martinez discussed the status of Project S100730, which will repave interstates from Cerritos to El Dorado, and Project S-100-680, which is pending funding approval. Alison Gillette encouraged attendees to reach out if they have not received updates regarding their Transportation Alternative Program or Recreation Trails Program funding. Ryan Ward also provided updates on the county's Local Grant Road Fund projects, including repaving efforts in El Dorado and Valle Vista.

Carrie Tremblatt outlined the La Cienega Safety Study and the La Bahada Double Arrow emergency route study, both aimed at assessing safety needs in their respective areas. Brett Clavio noted that the studies will cover five to seven miles of road and will identify specific safety improvements for functional roads. Additionally, he mentioned ongoing community plan updates for La Cienega and La Cieneguia.

Marvelous Echeng discussed the status of the Findel Sendero and Madrid projects, highlighting challenges with cost proposals from Lee Engineering that were over budget. He noted that funding from the DFA would be delayed until September, impacting project timelines.

7. Matters from MPO Staff

Erick Aune mentioned upcoming public engagement meetings for the draft 2025 MTP, Public Participation Plan (PPP) and update to the Bicycle Master Plan also the draft street design guidelines for Santa Fe, aiming for adoption before 2026. Leah Yngve will update

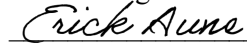
the MPO website reflecting on new members.

8. Matters from TCC Members

A. Next TCC Meeting: 08/25/25

9. Adjourn –

There being no further business before the Committee, the meeting adjourned at 2:30 pm.



Erick J. Aune, MPO Director

TCC Chair



Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee: August 25, 2025

Transportation Policy Board: August 28, 2025

Matter of Approval: Approval of 2024-2029 TIP Amendment 8

RECOMMENDED ACTION: Approval of the FFY 2024-2029 TIP Amendment 8 via this Self-Certificate formally adopting the amendment.

Background:

Formal amendments to the Transportation Improvement Program (TIP) occur every quarter for additions of new projects to the TIP or significant project changes. Amendment 8 to the 2024-2029 TIP will follow the below schedule:

SFMPO - Call for Amendment Proposals	7/01/2025
SFMPO – Deadline for Submittal of Amendment Proposals	7/15/2025
SFMPO – TCC Amendment Review	7/21/2025
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SFMPO – Close of 15 Day Public Review	8/08/2025
SFMPO – TCC Review and Public Comment and Recommendation	8/25/2025
SFMPO – TPB Public Hearing and Approval	8/28/2025

No public comment was received during the 15 day Public Review period.

The proposed amendments are:

TIP ID	Agency	DOC	Project Title	Type	Change
S100850	NMDOT	24	Camino de los Montoyas/599 Interim Safety Improvements	Safety	Add \$1 million for construction in FY27 from Highway Safety Improvement Funds.
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Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee:

August 25, 2025

Santa Fe MPO Policy Board:

August 28, 2025

Matter of Approval: Approval of the Draft Metropolitan Transportation Plan

RECOMMENDED ACTION: Approval of the draft 2025-2050 Santa Fe Metropolitan Transportation Plan and associated appendices via this Self Certificate formally adopting the plan.

Background:

One of the most important planning products the MPO is required to produce is the Santa Fe Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) must address a planning horizon of at least 20 years and be updated every five years. The last MTP was adopted May 28, 2020.

The Santa Fe MPO began updating the MTP in March 2024, with the procurement process. The same consultants used in the previous two updates, Felsburg, Hult, and Ullevig, were hired to assist the MTP update; Sites Southwest was hired for a deep dive public engagement process "Let's Talk About Cerrillos" and provided a detailed Cerrillos Corridor Assessment that will be a key element of this MTP update.

In eight chapters, the draft MTP describes the current transportation system and challenges, public opinions, local demographics and trends, planned transportation projects, and strategies for the future. The executive summary provides a one-page summary of each chapter.

The draft MTP was open for 30-day public review and comment from June 27 – July 28th and two public open house was held; Thursday July 24th and August 19th. Public comment is attached at the end, and focused on safety, moving the Closson Street Bridge replacement forward, and improved bike/ped conditions.

The final draft MTP can be accessed at <https://santafemopo.org/plans/metropolitan-transportation-plan/>

MTP Public Comment

7/22/25 MTP/BMP/PPP Public Meeting

Attendees:

1. Michael Gold
2. Thom Chesney – SW community college
3. Pat Feghali
4. Hubert van Hecke
5. Dennis Boyd

Staff:

Erick

Leah

Hubert - Goals – protected bike lanes, traffic calming update

Dennis – Closson Street bridge, clean up concrete pilons, etc, berm, replace with dead-end sign

Hubert – likes BMP amendment, matrix, would like to add rumble strips as an option on tables on p8 & 9, redo complete streets drawings, remove stop sign at Galisteo & Coronado, Hospital Drive

Thom – SW campus master plan, 5000 client visits to campus, mobility and transportation are important, has classroom space for meetings, goal to become more accessible and inclusive (thomchesney@swc.edu, acequia trail stakeholder list)

Pat – do we have listed where protected bike lanes should be?

Michael – primary concern Closson Bridge, Pat supports

Draft Comment to Santa Fe MPO on the 2025–2050 MTP and PPP Updates

Subject: Comments on 2025–2050 Metropolitan Transportation Plan and Public Participation Plan Updates

Dear Santa Fe MPO Team,

Thank you for the opportunity to review and comment on the draft **2025–2050 Metropolitan Transportation Plan (MTP)** and the **Public Participation Plan (PPP)**. These documents represent considerable progress in shaping a safe, equitable, and multimodal transportation network for the Santa Fe region.

I commend the MPO for:

1. Incorporating **innovative public engagement tools**, such as the interactive story map (Draft MTP, Chapter 2).
2. Advancing **multimodal integration**, particularly with an emphasis on active transportation, protected bike lanes, and transit improvements (Draft MTP, Chapter 4).
3. Providing a fiscally constrained plan consistent with federal guidance (**23 CFR 450.324**).

I would like to recommend the following enhancements to strengthen the plan’s effectiveness and alignment with federal guidance:

1. Add Explicit Performance-Based Measures and Targets

- The draft references **performance measures** (Draft MTP, Chapter 8) but would benefit from setting **quantitative, time-bound targets** for key indicators such as:
 - **Vehicle Miles Traveled (VMT) per capita reduction.**
 - **Mode shift goals** for transit, biking, and walking.
 - **Safety targets** consistent with Vision Zero (e.g., reduce pedestrian fatalities by X% by 2030).
- **Citations:**
 - *23 CFR 450.306(d)* requires incorporation of performance-based planning and programming.
 - Peer Example: Kansas City MPO includes detailed **performance metrics with scenario-based goals** (MARC UPWP, 2025 Draft).

2. Implement Scenario Planning

- Include **alternative growth and climate scenarios** to stress-test proposed investments and evaluate trade-offs.

- This approach can align with federal encouragement of scenario planning (**23 CFR 450.324(i)**).
 - **Peer Example:** Lexington MPO's MTP includes scenario-based analysis for congestion management and climate resilience.
-

3. Strengthen Equity Considerations

The draft addresses transportation equity (Draft MTP, Chapter 2) and may be further revised.

- Adopting **equity-based project prioritization** criteria.
 - Mapping impacts on disadvantaged populations using a **Transportation Equity Index**.
 - **Citations:**
 - *Executive Order 12898* requires agencies to address environmental justice in minority and low-income populations.
 - Peer Example: California MPOs include **equity filters for project scoring** (ARB Research Report 21RD008).
-

4. Develop a Congestion Management Plan (CMP)

- As a designated MPO for an urbanized area >50,000 residents, Santa Fe should formalize a **CMP** per *23 CFR 450.322(h)*, addressing:
 - Job access and reliability.
 - Transit-supportive congestion relief strategies.
 - Peer Example: Kansas City's CMP tightly integrates with their MTP and TIP priorities.
-

5. Enhance Environmental Mitigation Strategies

- Consider publishing a **mitigation activities registry** with priority areas, aligning with **23 CFR 450.324(g)**.
 - **Peer Example:** Denver's Mobility Action Plan includes a registry and maps of high-value conservation areas (Denver Mobility Plan).
-

6. Improve PPP Accessibility

- The updated PPP (2025 Draft) reflects a strong commitment to engagement. To further improve:

- Add **real-time engagement metrics** (number of participants by demographic group).
 - Translate key documents into Spanish and other prevalent languages to improve accessibility (**Title VI and Limited English Proficiency requirements**).
-

Conclusion

These recommendations align with federal statutes and reflect emerging best practices adopted by comparable MPOs. Integrating them into the final MTP and PPP will ensure a robust, equitable, and future-ready transportation system for the Santa Fe region.

Thank you for your work on these important plans and for the opportunity to provide input.

Sincerely,
Paul Kissel
405 Alamo Drive Santa Fe, NM 87501

YNGVE, LEAH X.

From: Hubert van Hecke <hubehubwest@gmail.com>
Sent: Monday, July 21, 2025 9:55 PM
To: YNGVE, LEAH X.
Subject: comments on DESIGNING FOR SAFER CYCLING (and the MTP)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Leah,

On 'DESIGNING FOR SAFER CYCLING':

I like the report - a lot of good stuff in there. As you may know, the issue of rumble strips has come up at BSF and BPAC. This would be the kind where rows of divots are carved into the asphalt, as one would find on the right hand side of an interstate, or on the center line of the hill road to Los Alamos. This would be something that could be applied to the bike lanes on Cerrillos and other places where not-so-safe bike lanes are already in place. This would hopefully alert drivers not to drift into the bike lane, as currently can be observed regularly.

This should be added to the tables and text on pages 8 and 9.

I applaud the emphasis on protected bike lanes in this report, but this is not strongly enough reflected in the 2025-2050 MTP

Protected bike lanes of course have been brought up over the years at BSF and BPAC, and on those occasions I have sketched out possible protected bike lane implementations on the streets that were mentioned.

Galisteo:

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Alta Vista:

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Hospital Drive:

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Airport rd:

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Paseo:

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Meadows:

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fpages.swcp.com%2F~hubert%2Ftraffic%2Fcompletestreets%2Findex.html%23meadows&data=05%7C02%7Cxyngve%40santafenm.gov%7Ca3eec8e1a84448f380e408ddc8d391c7%7C77b69f5a55ed436386164867b0bc707f%7C0%7C0%7C638887535195263212%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOilwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoiTWFpbClslldUljoyfQ%3D%3D%7C60000%7C%7C%7C&sdata=BVz%2FBsfpi7gGwSyvllBhQ%2FdtUXuSOSWsmOY0rtRmGE%3D&reserved=0>

Regards,

Hubert

--

Hubert van Hecke
Santa Fe, New Mexico



Bicycle Lanes

From Louise <tribalsweetheart18@gmail.com>
Date Sat 8/2/2025 11:49 AM
To YNGVE, LEAH X. <lxyngve@santafenm.gov>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Xngve,

I just want to say it's never made sense to me that we have bicyclists sharing roads with vehicles weighing 2 tons or more. It's just not safe for the cyclists. Especially these days, with so many distracted drivers, whether they be on their phones, stoned, drunk or just impatient and intentionally running red lights. Also cyclists are breathing all those fumes from being right next to vehicles.

We also have a problem now on the Rail Trail with cyclists "clipping" pedestrians. I've had close calls myself and know of other seniors who've been clipped and are worried.

What is needed is trails just for bikes and separate trails for walking (I would be happy to walk on an upaved trail). I know of a paved trail in CA where there are separate lanes for pedestrians and bicycles and the lanes are marked and delineated. That was a much better situation than what I am seeing in Santa Fe.

The ideal would be to give priority to bicycles and public transportation over private vehicles and then the population would be healthier, both physically and mentally. With all the apartment complexes being built here traffic is only going to get worse. It already has in the last year.

I just felt I had to say something because I see so much that doesn't make sense. I certainly would never ride a bicycle or a scooter on a street here.

Thank you for listening. I hope my comments do some good.
Sincerely,
Louise Hummingbird

YNGVE, LEAH X.

From: Michael Gold <MichaelGold@cybermesa.com>
Sent: Thursday, July 17, 2025 3:44 PM
To: Mayors Office; CASTRO, ALMA G.; FAULKNER, PILAR FH.
Cc: YNGVE, LEAH X.; CASSUTT, JAMIE A.; GARCIA, LEE A.; LINDELL, SIGNE I.
Subject: Comment on the draft Metropolitan Transportation Plan

Follow Up Flag: Flag for follow up
Flag Status: Flagged

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Dear City Transportation Policy Board Members:

I am writing to advocate for the prompt replacement of the pedestrian bridge over the river at Closson Street. Until it was removed about a year ago, this footbridge provided easy access between neighborhoods south of Alto Street and north of West Alameda Street and beyond to DeVargas Center Mall and to downtown Santa Fe. According to the recent Metropolitan Transportation Plan draft, chapter 7, page 6, line item 44, this bridge is not slated to be replaced until 2040.

It seems to me that maintenance of existing infrastructure should have a higher priority than new projects. I would point out that the estimated cost of a new bridge, \$200,000, is modest compared to many of the other proposed projects.

Your committee has some say in setting priorities for this type of project. Please work with the Metropolitan Planning Organization to accelerate the procurement of funding for reconstruction of this bridge. Fifteen years is an unacceptable time to wait for a replacement.

-Michael Gold

Hi Leah.

I am a cyclist in Santa Fe and wanted to provide my thoughts during this public comment. It is my belief that the best thing we (the city and county) can do immediately to save lives is to focus on retrofitting roadways and providing critical connectivity for bicyclists and pedestrians. Driver education is an important part of the process but I also think it is the least effective. Myself and others in my community would like to be riding bikes more often but fear the roadways and disregard of motorists.

I am disappointed by how few buffered lanes there are in town, and while I am not a transportation expert, I see how many possibilities there are on our roadways. For instance Paseo de Peralta has more than enough space to minimize traffic lanes and add buffering for cyclists to ride safely. Crossings such as Alameda and St Francis are also extremely dangerous since motorists are always trying to hurry and turn right or get through the light turning left, EVEN when they see you and you are crossing with the light. An underpass here is the only safe solution.

Santa Fe is so well suited to have a strong bike and pedestrian infrastructure and I believe it would not only save lives but also create an economic boost to minimize the car supremacy in a town that is so lovely to experience on foot or bike.

Thanks.

--

Tiffany Clendenin



Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee: August 25, 2025

Transportation Policy Board: August 28, 2025

Matter of Approval: Adopt the 2025 Santa Fe MPO Public Participation Plan

RECOMMENDED ACTION: Adoption of the 2025 Santa Fe MPO Public Participation Plan.

Background:

The Public Participation Plan (PPP) is one of MPO's federally required work products. It is the foundation for a continuing, cooperative, and comprehensive transportation planning process in the Santa Fe Metropolitan Planning Area (SFMPA) and guides public participation activities conducted by the Santa Fe Metropolitan Planning Organization.

The PPP outlines public participation procedures for the Technical Coordinating Committee, Transportation Policy Board, Metropolitan Transportation Plan, Transportation Improvement Program, Public Participation Plan, and the Unified Planning and Work Program.

Changes between the 2020 PPP and 2025 include:

- Minor updates to incorporate policy changes, staff, and statistics
- Changing the notice of beginning the MTP update from 18 months to 12 months
- Creating a mechanism for administrative updates to the MTP for minor content updates, excluding changes to the project list
- A revised TIP development process that removes the call for projects process unless the MPO status changes to be able to award funds
- Removing the commitment to deliver printed plans to the public libraries

The PPP is available for review at <https://santafemopo.org/programs/ppp/>.

The PPP followed the below schedule. No comments were received.

SFMPO – TCC PPP Review	6/23/2025
SFMPO – Release for Public Review	6/27/2025
SFMPO – Public Meeting #1: Virtual, 3pm-4pm	7/22/2025
SFMPO – Public Meeting #2: Monica Roybal, 5pm-7pm	7/24/2025
SFMPO – Close of 45 Day Public Review	8/11/2025
SFMPO – TCC Review and Public Comment and Recommendation	8/25/2025
SFMPO – TPB Public Hearing and Approval	8/28/2025



Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee: August 25, 2025

Transportation Policy Board: August 28, 2025

Matter of Approval: Adopt the standalone Bicycle Master Plan amendment: Designing for Safer Cycling

RECOMMENDED ACTION: Adoption of the 2019 Bicycle Master Plan standalone amendment, Designing for Safer Cycling: Infrastructure Solutions for Santa Fe's Road Network

Background:

The 2019 Bicycle Master Plan (BMP) lays the groundwork for creating a region where all ages and abilities can use a bicycle. The BMP includes strategies, policy objectives, and a comprehensive on-street and off-street project list of desired bike network improvements.

The BMP references the importance of separated, or protected, bike lanes and includes a goal of 1 mile by 2024, but doesn't detail how to choose appropriate locations for this type of infrastructure. Additionally, the planned on-street bike infrastructure does not differentiate between different types of infrastructure that could be used.

With increased public interest in and pressure for protected bike lanes, the MPO saw the need for Santa Fe specific guidance and decision-making assistance in the applicability of protected bike lanes to our streets. The standalone amendment includes:

- Supporting research
- Supporting public engagement
- Maintenance
- Right of way conflicts
- Facility design
- Prioritization framework
- Facility type selection matrix

The amendment is available for review at <https://santafempo.org/plans/bicycle-master-plan/>.

The amendment followed the below schedule:

SFMPO – TCC BMP Review	6/23/2025
SFMPO – Release for Public Review	6/27/2025
SFMPO – Public Meeting #1: Virtual, 3pm-4pm	7/22/2025
SFMPO – Public Meeting #2: Monica Roybal, 5pm-7pm	7/24/2025

SFMPO – Close of 30 Day Public Review	7/28/2025
SFMPO – TCC Review and Public Comment and Recommendation	8/25/2025
SFMPO – TPB Public Hearing and Approval	8/28/2025

Several comments were received during the public comment period. All comments were supportive of improved bike infrastructure and bikeability. Several commentors requested inclusion of edge line rumble strips to enhance bike lane line adherence, so I researched the topic and added recommendations in Appendix B: Rumble Strips.

Additional comments from former Complete Streets Division Director Jennifer Morrow and BPAC Technical Review Committee member Tim Rogers were incorporated into the document to strengthen certain sections.