



EDITORIAL

Let's make the streets safer for those riding bicycles

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Some of the bravest people in Taos have to be those who bicycle its streets.

The mean streets of Taos can be unkind to those pedaling on two wheels, given the heavy traffic on its main thoroughfares and disintegrating roadways. It's no wonder few people are willing to bike to school or work. So we are encouraged an Aug. 21 meeting organized by cycling advocates will address the status of the Taos Bicycle Master Plan and more importantly how to make bicycling safer. That strategy proposes 68 miles of bicycle lanes and 14 miles of bike routes on town, county and state roads.

While pie-in-the-sky notions of well-marked bike routes sound nice, most cyclists would settle for a solid shoulder to ride.

Making room for riders is more than catering to a select few bike enthusiasts. Safer roads would hopefully mean more people traveling by bike. This could reduce traffic and improve the health of Taose-os who'd like to take a bike ride but who fear for their lives.

The topic of cycling safety has been raised before. The Taos Trails Plan was devised in 2002. The Bicycle Master Plan, seven years later. It's also in the Vision 2020 Master Plan.

The town has passed an ordinance requiring that all improvement on its roads include considerations for bikers. We'd like to know if that ordinance is being enforced.

Plans alone won't make Taos' streets safer for cyclists. It's going to require some political will and funding. We hope the upcoming meeting will set that in motion.