

BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

STRATEGIC PLAN (FY2023-2033)

FY 2024 BPAC MEMBERS

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PROMOTION, EDUCATION & COMMUNICATIONS: JON PYLE & RANDY MERKER

TECHNICAL REVIEW: NATHAN LEMONS & GARY SCHIFFMILLER

STAFF LIAISON

ROMELLA GLORIOSO-MOSS, PhD, CPM, AICP

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ACKNOWLEDGEMENTS

The Bicycling and Pedestrian Advisory Committee (BPAC) wishes to thank past and current BPAC members, including subcommittee members, who worked very hard in formulating the first BPAC's Strategic Plan FY 2023-2033 (Plan); but equally as important, implementing the Plan. Special thanks is due to former BPAC member, Yolanda Eisenstein, who as the Chair of Policy, Planning and Law Subcommittee (FY 2020-2024), took the initiative to develop the Plan in 2022, and led its updating, monitoring, and evaluation in 2023 and 2024. It is also important to thank BPAC Partners who have critical roles in the Plan implementation, especially the Santa Fe Metropolitan Planning Organization headed by Director Erick Aune and supported by its Transportation Planners, Leah Yngve and Hannah Burnham; the Santa Fe Conservation Trust's Trails Planning Manager, Tim Rogers; the Bike Santa Fe Board President, Jennifer Webber; and the Safe Route to School Program Coordinator, Ryan Harris.

BPAC's Past and Current Members

(involved in the formulation of BPAC's Strategic Plan FY 2023-2033)

Councilor Michael Garcia, Chair (2020 –

District 1

Yolanda Eisenstein, Policy, Planning and Law Subcommittee Chair (2020-2024)
Khalil Spencer, Vice Chair and BPAC Representative to City's Public Safety Committee (2018-2024)
Gary Schiffmiller (2024-

District 2

Judith Gabriele, Promotions, Education and Communications Subcommittee Chair (2021 -
Tony Gerlicz (2021 -

District 3

Ben Pingilley (2021 -
Steve Pilcher (2022 -

District 4

Angela Bordegaray (2023-
Dan Painter (2023-

County Resident

Erik Aaboe (2022 -

BPAC Subcommittee Members-at-Large

Bill Adrian, Nathan Lemons, Randy Merker, Lara Miller, Jon Pyle and Rachel Wexler

INTRODUCTION

The Bicycling and Pedestrian Advisory Committee (BPAC) was first established on September 24, 2003, as the Bicycle and Trails Advisory Committee (BTAC) via Resolution No. 2003-87. On January 27, 2021, it was renamed BPAC via Resolution No. 2021-8 (Appendix A) to more accurately reflect its vision and mission. It's an advisory committee of the City of Santa Fe's Public Works Department, Complete Streets Division.

As articulated in Resolution 2021-8, *“The purpose of the Bicycling and Pedestrian Advisory Committee is to provide input and advice that supports the ongoing development and maintenance of a transportation infrastructure that makes bicycling and walking in the City of Santa Fe safe, equitable, viable, and comfortable modes of transportation, commuting, and recreation. This includes the responsibility to deliberate on City projects, plans, and policies that impact both on-road and off-road bicycle and pedestrian infrastructure, and to advise the Governing Body on such matters.”*

BPAC consists of ten members: one of whom is a member of the City Council who serves as its Chair, along with nine members of the public, eight of whom are City residents and one who may be a County resident. They are appointed by the Mayor for two-year staggered terms for no longer than six consecutive years. They represent diverse interests among City residents, recreationists, youth and neighborhood groups, commuters, pedestrians, and bicyclists.

Currently, BPAC has three subcommittees appointed by the Chair whose memberships consist of four BPAC members and three members of the public. These three subcommittees are: (1) Policy, Planning and Law (“PPL”); (2) Promotion, Education and Communications (“PEC”); and, (3) Technical Review (“TR”). Each subcommittee is chaired by a BPAC member.

This Strategic Plan developed for Fiscal Years 2023 through 2033 was initiated in January 2022 by the Policy, Planning, and Law subcommittee. It's the first strategic plan developed by the Committee in recognition that a long-term view and a workable strategy and action plan are needed to achieve BPAC's vision, mission and objectives. Ten years was chosen as the time-frame for the plan since the majority of roadways and trails projects take an average of ten years from project development through construction. Moreover, the federal *Infrastructure Investment and Jobs Act* – a \$1.2 trillion funding mechanism for infrastructure, which the City is relying on for much of the design and construction of transportation alternative infrastructure, coincides with the time-frame of this strategic plan. The methodology used for developing the plan follows the Multiple Scenario Strategic Planning Process (“MSSP”) described in Appendix B.

In more recent years, BPAC has partnered with several organizations such as the Santa Fe Metropolitan Planning Organization, Bike Santa Fe, Santa Fe Conservation Trust, City of Santa Fe Public Safety Committee, and the Santa Fe Safe Route to Schools Program, which they rely on to implement parts of the Strategic Plan.

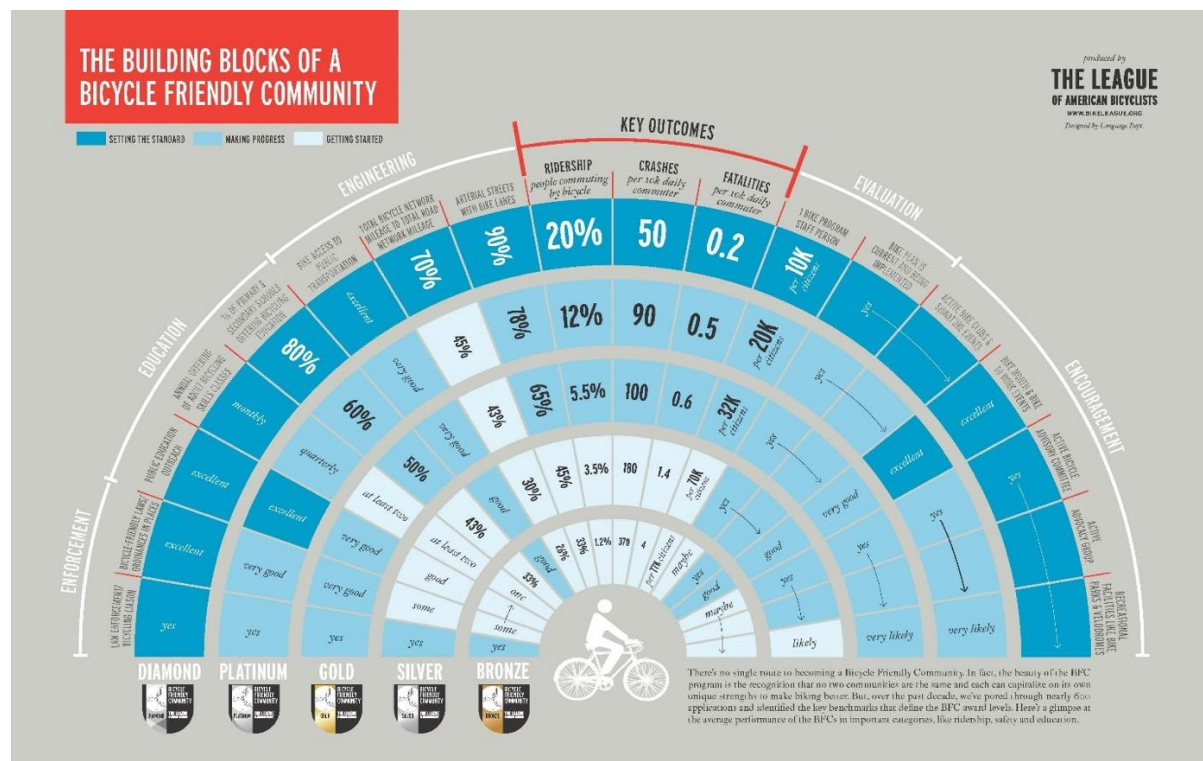
It is also important to note that the two surveys undertaken by the Promotion, Education and Communications subcommittee in October, 2021 and May, 2024, have been a rich resource for formulating the strategy and action plan. Full survey results are attached as Appendix C and D.

For the 2024 strategic plan review, BPAC utilized the Bicycle Friendly Community Report Card that accompanied the City's Silver Award from the League of American Bicyclists. The Report Card provides input on engineering, education, encouragement, evaluation & planning, and equity & accessibility (Appendix E). Planning sessions also incorporated input from BPAC members who were not part of the original planning process.

VISION – A COMMUNITY'S DESIRED IMAGE OF THE FUTURE

It's 2050, the City of Santa Fe has achieved the League of American Bicyclists Diamond-level Bike Friendly Community designation, which reflects a premier bicycle- and pedestrian-friendly community with infrastructure including protected and buffered bike lanes, safe intersections, pedestrian- and bicyclist-scale lighting, pedestrian overpasses or underpasses, and high-visibility lighting. Twenty percent of Santa Feans are commuting by bicycle with 0.2 fatalities and 50 crashes per 10,000 daily commuters. Ninety percent of Santa Fe arterial streets have bicycle lanes. Moreover, Santa Fe is at the top third of walkability of city of our size. See Fig. 1, *The Building Blocks of a Bicycle Friendly Community*, The League of American Bicyclists for description of Diamond-Level Bike Friendly Community.

Figure 1: The Building Blocks of a Bicycle Friendly Community



MISSION STATEMENT

Preamble

The mission statement below was developed from Resolution No. 2003-87 and the Santa Fe Metropolitan Planning Organization Bicycle Master Plan (2019) aiming to achieve the League of American Bicyclists Gold-level Bike Friendly Community (BFC) by 2024. Since 2012, the City's BFC designation is Silver. The City has not made significant improvement to achieve Gold. By choosing this as a mission, all efforts and resources can be directed on achieving Gold BFC.

The BFC is much more than an awards program. It is a tool for a community to make bicycling a real transportation and recreation option for all people and it recognizes those doing it well. It:

- Sets standards for what constitutes a real bicycling culture and environment
- Affects decisions on how communities grow
- Inspires action, involvement, and coordination among people who want to improve conditions for bicyclists
- Guides progress by acting as a roadmap for what communities should do next
- Rewards persistence as people respond to feedback, make changes, and come back again and again to get recognition
- Raises expectations as to what is expected and involved in making a great place for bicycling.

The Mission

Ensure that bicycling and walking in the City of Santa Fe are safe, equitable, viable, and comfortable modes of transportation, commuting, and recreation. Within 10 years, by the end of this planning period (FY 2033), the City of Santa Fe has successfully obtained the League of American Bicyclists Gold-level Bicycle Friendly Community designation, increasing City's bicycle ridership from 1% to 5.5%; and 65% of City's arterial streets have bicycle lanes. Santa Fe has also improved its walkability score from 39 in 2023 to 56 in 2033. See Fig. 1 above, *The Building Blocks of a Bicycle Friendly Community*, The League of American Bicyclists for the description of a Gold-level Bike Friendly Community.

DUTIES & RESPONSIBILITIES

Per Section 3 of Resolution 2021-8 the duties and responsibilities of Committee Members are:

- a) Assist in the prioritization of bicycle and pedestrian infrastructure projects to be completed using city, state, and federal funds, through the development of the Santa Fe Metropolitan Planning Organization ("SFMPO") Bicycle Master Plan and the SFMPO Pedestrian Master plan;

- b) Review preliminary designs for new Public Works projects involving public roadways and trails funded out of city, state, or federal sources to ensure designs comply with the City's commitment to make bicycling and walking safe, equitable, viable, and comfortable modes of transportation. Design plan reviews should take place at conceptual design through 90% or before plans are submitted for review to the New Mexico Department of Transportation ("NMDOT");
- c) Advise on policies, programs, and ordinances as they relate to bicycle and pedestrian infrastructure safety, design, construction, and operation and maintenance;
- d) Develop, review, and advise on media and educational campaigns providing information and promoting bicycle- and pedestrian-related activities and education;
- e) Work with other agencies for the enhancement of city and county trail systems;
- f) Review and recommend updates to the Bicycle Master Plan, Pedestrian Master Plan, Metropolitan Transportation Plan, Parks Master Plan related to trails, and the City's Land Use Development Code as they pertain to bicycle and pedestrian infrastructure and associated regulations;
- g) Research sources of funding from city, state, and federal sources to implement the City-led projects identified in this Strategic Plan, the SFMPO's 2019 Bicycle Master Plan and 2020 Metropolitan Transportation Plan and consider reoccurring funding sources from the City to be applied to the implementation of policies, programs, and other projects that are supported by the plans;
- h) Pursue the League of American Bicyclists Diamond-level Bicycle Friendly Community designation for the City of Santa Fe, as well as any other local, state, or national awards or designations that the City deems worthy of pursuit;
- i) Advise on policies, projects, ordinances, and funding as they relate to bicycling and walking as safe, equitable, viable, and comfortable modes of transportation; and
- j) Educate the public on the work of the Committee.

KEY FACTORS FOR STRATEGY FORMULATION

After formulating its Vision and Mission, BPAC next sought to identify what main factors probably needed to be taken into account over the next decade (2023-2033) to achieve its mission. This activity had two parts: 1) External Analysis -- what key factors and forces external to BPAC (in the City, County, State, USA and the world) would likely help or hinder them in achieving their mission; and 2) Internal Analysis -- what are BPAC's strengths and weaknesses for realizing its mission.

EXTERNAL ANALYSIS: FORMULATING ALTERNATIVE FUTURES (2023-2033)

The external analysis was the more unfamiliar aspect of the planning process for BPAC members. Through an iterative process, a set of 41 key external factors that would likely influence achieving their mission were identified; their main characteristics (social-cultural, economic political, technological/ infrastructure and environmental) and how they will probably be an opportunity and/or a threat to BPAC achieving its mission. These external factors, called *key decision factors*, are listed in Table 1 below and explained further in Appendix B.

Table 1: Key Decision Factors (Opportunities and Threats)

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
1) Federal funding (Infrastructure and Investment Jobs Act)	Eco	+
2) Numerous organizations with bicycle and pedestrian focus (SFMPO, Santa Fe Conservation Trust, Earth Care, Bike Santa Fe, Chainbreaker Collective, Local Bike Shops, etc.)	S, Env	+
3) Supportive City Council	P	+
4) League of American Bicyclist Silver Level Bike Friendly Community Designation	S	+
5) High fuel prices, which means more income for the state but which makes driving less affordable to much of the public.	Eco	+/-
6) E-bikes (game changer especially for older adults and longer trips, but expensive. However prices will come down)	TI, Eco, Env	+
7) Demographics	S, Eco, Env	+/-
8) Limited funding for maintenance of trails, sidewalks, roads/streets, etc. Funded via Gross Receipts Tax (“GRT”) or operational funds	Eco, P	-

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
therefore many trails, roadways, sidewalks, etc. are not in good condition.		
9) Limited connectivity particularly in Districts 3 and 4.	TI	-
10) Unsafe roads to bicycle and walk	TI	-
11) Sprawl/Land use pattern – long distances to bicycle/walk to work, school, shopping or entertainment	S, TI	-
12) Insufficient resource for effective traffic enforcement	Eco	-
13) Strong car culture/ weak bicycle culture	S	-
14) Lack of educational/ environmental awareness	S, Eco, Env	-
15) Less bicycle and pedestrian infrastructure (especially bicycle trails) in Southwest of the City where growth is the fastest and poverty rate the highest.	S, Eco, TI	-
16) Competing priorities	Eco, P	-
17) Access to open space becoming more limited.	S, Eco	-
18) Tourists' needs and wants vs residents' needs and wants	S, Eco, P	-/+
19) Lack of pro-bicycle and pedestrian policy implementation (i.e. Complete Streets, Smart Growth, Infill)	S, P	-
20) Lack of political will	S, P	-
21) High crashes and fatality (State level particularly)	TI	-
22) Infrastructure that favors cars over bicycles and pedestrians.	S, TI	-
23) Sidewalks are too narrow and inappropriate for bicycles, but often the only safe route; majority are not ADA compliant; majority of sidewalks	TI, S	-

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
are not well maintained because maintenance is the responsibility of property owners.		
24) Stigma towards people riding public transit; therefore unwilling to make first and last mile of the trip via bicycle or walking.	S	-
25) More funding for roadways compared to bicycle trails.	Eco	-
26) High real estate value downtown where work is more available.	Eco	-
27) Lack of recognition of the work of BPAC	S, P	-
28) Differing goals between design engineers who have an interest in moving motor vehicles quickly and transportation planners who encourage multiple modes of travel sharing facilities; engineers currently have more influence in project outcomes.	S, TI	-
29) High cost of living	Eco	-/+
30) Undependable public transit system – running too hot/ too cold; not enough drivers; buses not in good condition; routes too long and not direct to places of work, lack of a grid system that makes buses efficient.	S	-
31) High inflation rate	Eco	-/+
32) Global economic fluctuation.	Eco	-/+
33) Perceived high cost of construction and maintenance of bicycle and pedestrian infrastructure per user compared to cost of roadways per motor vehicles user resulting in lower Cost-Benefit Ratio for walking/ bicycling investments.	Eco, P	-
34) Local funding such as GRT, and Roads Impact Fees collected to fund roads and trails infrastructure all-time high	Eco	+

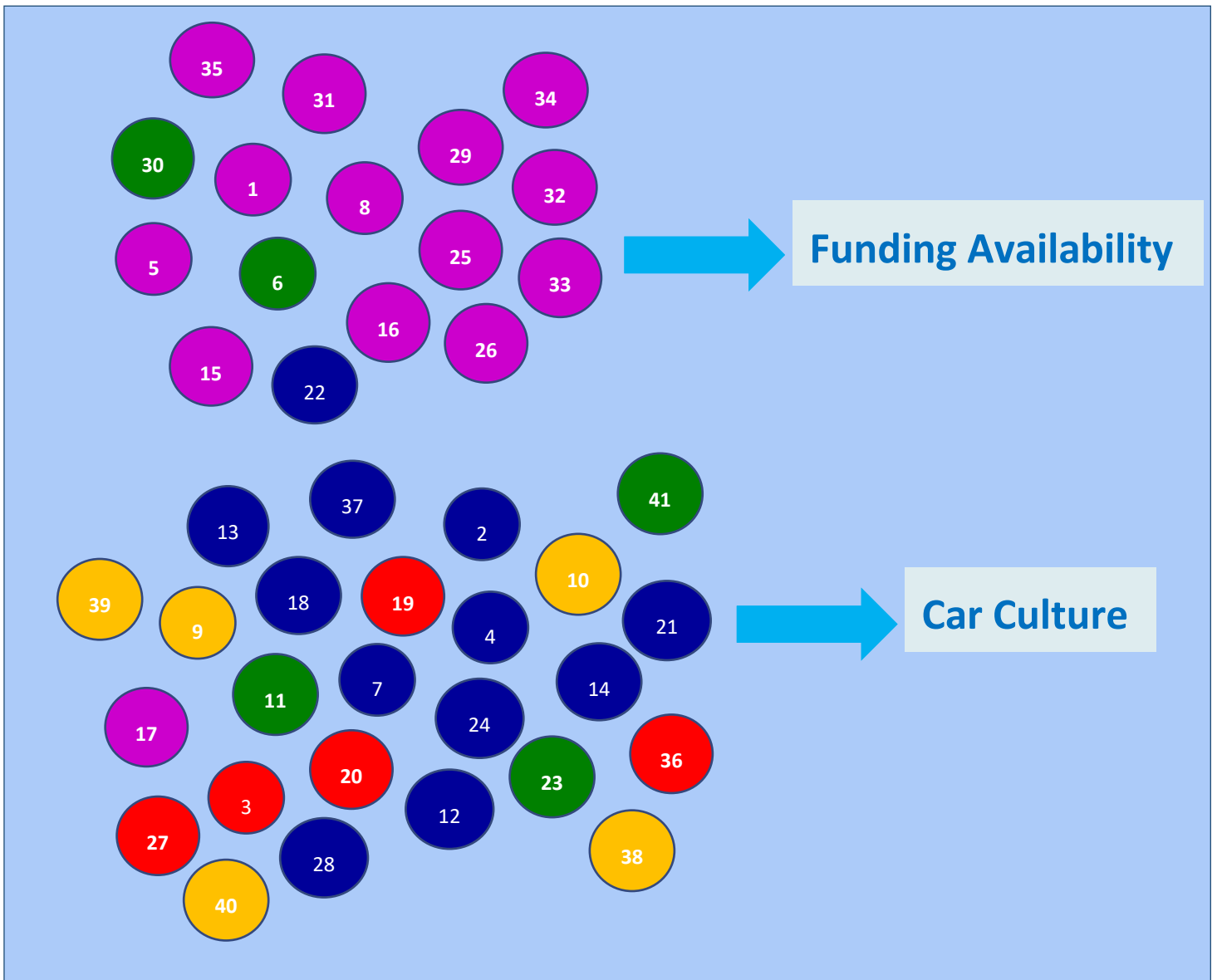
Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
35) Reducing climate change impacts and increasing resiliency and adaptation (high cost with huge impact to economy; how committed is City government to Carbon Neutrality by 2040; is 2040 too late?).	Env/P/Eco/S	-/+
36) Will state or Federal government pass law that will force a shift to emission-free vehicles (e-vehicles, bicycles, mass transit), or will resource depletion do the same, thus controlling events?	P, Env	-/+
37) The 2021 BPAC survey indicates that 72% of Santa Feans surveyed don't bicycle or walk to work, school, etc. because bicycle and pedestrian facilities are "inconvenient to access, not in their neighborhood, hard to get to, and/or they don't go where they want to go." While 23% of survey respondents stated "they don't feel safe."	TI	-
38) Further, the 2021 BPAC survey respondents identified the following infrastructure are needed in Santa Fe to increase bicycling and walking: a. Physically separated/protected bike lane (90%) b. Easily navigable bikeways to the southside (74%) c. Streets closed to motorized traffic/cycling with pedestrian access only (61%) d. Universal user activated blinking stop signals at crosswalks (58%) e. Bike boxes (designated space for bikes at intersections to direct them through the intersection) (53%)	TI	-

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
39) The 2024 BPAC survey indicated that the 442 survey respondents prioritized the following for bicycle and pedestrian infrastructure maintenance: a. Road repaving (33%) b. Pothole maintenance/ surface repair (63%) c. Restriping/repainting markings (32%) d. Snow and ice clearance (on-street and off-street) (26%) e. Vegetation maintenance (34%) f. Uneven city-owned sidewalks (43%) g. Other (35%) - bike lane sweeping - repaving/ repair of trails esp. Rail Trail	TI	-
40) Technological advances, especially Generative Artificial Intelligence (AI). For e.g., AI can be used for repetitive tasks, increasing human productivity; monitor and evaluate performance; and detect bicyclists, pedestrians, and other vulnerable road users, increasing road safety. Self-driving cars will be an increasing factor in the development of transportation rules and regulations.	TI	+
41) Weather – Due to climate change, there are more extreme weather events (extreme heat/cold/winds) that affect vulnerable road users more than motorists.	Env/S	-

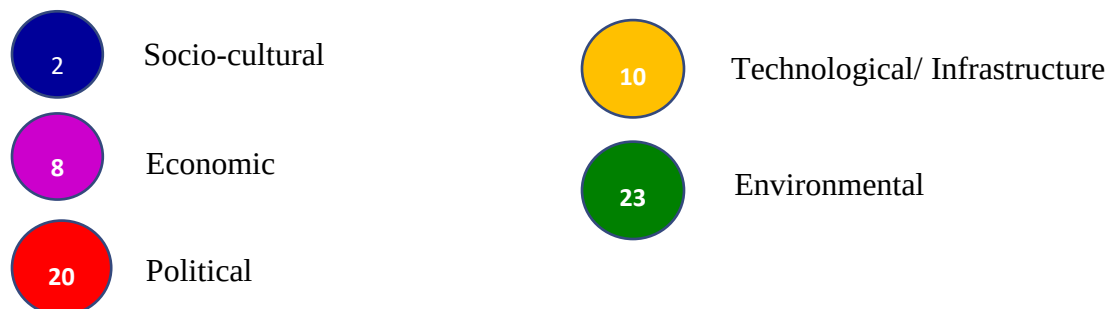
As described in Appendix B the next step in MSSP is to coalesce or cluster the 41 key decision factors identified in Table 1 above into two or three groups, which are called *societal driving forces*. As shown in Figure 2, the key decision factors coalesced into two (2) societal driving forces, namely: 1) availability of funding from federal, state and City to build safe, accessible, and

convenient bicycle and pedestrian infrastructure; and 2) prevailing car culture characterized by a dependence on cars, a prioritization of cars over other modes of transportation, and excessive use of or reliance on motor vehicles in American society. This is, in part, a result of land use and transportation decisions that have locked society into an auto-dependent paradigm, and in part, due to society's higher valuing of convenience, speed, and social status over equity and environmental considerations.

Figure 2: Clustering of Key Decision Factors into Societal Driving Forces

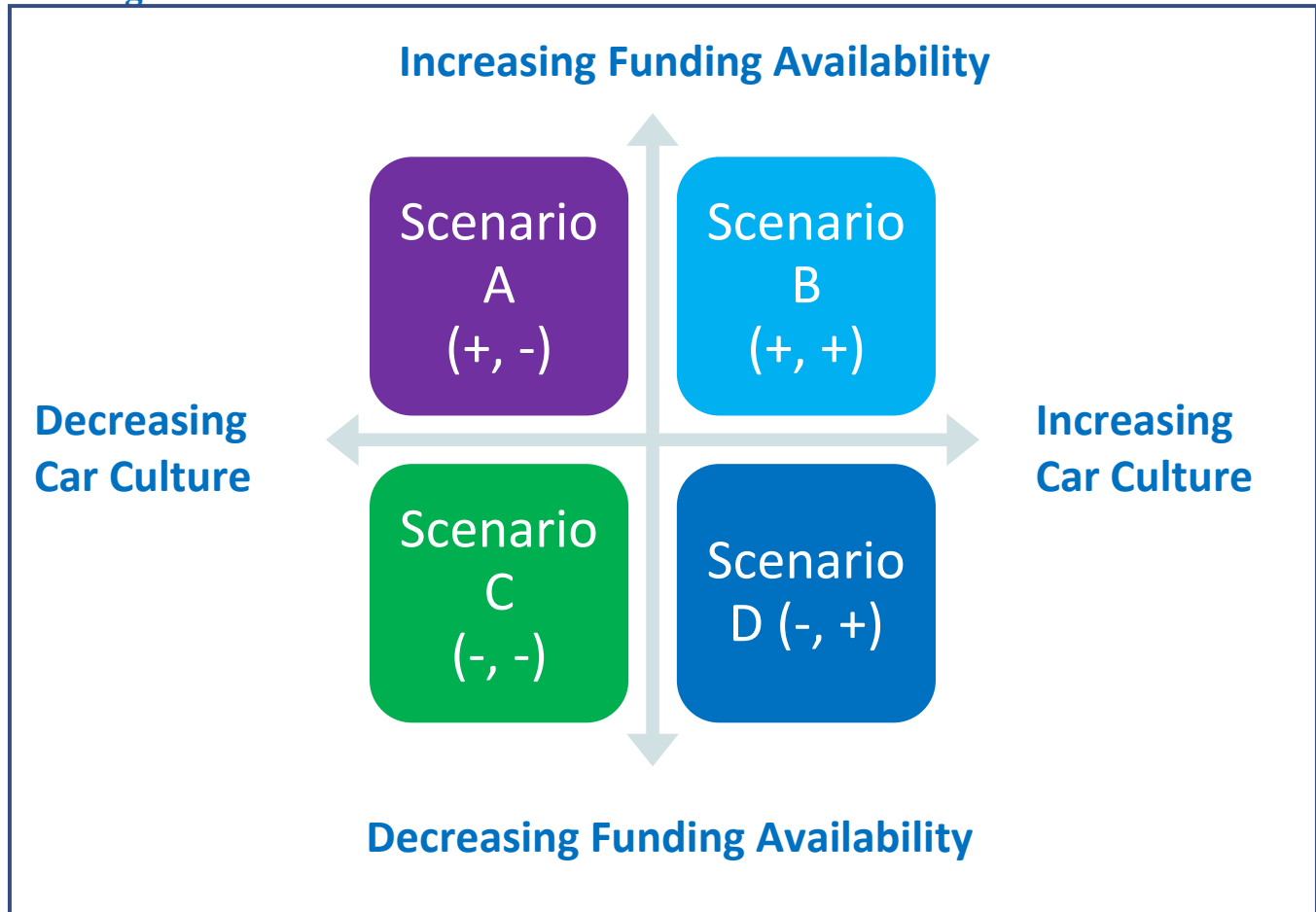


LEGEND:



After identifying the two societal driving forces above, as described in Appendix B, the next step is to make the societal driving forces neutral, or non-directional, then positioning them in axial relationship, or what is called *scenario formats*. See Figure 3 below.

Figure 3: Scenario Formats



From the scenario formats shown in Fig. 3 above, four alternative, internally consistent and plausible future scenarios were formulated describing how the external opportunities and threats called key decision factors would likely unfold over approximately the next 10 years (2023-2033). The combination of the two societal driving forces forms the scenario logics that defined the characteristics of each scenario. For example, in Figure 3, Scenario B has increasing (+) *Funding Availability* and increasing (+) *Car Culture*. With the logics of Scenario B (+,+), one expects that the percentage of the total federal, state and city funding allocated for multi-modal transportation especially for bicycle and pedestrian infrastructure is much higher in Scenario B compared to Scenario C and D with decreasing (-) *Funding Availability* but much less than Scenario A where Society's valuing of *Car Culture* is decreasing (-). See Figure 4 for key

characteristics of each scenario. For more detailed explanation of the External Analysis process, please see Appendix B.

Figure 4: Scenarios Key Characteristics (2023-2033)

Scenario Key Indicators*	Scenario A “Our Vision” (+, -)	Scenario B “Our Planning Period Mission” (+, +)	Scenario C (-, -)	Scenario D “Most Likely Future to Unfold” (-, +)
% of the total federal, state and city funding allocated for multi-modal transportation especially bicycle and pedestrian infrastructure	15%	5%	2%	0.5%
% of City population bicycling or walking to work, school, shop or recreation	20%	5.5%	3.5%	1%
Economic Recession	Moderate	No	Long & Deep	Short
Global Climate change impacts	Very Low	Moderate	Low	Unabated
Connectivity	Excellent	Moderate	Poor	Very Poor
Total bicycle & pedestrian network mileage to total road network mileage	70%	30%	15%	5%
Arterial streets with bicycle lanes and ADA compliant sidewalks	90%	45%	15%	5%
Bike access to public transportation	Excellent	Average	Above Average	Poor

* For bicycling key indicators, we used the League of American Bicyclists’ Bicycle Friendly Community criteria for the 5 designations (Bronze through Diamond).

After we describe the characteristics of each scenario, we then choose the *most likely scenario* to unfold in the future (2023-2033) to guide the strategy and action plan. For this planning period, BPAC thinks Scenario D will unfold – the future BPAC needs to contend or to plan for.

INTERNAL ANALYSIS: BPAC'S STRENGTHS & WEAKNESSES

This analysis involves the identification and evaluation of BPAC's Strengths and Weaknesses for achieving its mission. They are usually identified in terms of human, financial, physical, informational, and temporal resources. In contrast with the Opportunities and Threats identified in the External Analysis section, BPAC has control over its own Strengths and Weaknesses enumerated below. However, they are not listed in order of importance.

STRENGTHS

- Committed group to achieve the mission and purpose
- Members have relevant experience and knowledge
- Diverse skill set
- Mandate is documented through a resolution
- Members are active
- Cohesive/unified view of mission
- Staggered terms
- Unlike other Advisory Committees, BPAC is chaired by a City Councilor
- BPAC has a seat on Public Safety Committee, which is also chaired by a City Councilor
- Has long-time, well-established partnerships with SFMPO and SFCT
- City is Silver-level Bicycle Friendly Community through BPAC
- Member – League of American Bicyclists
- General community/public support

WEAKNESSES

- Little direct power to mandate meaningful changes; is dependent on others in government (Public Works, SFMPO)
- Lack of diversity – age, gender, racial, some districts not represented, etc.
- Lack of volunteers
- Silos of committees – except for Public Safety Committee, BPAC does not interact or coordinate their activities with other City Committees or Commissions such as Public Transit or Planning Commission
- Limited Staff support – only support from Staff Liaison. No stenographer; no full-time bike and pedestrian coordinator with Civil Engineering or similar degree to provide clout
- Duties & responsibilities in the resolution exceed what members have the power to do due to lack of resources: funding and staff
- Lack of influence on City decision-making

SWOT ANALYSIS – KEY ISSUES IDENTIFIED

This step brings together the separately identified strengths (S) and weaknesses (W) of BPAC to achieve the mission in the context of Scenario D – the most likely future to unfold in FY2023-

2033— opportunities (*O*) and threats (*T*) for mission achievement. This will result in identification of *key issues* that need to be addressed for achieving the mission.

Evaluating the Opportunities and Threats of the Most Likely Future (see Scenario D, Figure 4 above) against BPAC’s Strengths and Weaknesses (see Table 1 above), the following key issues must be addressed in the Strategy and Action Plan.

- How to shift the prevailing car culture towards a more multi-modal transportation culture. Included in this shift is finding a way to create a community where walking and bicycling live safely and comfortably with faster, longer-distance modes.
- How to integrate Land Use and Transportation Planning to create bicycle and pedestrian-friendly communities that will result in connected neighborhoods and places with accessible, convenient, and safe bicycle and pedestrian facilities.
- How to develop a meaningful public involvement process in road and street design that includes respect for all users’ input into the project. BPAC suggests engaging the public from conceptual design stage through project implementation would result in designs that better accommodate all users.
- Need for paradigm shifts including:
 - a. from roadways to streets(roads are thoroughfares designed to speed travel between two points while streets have homes or shops on both sides to facilitate public interaction);
 - b. moving cars to moving people so all modes have equal value;
 - c. limiting choice to multiple choice;
 - d. from traffic signals to roundabouts and other traffic calming techniques;
 - e. street landscaping important component of Complete Streets;
 - f. counting all trips; not only vehicles miles traveled (VMT); and
 - g. from Gray Infrastructure to Green Infrastructure.

THE STRATEGY FOR CHARTING A DIFFERENT FUTURE

The strategy is at the heart of the strategic planning exercise where all the previous deliberations and findings are synthesized. It will be the foundation and guide for the more tactical planning of BPAC, its 5-year Action Plan and Implementation.

The strategy set out below was crafted specifically for Scenario D, the one selected at this time as most likely to unfold over about the next 10 years.

The Strategy

Shift City policies, programs, and practices, including those of Land Use and Public Works, toward bicycle- and pedestrian-friendly infrastructure to enhance safety and help people feel safer and more comfortable about traveling by bicycle or walking with other traffic. Substantial

increases in bicycling and walking require an integrated package of many different, complementary interventions, such as infrastructure provisions, pro-bicycle and pedestrian programs, supportive land use planning, restrictions on car use, and enforcement of relevant laws. Both the Strategy and the Action Plan below need top-down buy-in from all levels of city government.

THE ACTION PLAN (FY 2023-2027)

The Action Plan developed to implement the strategy is a three-pronged approach that addresses the four key issues identified above for achieving the mission in the context of Scenario D. Although the Strategy developed is for 10 years, the Action Plan below is focused on the first five years of strategy implementation (2023-2027). It addresses the *why, how, who and when* for implementing the strategy.

The implementation of this Action Plan will be led by one of the three BPAC Subcommittees:

Policy, Planning & Law (PPL) – Ensures that the City of Santa Fe’s plans, policies, and laws support BPAC’s purpose and the City’s goal to make bicycling and walking safe, equitable, viable, and comfortable.

Promotion, Education & Communications (PEC) – Develops, reviews, and advises on communications campaigns that inform and educate Santa Fe residents and visitors on the bicycle and walking rules and regulations, BPAC, relevant events, safety, and other communications that support BPAC’s purpose.

Technical Review (TR) – Ensures that Santa Fe’s infrastructure projects include critical components that contribute to the safety, accessibility, connectivity and equity of bicyclists and pedestrians.



BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE

ACTION 1: *Formulate policies, programs and practices that would make travel distances to work, school, or shopping easily to moderately bikeable/walkable.*

Task 1.1: Work with Land Use Department in updating the City's General Plan and the Land Use Code. Advocate for bicycle- and pedestrian-friendly land use codes. Examples are:

- a. cluster commercial and residential development in higher density mixed-use centers, rather than extended in linear strips along roads;
- b. restrict development of neighborhood commercial areas to a pedestrian scale and design;
- c. encourage grid design in new residential developments or require interconnection of cul-de-sac neighborhoods with "cut-through" non-motorized access public rights-of-way to allow safe access along streets within and between neighborhoods;
- d. coordinate land use decisions with existing and planned public transportation services and the needs for non-motorized access; and
- e. using the permitting process, require bicycle parking at all places of employment.

Rationale: Through appropriate land use codes, the design and location of residential development, retail, commercial and institutional buildings can provide an environment that is safe and convenient for pedestrian and bicycle travel, and give people shorter travel distances between origins and destinations.

Complete By: December 2026

Lead Subcommittee: PPL (Coordinate work with Assistant Director Planning and Land Use and Traffic Engineer)

June 13, 2024 Update: Work ongoing with SFMPO and City Traffic Engineer in developing Complete Streets Guidelines.

Task 1.2: Amend the City's *Unified Traffic Ordinance* to include e-bike regulations.

Rationale: E-bikes can travel at a faster rate than a traditional bike. Most e-bikes will allow you to move 15 to 20 mph compared to 10 to 15 mph on a traditional bike. This is also a huge opportunity for older adults and tourists to become more active because riding an e-bike is considerably less strenuous than a traditional bike since the level of electric assistance can be adjusted so that less human power is needed during a ride.

Complete By: December 2022

ACCOMPLISHED in 2023. See Appendix F. 

Task 1.3: Assess bicycle and pedestrian connectivity defined as the ability to reach important destinations, such as workplaces, schools, grocery stores, and banks, via pathways or roads with low vehicle volumes and low speed limits. Include in analysis first and last mile connectivity defined as the beginning or end of an individual trip made primarily by public transportation.

Based on connectivity analysis, develop a bicycling and pedestrian network that will provide bicycle and pedestrian facilities that allow immediate, low-stress access to the street network that do not require cyclists and pedestrians to use links that exceed their tolerance for traffic stress, and that do not involve an undue level of detour.

Prioritize projects for funding and implementation that improve connectivity within and between neighborhoods.

Rationale: Connectivity is perhaps the most critical aspect of a bicycling network and should feature prominently in network planning. A bicycle and pedestrian network that has high connectivity should not be incoherent – it should not have areas disconnected from others, or the connecting route should not be so circuitous that most people would consider them effectively unconnected – thereby discouraging people to bicycle or walk.

Complete By: December 2026

Lead Subcommittee: TR with PEC

Work with:

1) SFMPO Staff; 2) SRTS Coordinator; and 3) Assistant Director Planning and Land Use.

June 13, 2024 Update: BPAC Survey 2024 led by PEC will give some directions in prioritizing trail projects that are critical for improving connectivity. Also, the Safe Route to School Action Plan completed in 2023 is a good resource for prioritizing projects for funding.

Task 1.4: Monitor local ordinances and state legislation that will impact pedestrians and bicyclists.

Rationale: Proposed legislation seldom gets front-page treatment, but it can have a significant impact on BPAC mission achievement. If BPAC tracks and gains insights on legislative activity, they will be better able to take action affecting the legislative process, as well as prepare for impending negative impacts and take advantage of opportunities.

Complete By: Continuous

Lead Subcommittee: PPL and Chair Michael Garcia

June 13, 2024 Update: This is a new task.

Task 1.5: Advocate for Vision Zero as a City policy via a resolution.

Rationale: This is one of the feedback items from the League of American Bicyclists to achieve Gold level Bike Friendly Community. It aims to achieve a roadway system with no fatalities or serious injuries involving road traffic. Furthermore, USDOT has adopted this policy via federal programs such as Safe Streets and Roads for All which is an important source of funding.

Complete By: 2026

Lead Subcommittee: PPL

June 13, 2024 Update: This is a new task.

ACTION 2: *Assist Public Works and Land Use Departments in Ensuring that the Design, Maintenance & Construction of all City streets including private ones, roadways, and trails have appropriate bicycle and pedestrian facilities, meaning they are safe, equitable, viable and comfortable.*

Task 2.1: Develop a user-friendly checklist for reviewing roadway and trails design and construction plans based on Complete Streets Design Principles and Vision Zero.

Rationale: Both Complete Streets and Vision Zero Policies assert that good roadway and street design can positively influence the behaviors of all users and should be the first step toward goals to change behavior and enhance safety.

If a user-friendly checklist has been developed, then reviewing plans won't be as daunting a task for BPAC members.

Complete By: December 2026

Lead Subcommittee: TR

June 13, 2024 Update: Ongoing

Task 2.2: Monitor PrimeGov regularly for 1) Early Neighborhood Notification (ENN) meetings, and 2) Governing Body meeting agendas for policies (ordinances, resolutions, etc.) that affect bicycling and pedestrian safety, accessibility, and equity.

Rationale: Early public participation will result in outcomes that better reflect the priorities and interests of the community. Most neighborhood opposition to projects include concerns that traffic will increase and make their neighborhoods less safe. By involving neighborhood and bike/pedestrian advocates early on, and throughout

the process of project design, the resulting project will likely be welcomed, rather than opposed, by the Community.

Complete By: Continuous

Lead Subcommittee: PEC and BPAC Chair

June 13, 2024 Update: This is a new task.

Task 2.3: Facilitate the approval and implementation of the *Inspection and Maintenance Plan for On-road Bicycle and Pedestrian Infrastructure* Resolution.

Rationale: Annual and routine maintenance of on-road bicycle and pedestrian infrastructure such as street sweeping, pavement markings, traffic signals, and wayfinding signage are critical components to safety of vulnerable road users: children, older adults, people who walk and bike, people with disability and homeless people. Yet, the City of Santa Fe does not have a Maintenance Plan/Program. Therefore maintenance is usually underfunded.

Complete By: June 2023

ACCOMPLISHED in 2024. See Appendix G. 

Lead Subcommittee: PPL (If needed, work with City's Legal Services Staff Liaison)

Task 2.4 Facilitate the adoption and codification of Complete Streets.

Rationale: In the US, in the decade between 2009 and 2018, traffic deaths for motor vehicle occupants declined by 1%, but pedestrian deaths increased by 53%, and deaths among cyclists increased by 36%. The statistics for the City of Santa Fe follows the national data.

Complete Streets aims at reducing and eventually eliminating all serious injuries and deaths related to traffic crashes and the transportation system. Complete Streets proponents argue that our roads are currently built to optimize motor vehicles' speed and convenience over safety. Complete Streets asserts that traffic deaths are preventable when streets and roads are re-designed to anticipate user error and protect all users, especially the most vulnerable.

Complete By: December 2026

Lead Subcommittee: PPL

Work with: 1) SFMPO Officer;
2) Public Works Traffic Engineer; and
3) Assistant Director Planning and Land Use

June 13, 2024 Update: Ongoing.

Task 2.5: Support the SFMPO and Complete Streets Division in analyzing and developing Traffic Impacts Management Guidelines to replace the State Access Management Manual (SAMM) and the City's Traffic Calming Program.

Rationale: The State Access Management Manual is designed for highways and not for local streets. The goal of the new guidelines is to design streets that are appropriate for our neighborhoods and communities so Traffic Calming Program won't be necessary.

Complete By: 2025

ACCOMPLISHED in 2024. 

Task 2.6: Assist the SFMPO in prioritizing bicycle and pedestrian on-road and off-road projects that support safety, equity, access, connectivity, and convenience. See Table 2 for List of Projects prioritized by BPAC since June 2020.

Rationale: Although SFMPO has an excellent Metropolitan Transportation Plan, and has developed a list of project priorities for the City of Santa Fe, BPAC is the City's Advisory Committee with members from each 4 Council Districts and a County resident, providing a closer connection with City constituents, and can more accurately represent Constituents' wants and needs.

Complete By: Continuous

Lead Subcommittee: TR

June 13, 2024 Update: Ongoing

Task 2.7: Develop, evaluate and monitor a set of key indicators or performance measures that will indicate mission achievement. Ideally, each scenario must have a set of key indicators. Appendix H contains the initial list of key indicators.

Rationale: The strategy, actions and tasks developed to achieve the mission are based on Scenario D – the most likely scenario to unfold for the planning period of 2023-2033. If each scenario does not have key indicators how would BPAC know if the strategy is working or not? The goal is to shift from Scenario D to Scenario B – Our Planning Period Mission by 2033.

Complete By: June 2025

Lead Subcommittee: See Appendix H

June 13, 2024 Update: This is a new task.

Table 2: BPAC's Approved Priority Projects (2020 – present)

A) Roadway and Sidewalk Improvements:

- 1) Bishop's Lodge Road Reconstruction – Project Termini: Artist Road to City/County Boundary (2.8 mi). Engineering design funded via Transportation Project Fund (\$800,000) and Road Impact Fees (\$327,000) for a total of \$1,127,000. Design phase started January 1, 2022. Funding agreement expires June 30, 2025.

June 13, 2024 Update: At the 60% plan set review the Water Utility Division recognized the benefit of piggy-backing with Public Works Complete Streets Division and include in the plan set the replacement of the aging water utility lines/infrastructure. The 60% plan set will be presented to the public on June 17, 2024. The 100% plan set is anticipated to be complete in December 2024. Staff Liaison with Water Utility Division is planning to apply for construction funding from RAISE in February 2025.

- 2) Buckman Road Pavement Reconstruction – Project Termini: Calle Nopal to Camino de las Crucitas (1.7 mi). Engineering design funded via Local Government Road Fund (\$73,000).

June 13, 2024 Update: Staff Liaison applied for construction funding for \$2.3M from State's Transportation Project Fund (TPF). 100% plan set anticipated in September 2024. TPF construction funding expected to be received in November/December 2024.

- 3) Add curb cut/bulb out at the end of Acequia Trail and Montezuma Avenue.

June 13, 2024 Update: ACCOMPLISHED 

B) Trail Improvements

- 1) Acequia Trail - Otowi to La Cieneguita via Maclovía and Hermanos Rodríguez Parks with connection to Cielo Vista Park. ~\$1,650,000

June 13, 2024 Update: Staff Liaison to apply for funding in 2024.

- 2) Tierra Contenta - Arroyo Chamiso Trail – design: Along South Meadows and to Camino Entrada, via school crossing and city-owned corridor to Camino Estrada (design) ~\$425,000

June 13, 2024 Update: Staff Liaison to see if there is enough funding left from Capital Outlay grant of \$600,000 after the Tierra Contenta from Buffalo Grass to South Meadows is constructed.

- 3) NM Central Rail Trail - Pinon Elementary School to Pueblos del Sol Trails - Safe Routes to School. ~\$650,000

June 13, 2024 Update: Staff Liaison to investigate if qualified for a Community Development Block Grant (CDBG) funding.

- 4) MID-TOWN CAMPUS TRAIL: Using east boundary easement, from Siringo to driveway near St. M's Dr., w/connections to LaFarge Library, Middle School, St. Michael's Village W. shopping center. ~ \$1,400,000

June 13, 2024 Update: Project dependent on Mid-town campus redevelopment which may take years to complete.

5. Arroyo Chamisos Trail Extension Linking East and West Zia Neighborhoods ~ \$1,500,000

June 13, 2024 Update: Award letter from federal program Recreation Transportation Funds for \$300,000 to design the project received May 2024. Project design to start late 2024.

6. Mutt-Nelson Rd Trail to connect to Tierra Contenta Trail & SWAN Park

June 13, 2024 Update: Project dependent on completion of Tierra Contenta Phase 4 Master Plan. Currently, Public Works Complete Streets is working with Tierra Contenta Development Corporation (TCDC) in designing the roadway infrastructure for Phase 3A. Most likely, it will take decades for TCDC to move on developing Phase 4.

7. Nina Otero SRTS Trail, Tierra Contenta

June 13, 2024 Update: Project dependent on completion of Phase 3A of Tierra Contenta Subdivision. Currently, cost estimate to build the roadway is \$35M. It would be a challenge to find the funds to construct the roadway, stormwater drainage, etc. It will take years before residential buildings are built.

- C. Signage/Striping Improvements NOTE:** For all signage and striping improvements, coordinate projects with Public Works Traffic Engineer, and Public Works Traffic Operations Engineer

- 1) Wayfinding Project (Phase 1-3) (Phase 1 for implementation FY2023)

June 13, 2024 Update: Phase 1 COMPLETED 
Design for Phases 2-3 to start FY 2025.

- 2) Identify appropriate signage as road/street configuration changes.

June 13, 2024 Update: This is a new task.

- 3) Striping on Calle Mejia

June 13, 2024 Update: Project to start late 2024.

- 4) Tierra Contenta Wayfinding (To be constructed with Tierra Contenta Trail Extension from Buffalo Grass to South Meadows)

June 13, 2024 Update: Construction funding of \$1.2M received from Transportation Alternative Program. Project ready to bid out in July 2024. Construction to start September 2024.

- 5) Striping on Paseo de Peralta at Canyon Rd

June 13, 2024 Update: Submitted to City Traffic Engineer for evaluation

ADDITIONAL STRIPING PROJECTS FROM SFMPO's BICYCLE MASTER PLAN ADDED JUNE 13, 2024

- 6) West San Francisco: Permit contra-flow traffic from plaza to a bike lane from Don Gaspar to Galisteo
- 7) Alcatraz: Contra-flow bike lane from Chili Line Road to Market Street (with Rail Crossing Gate)
- 8) Sandoval: Southbound bike lane, Alameda to Montezuma, with wayfinding to Railyard
- 9) Pacheco St: Study and implement bike lanes where feasible (N of San Mateo to Siringo)
- 10) Wagon Road: Restripe with bike lanes
- 11) Alta Vista St. (Bike Route 66): Railroad tracks to Salvador Perez Park, orig. crosswalk, prioritize eastbound
- 12) Hospital Drive: Lupita to St. Michael's Drive
- 13) West Alameda: Striped shoulders eastbound and westbound from St. Francis Drive; prioritize eastbound as uphill and buffer for River Trail, to pedestrian crossing; sharrow/bike lane in right turn lane by Burger King
- 14) Camino Alire: Paseo de la Conquistadores to Agua Fria. Both sides or south bound bike lane only
- 15) Various bike lane markings in right turn lanes leading to bike lane, per NACTO.



ACTION 3: *Educate the public and raise awareness about active transportation modes and services.*

Task 3.1: Use traditional and social media outlets to specifically target families, women, low-income, and non-English speaking communities, in addition to general non-targeted outreach around new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking. Encourage more local businesses, agencies, and organizations to promote walking and cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business (BFB) program.

Rationale: Can reach wider audience, educate on the work of BPAC.

Complete By: Continuous

Lead Subcommittee: PEC

June 13, 2024 Update: This is a new task.

Task 3.2: Invite relevant City Advisory Committees to BPAC. Staff Liaison to notify all City employees of BPAC regular meeting with instructions how to add agenda captions in PrimeGov.

Rationale: BPAC's achievement of its mission, in part, depends on the activities/work of other City Departments and Committees/Commissions. However, currently, BPAC has only a seat on Public Safety Committee.

Complete By: Continuous

Lead Subcommittee: PEC and Staff Liaison

June 13, 2024 Update: This is a new task.

Task 3.3: Develop partnerships with other government entities, NGOs, and private entities that are most aligned with BPAC's vision and mission. Priority organizations are SFMPO, SRTS, Bike Santa Fe and SFCT. Collect data on organizations' bike related activities for monitoring and improvement. Continue to support the expansion of Santa Fe's Safe Routes to School (SRTS) program and bicycle education opportunities to students at all public and private K-12 schools in the City.

Rationale: The City cannot afford to support all its Committees with Staff and funding.

Complete By: Continuous

Lead Subcommittee: PEC

June 13, 2024 Update: This is partially a new task.

Task 3.4: Develop a dynamic, informative and engaging website. Link BPAC website to other City Departments and partners.

Rationale: A website is very important in disseminating information to the public, increasing public awareness about BPAC, engaging the public and increasing public support for BPAC.

Complete By: June 2025

Lead Subcommittee: PEC

Work with City Website Content Developer.

June 13, 2024 Update: This is a new task. PEC Subcommittee Chair m working with City's website developer since March 2024.

Task 3.5: Engage the public in decision-making. BPAC will seek to identify gaps and recommend adding new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes, side paths, or wider bike lanes with buffers, as well as upgrading roads with sharrows into dedicated bicycle boulevards with lower designed speeds.

Rationale: Public input is needed for providing safe, equitable, viable and comfortable bicycle and pedestrian infrastructure via surveys or other means. To implement this Action Plan effectively, BPAC will need information from residents and visitors alike. Examples are information on how do people think about connectivity or equity; what do they think about the quality of our streets, roadways and trails; what do they want to see; what services do they need; etc.

Complete By: Continuous

Lead Subcommittee: PEC

June 13, 2024 Update: Since 2021, PEC has conducted 2 surveys. The latest one was conducted in May 2024 which included questions about connectivity and maintenance of bikelanes, sidewalks and trails. Please see Appendix D.

Task 3.6 Support Bike Santa Fe in holding a Bike Summit.

Rationale: A summit is not just a meeting. A summit is a strategic conversation that brings different perspectives within a system together to talk about the big picture and big questions. A successful summit can:

- create a shared vision and recommendations about a future direction;
- discover the imperatives for change;
- establish principles to guide future actions;

- foster new or improved relationships with key stakeholders that can facilitate change and future action; and,
- identify course corrections

Complete By: TBD

Lead Subcommittee: PEC

June 13, 2024 Update: This is a new task.



CONCLUSION

This Plan was developed by the BPAC Policy, Planning, and Law Subcommittee with input from and the approval of the entire BPAC, facilitated and drafted by Staff Liaison Romella Glorioso-Moss. It is intended to be a dynamic document that changes with a changing Santa Fe and its citizens.

BPAC Subcommittees will work to implement the Plan and report to the full committee as appropriate. BPAC will officially review the Plan at least once a year, facilitated by the PPL Subcommittee Chair, revising as tasks are accomplished, goals are reached, and new ones added. As BPAC members term out and new ones join, the transitions will be transparent, as the Plan will be a major driver of the work of the committee.

The plan is drafted within the powers vested upon the Committee via Resolution 2021-8.



BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE MEMBERS FY 2024



**COUNCILOR
MICHAEL GARCIA**
CHAIR



YOLANDA EISENSTEIN
Chair, Policy, Planning
& Law Subcommittee



KHALIL SPENCER
Vice-Chair



JUDITH GABRIELE
Chair, Promotion,
Education &
Communications
Subcommittee



STEVEN PILCHER



**ANGELA
BORDEGARAY**



DAN PAINTER
Chair, Technical
Review
Subcommittee



TONY GERLICZ



**ROMELLA
GLORIOSO-MOSS**
Staff Liaison



ERIK AABOE
Santa Fe County
Representative

APPENDICES

APPENDIX A

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2021-8

INTRODUCED BY:

Councilor Michael J. Garcia

Councilor JoAnne Vigil Coppler

Councilor Carol Romero-Wirth

A RESOLUTION

RE-ESTABLISHING THE BICYCLE AND TRAIL ADVISORY COMMITTEE.

WHEREAS, the Bicycle and Trail Advisory Committee (“BTAC”) was created by Resolution No. 2003-87 on September 24, 2003; and

WHEREAS, Resolution No. 2003-87 was subsequently amended by Resolution No. 2010-33, Resolution No. 2010-64, and Resolution No. 2017-46; and

WHEREAS, in 2007, the Santa Fe Metropolitan Planning Organization (SFMPO) Policy Board, of which the City of Santa Fe is a member, adopted a Complete Streets Policy, directing transportation planners and engineers to routinely plan, design, construct, operate, and maintain the entire right of way for safe access of all users, including pedestrians, bicyclists, motorists, and transit riders regardless of age, ability and mode of transportation; and

WHEREAS, in 2013, the City of Santa Fe was recognized by the League of American Bicyclists as a Silver-level Bicycle Friendly Community, and the Committee and the MPO continue to work to achieve the Gold-level by 2024 by considering the infrastructure needs of pedestrians and bicyclists in all City-led transportation projects; and

1 **WHEREAS**, the City’s Land Use Development Code requires the accommodation of
2 bicycle and pedestrian traffic along City streets as well as through off-road trails and requires all
3 new public streets to provide adequate pedestrian and bicycle facilities; and

4 **WHEREAS**, a bicycle-friendly Santa Fe can help promote improved public health through
5 active living, stimulate local and regional economic development, and achieve carbon neutrality by
6 2040 as adopted by the Governing Body in 2017; and

7 **WHEREAS**, the SFMPO’s 2019 Bicycle Master Plan, which is updated every 5 years, has
8 recognized the Committee’s critical role in identifying, prioritizing, and requesting implementation
9 by the City of 26 on-road bicycle facilities projects including designated bike lanes, striped
10 shoulders, lanes shared with motor vehicle traffic, and 80 off-road or trails improvement projects
11 including paved multi-use trails and formal or informal soft-surface paths, for all of which the City
12 serves as the lead agency; and

13 **WHEREAS**, the New Mexico Department of Transportation has defined “bicycle and
14 pedestrian infrastructure” to include bicycle lanes including protected and buffered lanes, bicycle
15 parking and storage facilities, curb extensions, intersection treatments such as bicycle boxes, stop
16 bars, lead signal indicators, landscaping, paved shoulders, pedestrian- and bicyclist-scale lighting,
17 pedestrian overpasses or underpasses, separation/buffers, shared-lane markings or sharrows,
18 sidewalks, signage especially high-visibility signage, signalized pedestrian crossings and mid-
19 block crossings, and trails or shared-use paths.

20 **NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE**
21 **CITY OF SANTA FE, NEW MEXICO** that this Resolution re-names and re-establishes the
22 Bicycle and Trails Advisory Committee as the Bicycling and Pedestrian Advisory Committee.

23 **Section 1. NAME:** The advisory committee shall be called the Bicycling and
24 Pedestrian Advisory Committee ("Committee").

25 **Section 2. PURPOSE:** The purpose of the Bicycling and Pedestrian Advisory

1 Committee is to provide input and advice that supports the ongoing development and maintenance
2 of a transportation infrastructure that makes bicycling and walking in the City of Santa Fe safe,
3 equitable, viable, and comfortable modes of transportation, commuting, and recreation. This
4 includes the responsibility to deliberate on City projects, plans, and policies that impact both on-
5 road and off-road bicycle and pedestrian infrastructure, and to advise the Governing Body on such
6 matters.

7 **Section 3. DUTIES AND RESPONSIBILITIES:** The Committee shall:

8 (a) Assist in the prioritization of bicycle and pedestrian infrastructure projects to be
9 completed using city, state, and federal funds, through the development of the Santa Fe
10 Metropolitan Planning Organization (“SFMPPO”) Bicycle Master Plan and the SFMPPO Pedestrian
11 Master plan;

12 (b) Review preliminary designs for new Public Works projects involving public
13 roadways and trails funded out of city, state, or federal sources to ensure designs comply with the
14 City's commitment to make bicycling and walking safe, equitable, viable, and comfortable modes
15 of transportation. Design plan reviews shall take place at 30% design and before plans are presented
16 to the public for comments or submitted for review to New Mexico Department of Transportation
17 (“NMDOT”);

18 (c) Advise on policies, programs, and ordinances as they relate to bicycle and
19 pedestrian infrastructure safety, design, construction, and operation and maintenance;

20 (d) Develop, review, and advise on media and educational campaigns providing
21 information and promoting bicycle- and pedestrian- related activities and education;

22 (e) Work with other agencies for the enhancement of city and county trail systems;

23 (f) Review and recommend updates to Bicycle Master Plan, Pedestrian Master Plan,
24 Metropolitan Transportation Plan, Parks Master Plan related to trails, and the City’s Land Use
25 Development Code as they pertain to bicycle and pedestrian infrastructure and associated

1 regulations;

2 (g) Seek funding from city, state, and federal sources to implement the City-led
3 projects identified in the SFMPO's 2019 Bicycle Master Plan and 2020 Metropolitan
4 Transportation Plan and consider reoccurring funding sources from the City to be applied to the
5 implementation of policies, programs, and other projects that are supported by the plans;

6 (h) Pursue the League of American Bicyclists Diamond-level Bicycle Friendly
7 Community designation for the City of Santa Fe, as well as any other local, state, or national awards
8 or designations that the City deems worthy of pursuit;

9 (i) Advise on polices, projects, ordinances, and funding as they relate to bicycling and
10 walking as safe, equitable, viable, and comfortable modes of transportation; and

11 (j) Educate the public on the work of the Committee.

12 **Section 4. MEMBERSHIP:** The Committee shall consist of a member of the City
13 Council who shall also serve as its chair, along with nine members of the public, of whom eight
14 shall be residents of the city and one who may be a resident of Santa Fe County. Recommendations
15 for members shall be made by the City Council to the Mayor, who shall appoint the committee
16 members, balancing interests among recreationists, youth and neighborhood group users,
17 commuters, and bicyclists, with Council approval. The chair may appoint subcommittees, as
18 needed, to study, in-depth, certain responsibilities assigned to the Committee and to present such
19 information to the Committee. The subcommittees shall be made up of no more than four members
20 of the Committee and three interested members of the public.

21 **Section 5. TERMS:** the public members shall be appointed for two-year staggered
22 terms. Subsequent terms shall be for two years to maintain staggering of terms. Members shall
23 serve for no longer than six (6) consecutive years. The members shall serve at the pleasure of the
24 Mayor and may be removed at any time with or without cause.

25 **Section 6. VACANCIES:** Vacancies shall be filled in the same manner as initial

1 appointments and shall be for the remainder of the term. Vacancies shall be filled as to maintain
2 the balance of interest group representation.

3 **Section 7. MEETINGS:** A quorum shall be at least six members. The Committee
4 shall also conduct all meetings in accordance with adopted City policies and procedures and shall
5 use *Robert's Rules of Order* in conducting its meetings. The committee shall meet monthly.

6 **BE IT FURTHERE RESOLVED** that this Resolution supersedes, rescinds, and replaces
7 any other resolution that created or amended the Bicycle and Trails Advisory Committee, including,
8 but not limited to, Resolution Nos. 2003-87, 2010-33, 2010-64, and 2017-46.

9 PASSED, APPROVED, and ADOPTED this 27th day of January, 2021.

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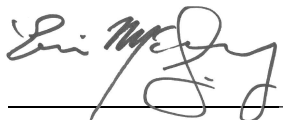
13 ALAN WEBBER, MAYOR

14 ATTEST:

15 
16 Kristine Mihelcic (Feb 1, 2021 13:26 MST)

17 KRISTINE MIHELICIC, CITY CLERK

18 APPROVED AS TO FORM:

19 
20 _____

21 ERIN K. McSHERRY, CITY ATTORNEY

22
23
24
25 *Legislation/2021/Resolutions/2021-8 BTAC Amendments*

CITY OF SANTA FE, NEW MEXICO
PROPOSED AMENDMENT(S) TO RESOLUTION NO. 2021-8
BTAC Amendments

Mayor and Members of the City Council:

I propose the following amendment(s) to Resolution No. 2020-__:

1. On page 3, line 2 after "safe," *insert* "equitable,"
2. On page 3, line 13 after "safe," *insert* "equitable,"
3. On page 4, line 9 after "safe," *insert* "equitable,"

Respectfully submitted,

Renee Villarreal

Renee Villarreal (Jan 29, 2021 15:59 MST)

Renee Villarreal, Councilor

Approved as to Form:

Erin McSherry

Erin K. McSherry, City Attorney

ADOPTED: _____

NOT ADOPTED: _____

DATE: _____

Kristine Mihelcic

Kristine Mihelcic (Feb 1, 2021 13:26 MST)

Kristine Mihelcic, City Clerk

FISCAL IMPACT REPORT**General Information:**(Check) Bill: _____ Resolution: X Short Title(s): BTAC AmendmentsSponsor(s): Councilors Garcia and Vigil CopplerReviewing Department(s): Public WorksStaff Completing FIR: Romella Glorioso-Moss Date: 10/7/20 Phone: (505) 955-6623Reviewed by City Attorney:  Date: Jan 11, 2021Reviewed by Finance Director:  Date: Jan 11, 2021**Summary:**

Proposed amendments to Resolution No. 2017-46 regarding the Bicycle and Trails Advisory Committee update its name and clarify the Committee's purpose, duties, and responsibilities in order to enhance the Committee's ability to support the City of Santa Fe in its efforts to make bicycling and walking safe, viable, and comfortable modes of transportation.

Departments Affected:Public Works & Parks, Community Development, Community Health & Safety.**Consequences of Not Enacting Legislation:**

If this Resolution is not enacted, work of the BTAC will be less effective in supporting successful implementation of the Bicycle and Trails Master Plan and improving multimodal infrastructure.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:None identified.**Performance and Administrative Implications:**

Current and ongoing administrative work includes drafting the Agenda, compiling the packet, recording minutes, responding to Members' emails and performing requested tasks, attending monthly meetings, and coordinating with other departments. This work averages 10-20 hours each month. The PW Engineering Division performance is pushed to prioritize bicycle and pedestrian infrastructure by this Committee. The Committee also provides review of engineering design plans for on-road & off-road bicycle infrastructure and raises issues from constituents.

Fiscal Implications:

These amendments do not change the significant work to support this Committee by Public Works, MPO, police, and Parks staff. Each meeting costs the City approximately \$2000 depending on the tasks directed by the Committee. The amendments to the BTAC resolution do not create any additional fiscal impact.

Fiscal Impact X Check here if no fiscal impact

Expenditures

Expenditure Type	FYE __	FYE __	FYE __	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
<u>Personnel and Benefits*</u>	\$ _____	\$ _____	\$ _____				
<u>Capital Outlay</u>	\$ _____	\$ _____	\$ _____				
<u>Contractual/</u>	\$ _____	\$ _____	\$ _____				
<u>Professional Services</u>							
<u>Operating</u>	\$ _____	\$ _____	\$ _____				\$ _____
<u>Total:</u>	\$ _____	\$ _____	\$ _____				\$ _____

* This includes all staff time associated with executing the job functions of the proposed legislation.

Expenditure Narrative:

Revenue

Revenue Type	FYE __	FYE __	FYE __	Recurring (R) or Non-recurring (NR)	Fund
General Fund	\$ _____	\$ _____	\$ _____		
Special Revenue	\$ _____	\$ _____	\$ _____		
CIP	\$ _____	\$ _____	\$ _____		
Enterprise	\$ _____	\$ _____	\$ _____		
Internal Service	\$ _____	\$ _____	\$ _____		
Trust and Agency	\$ _____	\$ _____	\$ _____		
Federal	\$ _____	\$ _____	\$ _____		
Other	\$ _____	\$ _____	\$ _____		
Total	\$ _____	\$ _____	\$ _____		

Revenue Narrative:

2021-8 BTAC Amendments (For Signature)

Final Audit Report

2021-02-01

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APPENDIX B

NOTES ON MULTIPLE-SCENARIO STRATEGIC PLANNING ©

What is Strategic Planning (SP)?

Strategic planning determines where you should be going, so that your core effort can be focused on that path. Strategic planning was most likely first codified in the 5th century B.C. by Sun Tzu in his *Art of War*. The intuitive-logic method described here was developed initially for private sector use at the Harvard Business School in the 1970's and refined at Stanford Research Institute International (SRI). While a Senior Planner at SRI, and subsequently, Laurence Moss further adapted the method for use especially in the public, quasi-public and not-for-profit sectors as a decision-making, planning and research tool.

Why Use It?

SP is especially useful for understanding and managing complex and uncertain conditions and phenomena. This method takes advantage of our "whole brain" capability, using logic and intuition together to identify, analyze and solve problems and take advantage of opportunities. With organizations it better uses their human resources, through reliance on group participation in the entire process (outlined below). This results in a clear and common understanding within an entity (organization, community, watershed, park, etc.). of the external forces affecting a *mission* or decision and the *strategy* to accomplish the mission or make a decision. Therefore, involving key stakeholders is essential.

Typically less resource consuming and faster than other planning methods, it uses only the information most relevant to the *mission* to be achieved, decision to be made or phenomenon to be understood.

Key Characteristics

- 1) use of alternative, multiple scenarios, not a single forecast of the future
- 2) clear and agreed upon mission, objective or strategic concern
- 3) long-range time horizon
- 4) pattern recognition to understand complexity & change
- 5) iterative & participatory
- 6) focus on understanding of the strategic environment (external analysis)
- 7) bounded uncertainty, complexity & issues
- 8) strategy viability in a changing environment
- 9) continuous scanning & monitoring (surveillance)

The Process

Vision

A *vision* is a positive image of the future characterized by imaginative insights. A strategic analysis or planning process may or may not begin with visioning of the future of an entity. It is particularly useful in bringing together a new group or refocusing an existing one.

Mission or Strategic Objective

Formulation of an entity's *mission*, or objectives, is a critical element in the strategic planning process. The *mission* is the clearly stated and understood reason for a planning or analysis, and needs to be specific enough to use as a tool for monitoring and evaluating the effectiveness of the *strategy* or *action plan* that is formulated to achieve the *mission* (see below). All stakeholders involved must agree upon the *mission*, and their commitment to it for a set period of time is crucial for its achievement. *Mission* and *vision* can be confused when their different functions are not clearly understood.

Environmental Scan

The environmental scan is a swiftly undertaken review of the strategic environment of a *mission*, necessary when the analysts or facilitators are in unfamiliar territory.

External Analysis

Step 1: This analysis begins with identifying the *key decision factors (KDF)* that impact the mission. *KDFs* are positive and negative salient factors in the external or strategic environment of an entity ("the world of the *mission*"), which will likely have the greatest influence on the achievement or failure of the *mission*. Positive *key decision factors* are opportunities for *mission* achievement, while negative *key decision factors* are threats or constraints to achievement.

Step 2: Identify the pattern among *key decision factors* synthesizing or coalescing them into *societal driving forces (SDF)*. The *SDFs* are the environmental forces that will likely drive the unfolding futures of the *mission*. This step uses intuitive capabilities as well as the analytical methods typical of Western formal analysis and planning.

Step 3: Formulate alternative future *scenarios*. This is done by 1st making the *societal driving forces* neutral, or non-directional and positioning them in axial relationship, or what is called *scenario logics or formats*. Their number of will depend on the number of *societal driving forces*. For example, 2 societal driving forces

generate 4 *scenario logics*. These are then elaborated into alternative future scenarios (for more detailed description of the process see “Multiple Scenarios in Strategic Analysis & Planning”, Moss1994/2005).

Future *scenarios* are a tool strategic planners use to make greater sense of our fluid, turbulent environment and uncertain future. They are descriptions of conditions occurring in a particular period of time; plausible, internally consistent stories of main events and key stakeholders reflecting the *key decision factors*. Typically, they inform the investigation about systemic relationships among conditions that are typically not perceived and anticipated.

Some planners contend that people cannot cope with several *scenarios* and so become confused. Others, including the writer, have found this is not the case and moreover, hold that the very reasons for using a *scenario* approach demand using multiple *scenarios*. Why? 1) A well-structured set of *scenarios* describes the range of uncertainty that must be address for *mission* achievement; 2) multiple *scenarios* significantly broaden the awareness of the client or analyst; and 3) they increase resilience and the ability to respond to the certainty of future uncertainty in both planning or research systems and resulting strategies.

Step 4: Not What If, but If This, Then What?

The client or analyst chooses what they believe is the *most likely scenario* of the future. There is discussion about what is better to use, the most desirable or the *most likely scenario*. Some planners say it is better to choose the most desirable, because the client will do its best to achieve the *mission*. However, in using this approach undesirable factors and critical issues have a strong tendency to disappear.

Internal Analysis

This involves identification and evaluation of strengths and weaknesses of the entity for achieving the *mission*. They are usually identified in terms of human, financial, physical, informational and temporal resources.

SWOT Analysis

SWOT analysis brings together the strengths (*S*) and weaknesses (*W*) of the organization to achieve the mission in the context of the chosen scenario and the opportunities (*O*) and threats (*T*) of the strategic environment, delineated in the chosen scenario. Key issues for *mission* success are usually identified at this stage in the process.

Strategy

Strategy is the core actions an entity must take to achieve its *mission*. It describes how the entity will manipulate salient opportunities and threats in the *mission's* unfolding world in relation to its own strengths and weaknesses. Although all the stages of strategic planning outlined here are important, the *strategy* is perhaps the *force majeure* of strategic planning. This is because the strategy is the sum of all products of the strategic analysis and serves as the foundation for *tactical* action in the context of the mission's external environment and an entity's internal resources. Typically, *strategy* is composed of a several *strategic objectives* or *strategic thrusts*, which form the bridge to tactics, such as *action plans* or principal investments (see below).

When time and other resources permit, contingency strategies may be formulated for the alternative, less likely *scenarios*. These are especially useful for *surveillance* activity (see below). Two caveats: attempts to create a single *strategy* for two or more *scenarios* usually results in a product too diluted to be of practical value

Action Plans

This refers to the tactical level of the process, or how *strategy* is to be implemented. More specifically they tells us how, when, who and what financial resources are needed to implement the *strategy*. The *action plan* may be further disaggregated into more specific programs and projects.

Surveillance

Strategic planning has a powerful surveillance system. *Surveillance* is carried on throughout the whole strategic planning process at intervals appropriate to an entity's resources, with emphasis usually given to the external analysis and the chosen *scenario*. This assists in assessing the validity of the chosen *scenario* through time by reviewing its characteristics, and in knowing if and when the chosen *scenario*, or an alternative one, is the actual environment of the *mission*. There are two *surveillance* activities: *scanning* and *monitoring*.

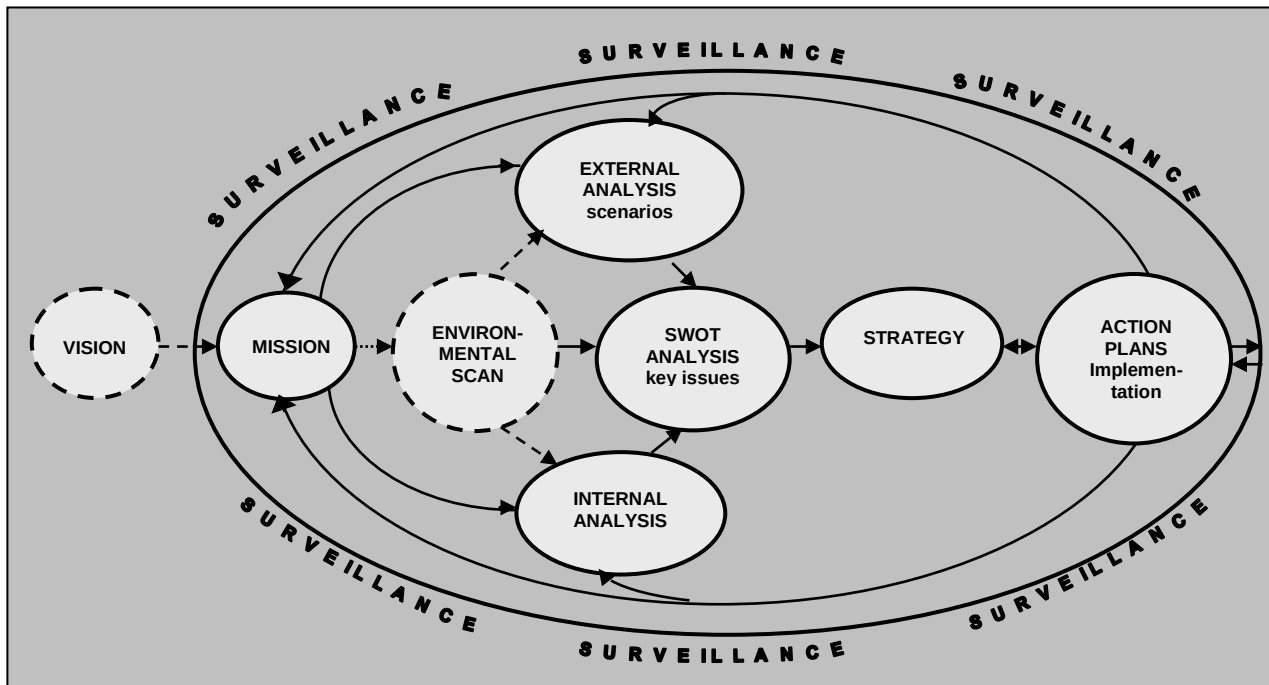
Scanning

Scanning deals with uncertainty and alerts analysts and decision-makers to signs of change. It is a systematic attempt to detect what the futures analyst Igor Ansoff termed the "weak signals" of emerging new conditions, and to do so sufficiently early and accurately that an entity has lead-time in which to shift or develop strategy. The earlier *scanning* detects these weak signals, the more resources an entity can save. It may also indicate the need to shift to an unfolding more likely scenario and its implications for *strategy* modification.

Monitoring

Monitoring is the day-by-day tracking of known characteristics (usually identified in the external analysis above). Compared with *scanning*, *monitoring* is concerned more with the present and near future.

Multiple Scenarios Strategic Planning Process



Source: R.S. Glorioso and L.A.G. Moss (2006) Santa Fe, a Fading Dream: 1986 Profile and 2005 Postscript. In: Moss, L.A.G. (ed.) *The Amenity Migrants: Seeking and Sustaining Mountains and Their Cultures*. CABI Publishing, UK & Cambridge, p. 88.

Glorioso, Moss & Associates

PO Box 817

Kaslo, BC, Canada V0G 1M0

E-mail: lagmoss@telus.net

Tel/Fax: (250) 353-9685

<http://www.amenitymigration.org>

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APPENDIX C

BPAC KEY SURVEY FINDINGS

PROMOTION, EDUCATION & PROGRAMMING

JUDITH GABRIELE, SUBCOMMITTEE CHAIR

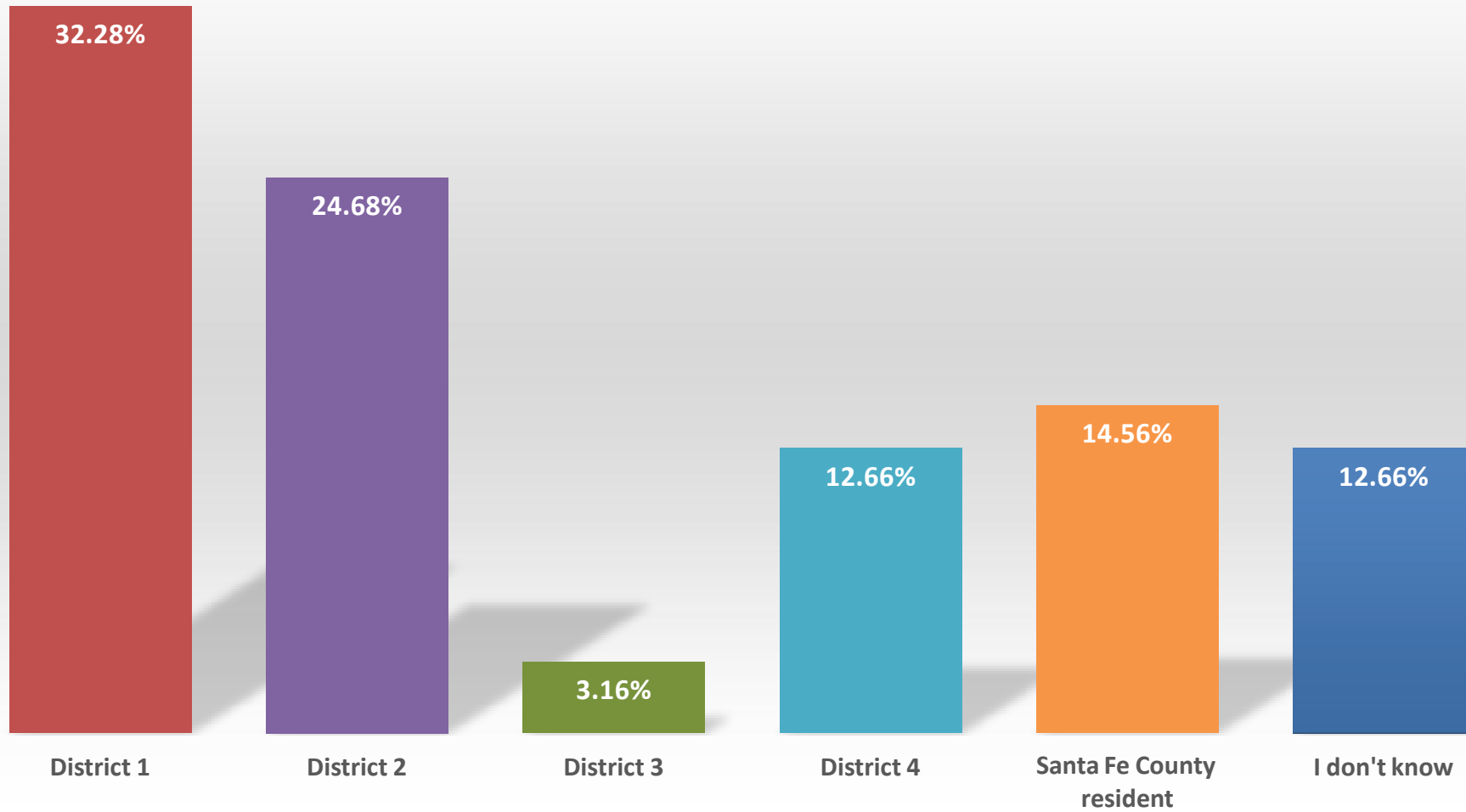
BPAC SURVEY RESULTS

- October 9 through November 15, 2021
- Total of 200 Online and Paper Survey Respondents
- Total of 18 Questions
- Conducted with the assistance of the SFMPO

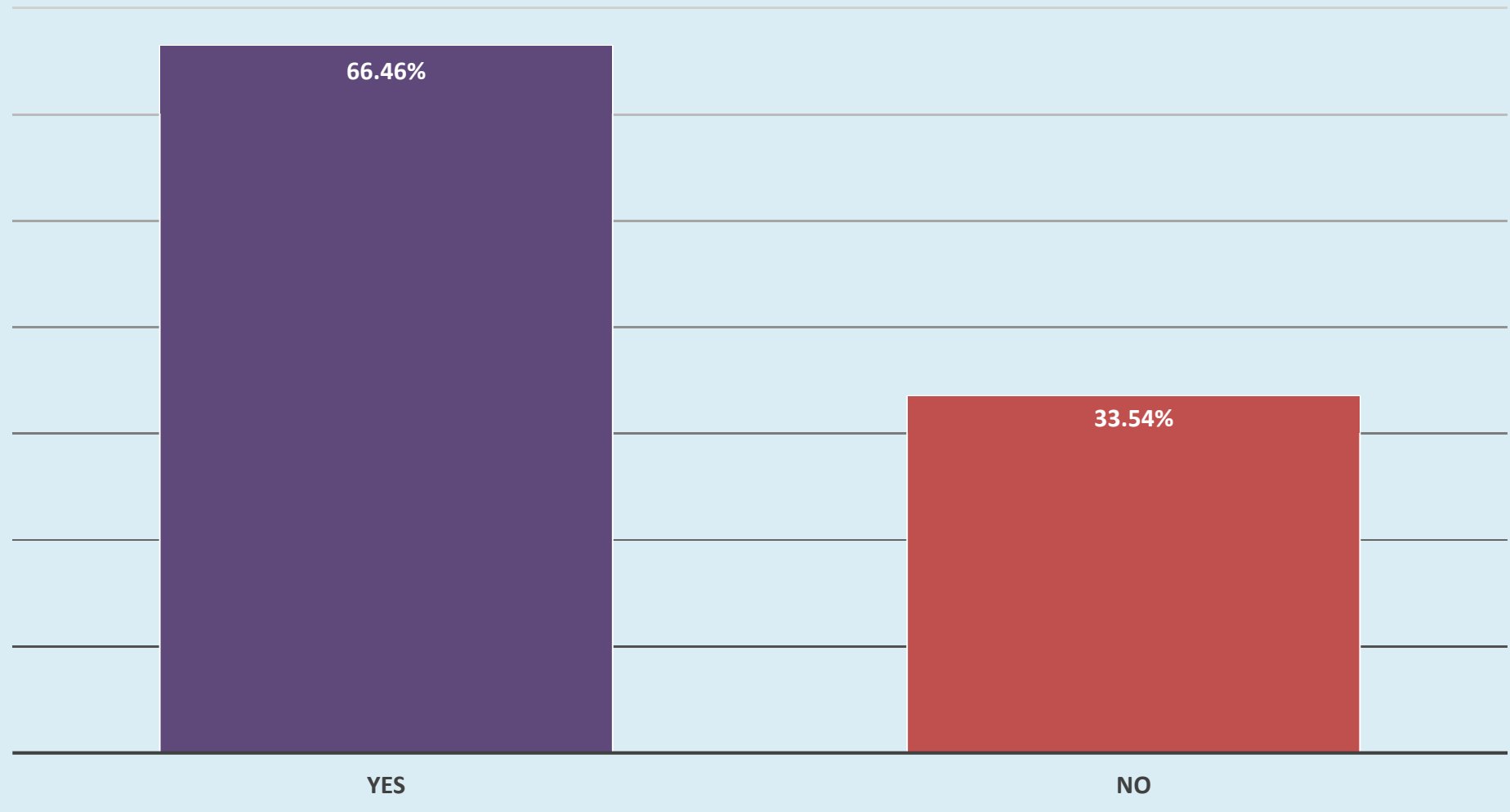
Are you a resident or second homeowner in Santa Fe?



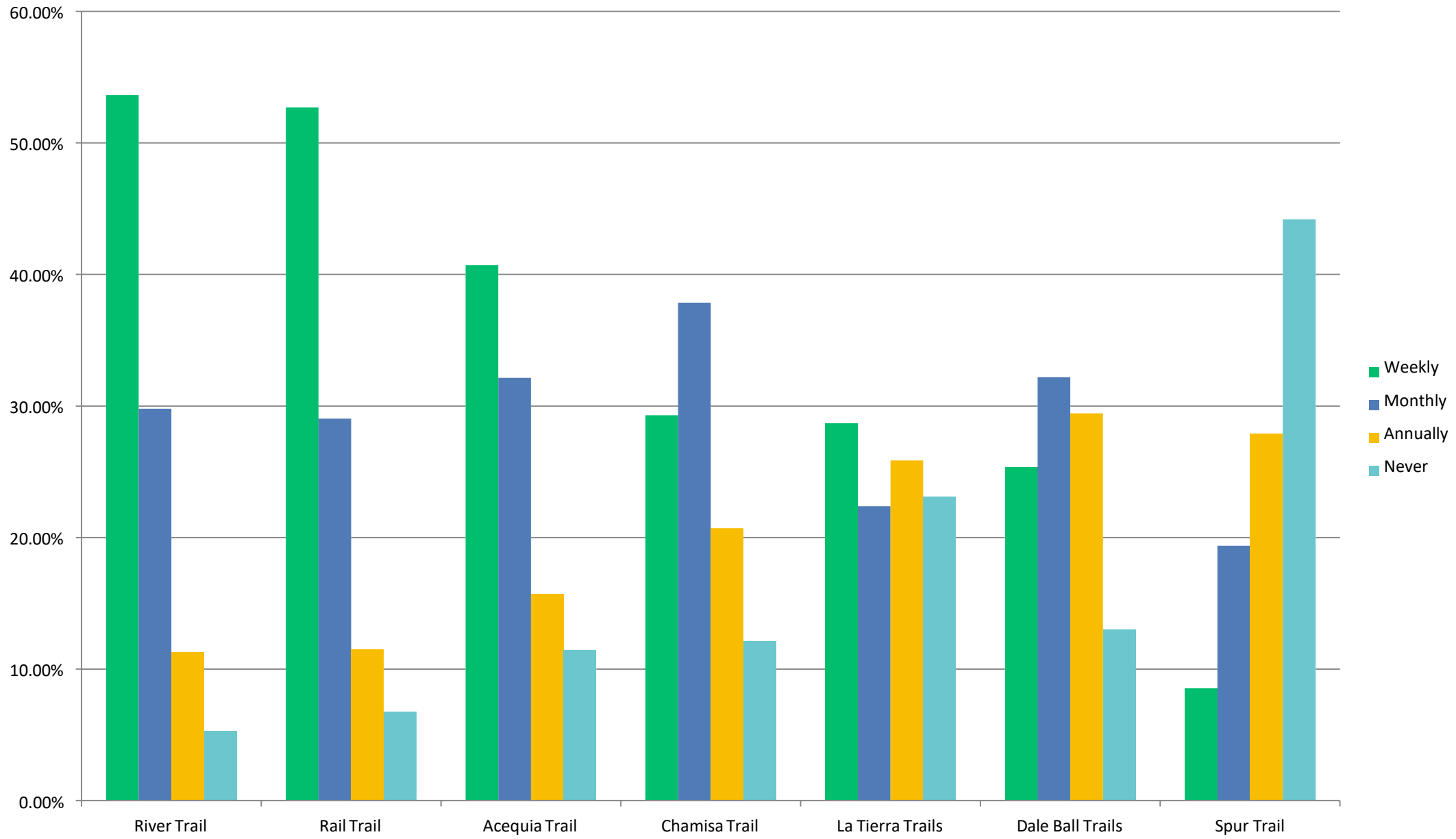
What council district do you live in?



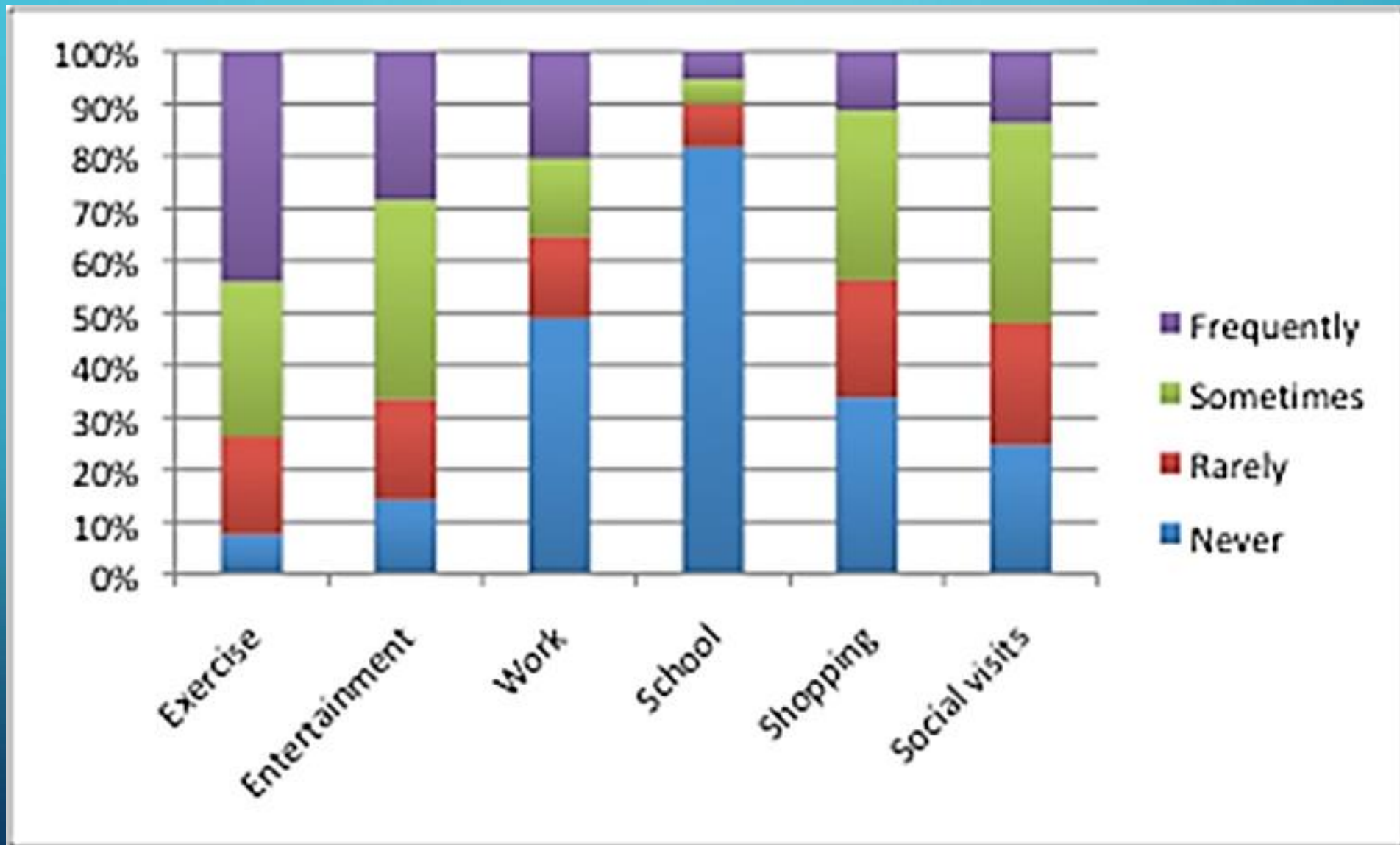
Are you aware that Santa Fe has a citizen committee that advises the city on bike and pedestrian issues?



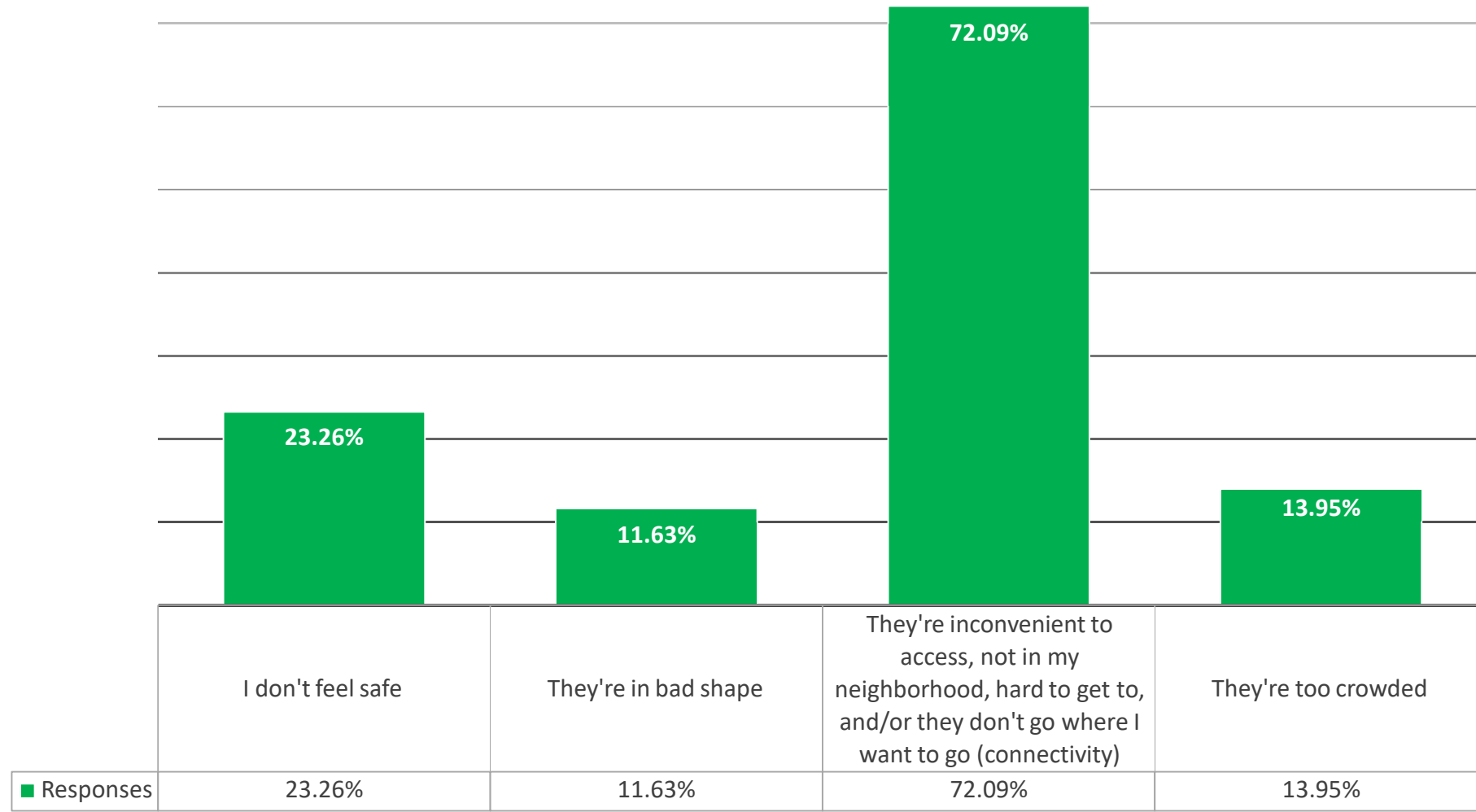
How often do you walk, bike, or actively recreate on these trails?



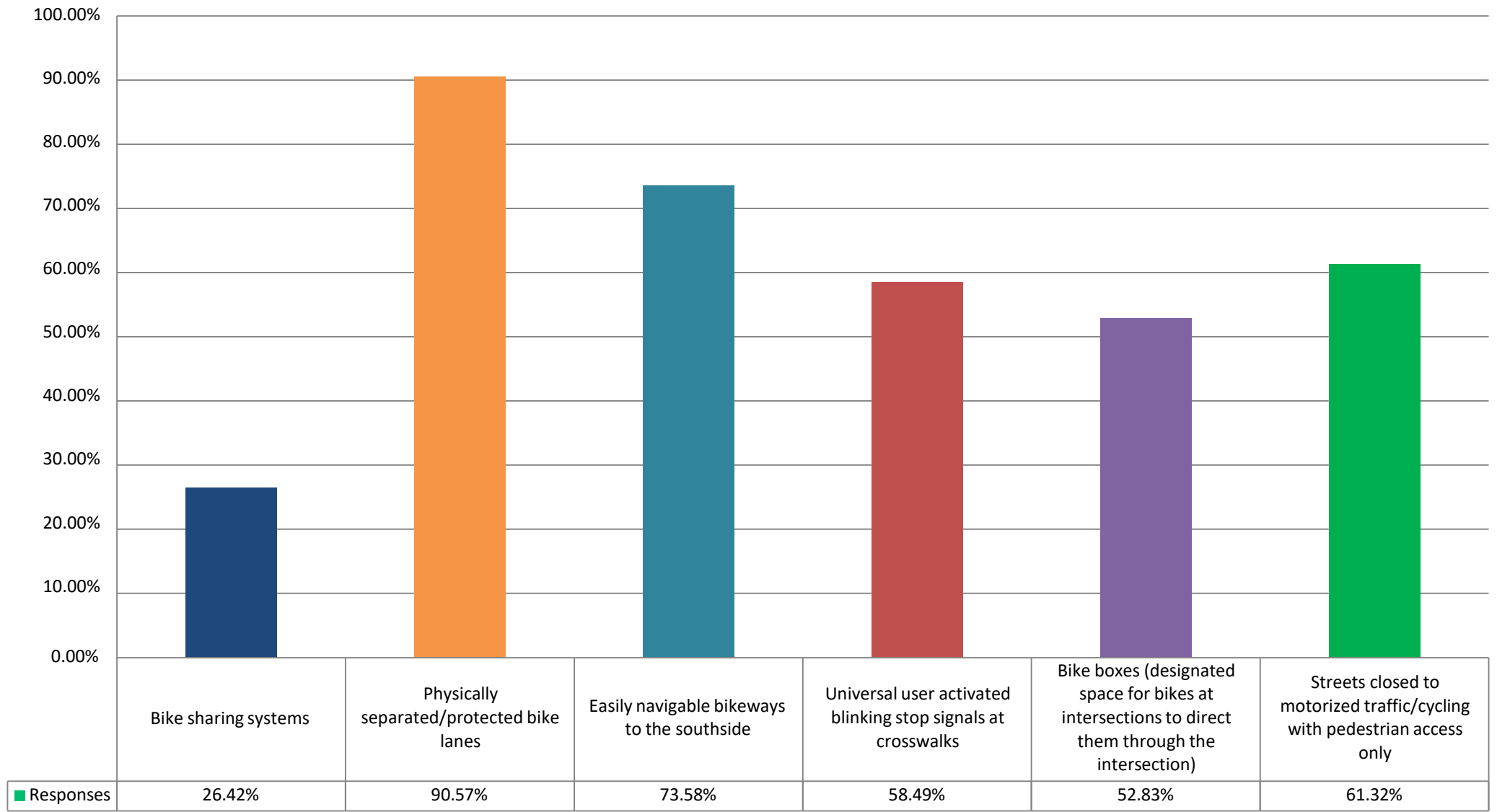
For each of the following types of trips, please indicate how often you use BICYCLING as your primary mode of transportation.



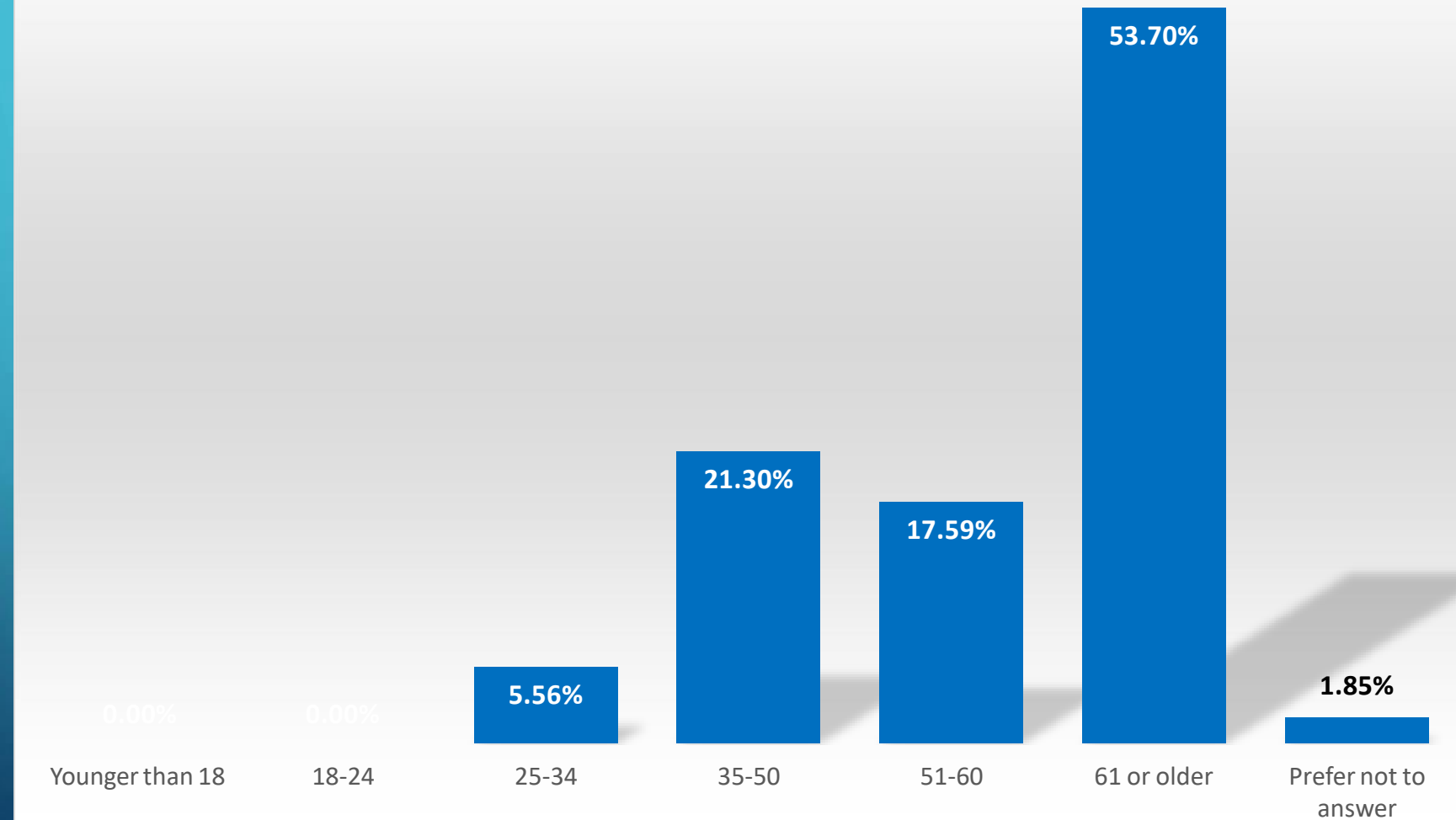
If you don't use the city bike and walking trails for walking, biking or actively recreating, please explain why.



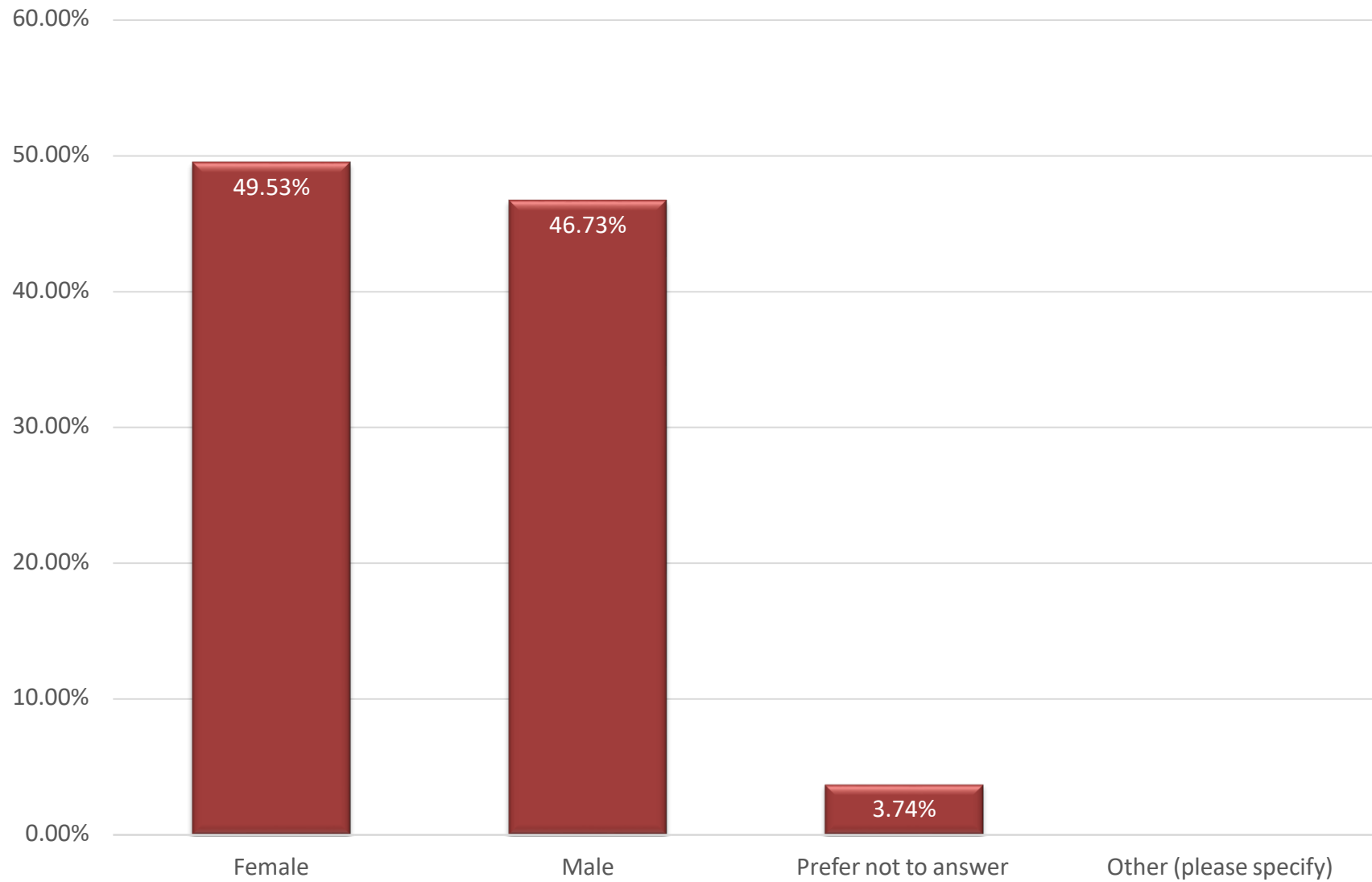
What kind of bike/pedestrian infrastructure does Santa Fe need that we don't currently have?



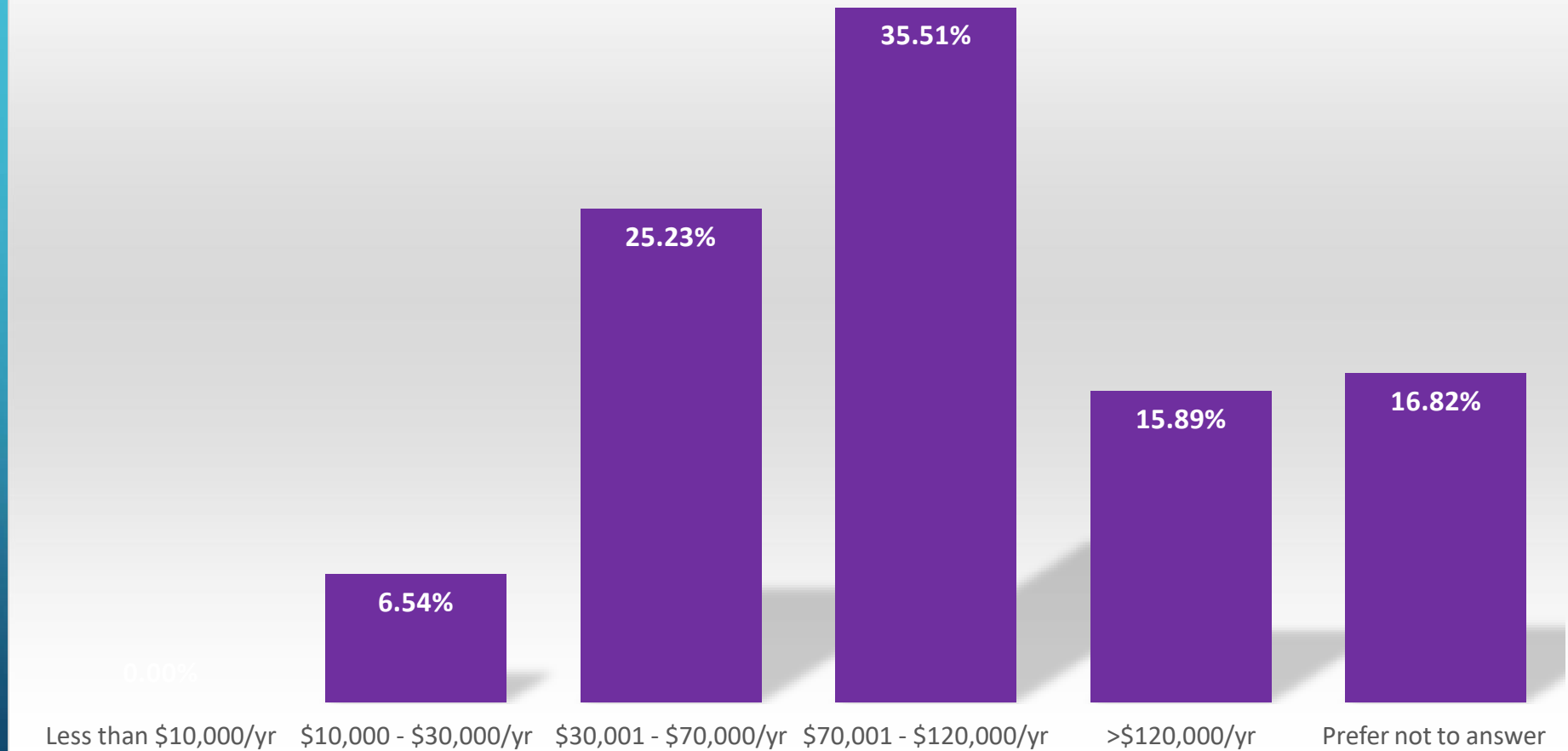
What age group best describes you?



What gender identity best describes you?



What level best describes your household income?



APPENDIX D

**Bicycle and Pedestrian Advisory Committee
Maintenance and Connectivity Survey May 2024
All Districts All Respondents
N = 422**

Q1. In regards to bicycle and pedestrian infrastructure maintenance, what would your top priorities be? Select or list all that apply.		
Answer Choices	Responses	
Road repaving	32.69%	136
Pothole maintenance/surface repair	62.74%	261
Restriping/repainting markings	31.73%	132
Snow and ice clearance (on-street and off-street)	26.44%	110
Vegetation maintenance	33.65%	140
Uneven city-owned sidewalks	42.79%	178
None of the above	0.48%	2
Other, including an issue with a specific location (Please describe)	35.34%	147
	Answered	416
	Skipped	2
Most common "Other" Responses		
Clearing streets and roads/street sweeping, including shoulders and bike lanes	25.85%	38
Repaving/repair of trails, especially Rail Trail Cracks	18.37%	27
Bike Lanes	12.24%	18
Additional Q1 comments on Q#1 worksheet		

Q2. Connectivity is an important factor affecting how successful bicycling and walking can be as a transportation alternative to the automobile. BPAC has identified the following trail projects that could lead to better connectivity within the City. Which trail projects do you think BPAC should prioritize obtaining funding for to design and construct in the next 5-10 years? Select or list all that apply.

Answer Choices	Responses	
Acequia Trail Extension - Otowi to La Cieneguita	43.98%	179
Arroyo de los Chamisos Trail Extension –South Meadows to Camino Entrada	38.57%	157
Arroyo de los Chamisos Trail Extension – East Zia to West Zia to Gail Ryba Trail	38.82%	158
Midtown Campus to Siringo Rd. with connections to LaFarge Library, St. Michael's Village W. shopping center, etc.	48.89%	199
Mutt-Nelson Road to connect to Tierra Contenta Trail & SWAN Park	20.64%	84
NM Central Rail Trail - Piñon Elementary School to Pueblos del Sol Trails	31.20%	127
None of the above	3.44%	14
Other (Please describe)	20.64%	84
	Answered	407
	Skipped	11
Additional Q2 comments on Q#2 worksheet		

Q3. If you are a resident of Santa Fe, what City Council district do you reside in?

Answer Choices	Responses	
District 1	34.93%	146
District 2	21.53%	90
District 3	5.98%	25
District 4	11.48%	48
I don't know	17.94%	75
N/A	8.13%	34
	Answered	418
	Skipped	0

Additional General comments on worksheet #3		
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Q1 Comments

Road repaving comments: Recessed water and sewer covers. Either fill them to road and sidewalk grade or install extension tubes to bring them up to grade; Road shoulders paved at the same time the road is paved; "short paving" aka when road repaving projects do not repave shoulders/bike lanes, leading to premature deterioration and uneven surfaces. This is why we no longer have a shoulder on Hyde Park Rd!

Snow and ice clearance (on-street and off-street) comments: For pedestrians ice covered sidewalks are a big problem, especially for wheelchairs of walkers; Enforcing sidewalk snow clearing by homeowners

Vegetation maintenance comments: A general trimming back of vegetation at all intersections; Bushes, grasses, and tree branches make it difficult to see if intersection is clear to proceed thru; Clear overgrown trails, cut lower tree branches that block visibility, get rid of weeds that have not been removed in years; Acequia trail from Otowi to Montano Rd.; Small stretch of sidewalk between private property connecting Ambrosio to St Francis (south of the Santa Fe River where Alto ends) is hazardous with overgrowth that blocks walkway regularly and needs to be checked and cleared regularly: a general trimming back of vegetation at all intersections. Bushes, grasses, and tree branches make it difficult to see if intersection is clear to proceed thru: Tree roots that buckle trail

Bike Lanes comments: Protected/marked/painted/widened/maintained; bike lane on Hopewell; bikes lanes should not disappear and should all connect; more space for bike lanes on both sides of Siringo; safer walking and biking lanes on Agua Fria; more bike lanes downtown and on Hyde Park Rd.; South-West Agua Fria (Siler to Airport) - Bike Lanes too small & full of debris - speed Limit should be 25MPH or lower all the way - many speed demons make this road unsafe for everyone; protected lanes for bikes and safer infrastructure for peds and bike at St Francis and Alameda - it's a horrific crossing for anyone not in a car.

Other comments: Numerous comments about cracked uneven bike trails everywhere, especially the Rail Trail cracks, e.g., Please start with maintenance on the Rail Trail. It's a disgrace! We have the Santa Fe Century and a chance to impress the riders coming to our city. What they will find is the premier trail leading from our city in terrible condition. Their road bikes with 23c tires will need realignment after riding that trail. They may also need to visit a chiropractor; bridge maintenance connecting portions of paths. All the bridges need review and maintenance.

Q2 Comments

Rail Trail

Safe crossing (overpass/underpass or light) at St. Michael's - 11 responses, including: This is the sole reason we don't commute to daycare/work. It's so sketchy and should be easy to put in a light that would only turn red when someone pushes it to cross the trail; A push button pedestrian/bicyclist warning system is so much needed where railroad crosses St Michael's

Crosswalk at Second St., Siringo, St. Michaels

Second St. to Cerrillos

Crossing at Siringo

Rail trail Cerrillos crossing - would not want to have to cross road traffic

Connect the river trail to the rail trail (This comment included under River Trail comments)

Connect the newish fire station Rail trail to the south trail. I don't understand why so much time and \$ was spent on a trail that will have such limited use until more connections are made

Better feedback to crossing sign at Rodeo along tracks

River Trail

River Trail extension - 17 responses, including: Siler to San Ysidro; From Siler Bridge to San Ysidro Crossing should be a major project to complete for greater connectivity along this historic and culturally unique area of town. This would allow the citizens of the southside and South Meadows area to connect from Romero Park to Downtown. The lack of infrastructure focus and development for this segment of town is borderline negligent and intentionally classist/racist; Extending River Trail to South Meadows; Extend from Siler out towards Caja-Camino Real Trail (2); River Trail as far west as possible

Siler is a direct connection to River Trail I ride regularly and is very scary

Connect the River Trail to the Rail Trail (This comment included under Rail Trail comments)

River Trail, including bridge over St. Francis;

Cerrillos Road

Need multiple safe ways to cross Cerrillos around Third St. around Fire Dept.

Henry Lynch Road to Cerrillos add bike lane

A non-surface crossing of Cerrillos.

We need a bridge over Cerrillos to connect the Acequia Trail and the Rail Trail and also at the intersection of Cerrillos and St. Francis (similar to the bicycle/pedestrian bridges over Tramway in Albuquerque).

Connecting the Acequia trail better with the Lena area. there is no safe way from the trail across Cerrillos.

St. Francis

More St. Francis crossings/bridges

St. Francis crossing at West Alameda (4)

Rail Trail crossing at St. Francis should be an underpass

Resurfacing and widening of bike lane San Mateo at St Francis, eastside, east bound.

More bike lights at intersections (St. Francis and Cerrillos)

A safe space for segment of St. Francis going north from Sabino St. to Alamo Dr.

Downtown

Re-striping of Paseo de Peralta from Alameda to at least Old Santa Fe trail to reduce car traffic to one lane in each direction. This would make life much easier for pedestrians and bicycles crossing Paseo at De Vargas (there are a lot) and it is very dangerous especially crossing west to east.

Desperately need a safe, protected bike lane and pedestrian route from railyard to heart of downtown.

Comfortable routes between St. Francis/Cerrillos and the Plaza

Safe route to downtown for railyard

Redesign of Camino Cabra from intersection with Cruz Blanca to E Alameda. I'd like to see the sidewalk shifted to be on one side and widened. There are four schools who could use that roadway to access Patrick Smith park, but currently its unsafe. It is high pedestrian use and I think everyone would be excited about a redesign that made it safer for bikes and pedestrians and easier for cars because people wouldn't be walking in the roadway

Crosswalks with stop signs everyone ignores. Otero/ Paseo Peralta

Central

Sidewalk and curb cuts between Pacheco and South Capitol

Henry Lynch Road. Add sidewalks, widen. Fix the electric pole across from Woolford Rd.

More connections between Chamiso and River

Connect Acequia Trail to trail that follows Caja del Rio Road.

Acequia Trail – Montano St. short connection

Add a bicycle lane to West Alameda from Nopal to the Siler round about

Better Connection casa Alegre(acequia trail) to rail trail at second street/st Mike.

Siler Road is a connector to the River Trail and would really benefit from a protected bike lane. Siringo Rd. also has a bike lane that should have protection because people speed.

Periodically connect the main trails (River, Rail, Acequia) together. For instance, between the Acequia and Rail Trail near 2nd/Lena St. This is less than a mile, but there is no safe crossing on Cerrillos

Southside

Arroyo de los Chamisos Trail to Marty Sanchez Trail would be ideal

Direct Trail Connections/bridge to NM - 599 Railrunner station Westside via Tierra Contenta

A safe way to get from the Rancho Viejo neighborhood to the trails near Rodeo

Install a shoulder/bike lane on south Richards into Rancho Viejo. This is a very dangerous area and one of the only ways to enter or exit Rancho Viejo. There is no shoulder, narrow road and a big drop off right next to the road.

New traffic circles ongoing have high curbs and no possibility safe exit for bikes Rabbit Road and Richards Ave.

North and South SF County

Bishop's Lodge to Tesuque (2)

More bike paths to Museum Hill

Bike lane/safer shoulder for bicycles going to ski area (2)

Spur Trail

Route 14 wider should and trail/Path from Madrid to 599

Connecting Cañada Rincon trail all the way through to town. Current route is very dangerous; Canada Rincon trail does not connect to anything! Lots of expense to dump bikers onto a narrow street (Mejia) with no room for bikers/pedestrians.

Miscellaneous

Crossings on high speed roads

Expanding and interconnecting bicycle and hiking/walking trails

Bikes should be priority over cars so roads should be bike paths

The four I picked seemed like they need to be hard surface trails, so need design and construction money that they City could get. The others are also important, but could they be soft surface trails that are easier to install and not so costly?

Build sidewalks along public property & gaps on private property; Please do not build "bike trails" along roads

Are there any projects with north-south trails?

Most popular road sign is "Bike Path Ends" nothing connects.

To make SF a bike-commute city you must prioritize safe off-road, on-trail alternatives for bicycle commuters.

Safety on the existing trails

Velodrome

Connections should be prioritized and analyzed by MPO

Every trail is important, but I'd like to see you prioritize safe urban travel over further recreational expansion.

Better maintenance, signage, and crossings of current trails

Safer paths on streets because bike trails alone do not offer connectivity

Improve & EXPAND ALL TRAILS including planting with native drought-tolerant trees & shrubs. Eventually LINK more Trail Systems with each other. Every creek/arroyo should be a park/greenbelt with trails - Good for the environment & humans - a win-win!

Walking as transportation! I'm more concerned about having safe sidewalks than connecting the trail system. For example, I can't safely walk up Richards Rd. from Governor Miles to Rodeo Rd. as there's no sidewalk. Parts of Governor Miles are unsafe to walk (no sidewalk). I AM a walker, but connecting the trails does me no good as "transportation."

We need the city to prioritize this as a critical infrastructure for building healthy, resilient communities.

Jump off curbs for smooth transition. Don't put bikes mixed with traffic - all wrong.

Dedicated bike and pedestrian paths (or at least protected bike lanes) connecting all parts of town

Additional Other Comments

Safety: Speed bumps or round about at otowi and osage, MANY cars run this intersection and it feels unsafe as a pedestrian/cyclist, despite it being part of a bike route; Traffic calming to reduce vehicle speed and making intersections safer; Speed Bumps for Bicycles going too fast on all trails!; Require by law that all cyclists have either a warning bell on their bike that they use when they are approaching pedestrians or that they call out to the pedestrians that they are passing from behind them. Also, re-educate all the mountain bikers that they do not have the right of way on the trails. I have been scared to death by mountain bikers riding far too fast for the visibility or the sound to notify me in advance; Bicycles on the river trail go too fast and are not aware that pedestrians have the right of way. They should be on the roads instead; Separate bike paths from cars; Bicycle traffic lights; Regarding bicyclist - they need to adhere to the road rules like motorist do. They don't stop at Stop signs or traffic lights. They ride on sidewalks, they ride in between vehicles; crosswalks properly marked with caution to drivers; Enforcement of violators who allow off-leash dogs where others are walking and biking; education and enforcement of crosswalk laws. St Fr & Alameda; Alameda & Solano; Palace & Grant others

Sidewalks: Safe trail - sidewalk on Don Gaspar from Cordova to San Mateo; building sidewalks where they don't and should exist (for example, on Montezuma between NMSA sidewalk and the intersection with Agua Fria); Sidewalks on Bishop's Lodge Road; Provide sidewalks that enable pedestrians to stay off the roadway specifically at Harrison Rd and Cerrillos.

Infrastructure: More alternative routes such as bus routes and the introduction of biking and walking paths; wider shoulders; Putting adequate shoulders while repaving roads so that cyclists do not have to ride on the road; Widening the shoulder when creating new roads and repaving existing roads; bridge repair; road repaving; Remove unnecessary curbs and medial strips; Road paving of South Armijo Lane; innovative design for new developments

Access: Accessibility for strollers, wheelchairs, etc.; There are so many ADA non-compliant sidewalks; Everywhere a trail & road meet, contemplate easy access for bicycles (i.e. bicycle access to the river trail from Siler Rd.); ADA compliance generally; Uneven or too narrow, privately owned sidewalks. I.e., nowhere to walk safely; Safe Bike lane equity in the south side; uneven sidewalks city-owned and HOA-owned; private sidewalk maintenance enforcement; uneven private owned sidewalks

Traffic Light Triggers: Many intersections (e.g. Agua Fria/Osage, 2nd St/Cerrillos, and many others) do not trigger the light by bicycle and the location of the button is very difficult to reach. I hope all new construction takes into account bicycle triggering of light; Installing bike traffic light actuators like the one at Camino Entrada and Cerrillos throughout the city. And adding 5 to 7 seconds to the light at Cam Entrada so it doesn't turn red while the bicyclists are still in the intersection.

Parking: More bike parking; Paint curbs yellow for no parking, green for loading, red for fire, and blue for disabled parking.

Signage/Directions: Replace sharrows with Bikes May Use Full Lane signs; signs to direct people when the trails dump you on a street; Restore signage in some areas; Signage about off-leash dogs where others are walking and biking.

Miscellaneous: Declaring all the roads around the plaza as pedestrian only; use under-employed people to clean streets, sidewalks, etc., paying them the minimum wage;



Santa Fe, NM



Award: Silver | Fall 2023

Award History:

Silver since 2013; Previously Bronze in 2011; Honorable Mention in 2010.

Santa Fe's BFA Program Stats

of Local Bicycle Friendly Businesses: **1**

of Local Bicycle Friendly Universities: **0**

of Local League Cycling Instructors: **2**

New Mexico's Bicycle Friendly State Ranking: **#35**

The 5 Es Category Scores	Santa Fe	Max Score this round
Engineering	37.82%	79.3%
Education	27.38%	76.3%
Encouragement	46.22%	87.5%
Evaluation & Planning	40.49%	78.0%
Equity & Accessibility	17.57%	70.5%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the Fall 2023 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

Overall Commuter Ridership: 0.7%

Male Commuter Ridership: 1%

Female Commuter Ridership: 0.4%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 23

Annual Average Bicyclist Fatalities in last 5 years: 0.6

(Crashes and Fatalities both reported by applicant)

Community Profile

Population: 87,510

Area: 52.5 square miles

Population Density: 1666.9 people/square mile

Land Classification:

Mixed Urban/Suburban/Rural

Poverty Rate: 12.7%*

Median Household Income: \$60,517*

Percent of the Population that Speaks a

Language Other Than English at Home: 35.5%*

Percent with Disability: 12.6%*

Percent of Households with No Vehicle Available: 4.2%*

*Source: https://data.census.gov/profile/Santa_Fe_city_New_Mexico?g=160XX00US3570500

Santa Fe's Bike Links

Bike Network Map, if available:

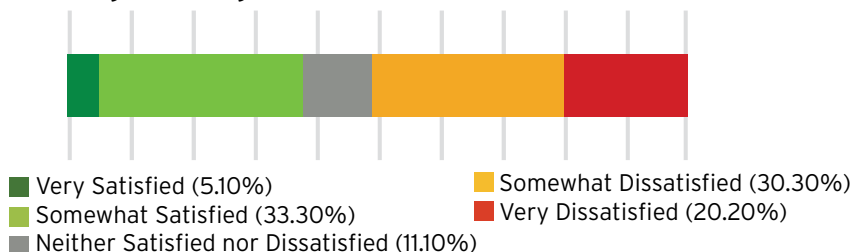
<https://santafemco.org/resources/bikeways-map/>

Bike Plan, if available:

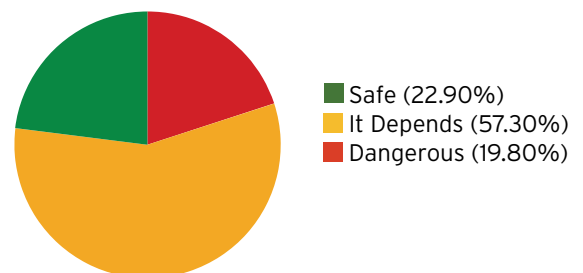
<https://santafemco.org/plans/bicycle-master-plan/>

Fall 2023 BFC Public Survey Response Summary for Santa Fe, NM

How satisfied are you with how this community is designed for making bike riding safe? (n = 99)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 96)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 99)

1. More bike paths (21.20%)
2. More bike lanes (21.20%)
3. Improve existing bike lanes to protected bike lanes (21.20%)
4. Increase police enforcement of traffic laws for drivers (10.10%)
5. Increase education for drivers (8.10%)

About this Report Card

The following scores are based on the online application submitted by Santa Fe in the Fall 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Fall 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Santa Fe earned a weighted score of 37.82% in the Engineering Category. Below is the full breakdown of points that Santa Fe earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Engineering Subcategories	Santa Fe's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	12.4 / 41 pts
	End-of-Trip Facilities	14.8 / 44 pts
	Bicycle Network	25.6 / 128 pts
	Network Maintenance	20.3 / 32 pts
	Bicycle Access to Public Transportation	9.3 / 23 pts
	Bike Sharing	0 / 24 pts
	Other Bicycle-Related Amenities	2 / 6 pts
	Regional Coordination	2.5 / 23 pts
	Engineering Bonus Points	0.8 / 10 pts

EDUCATION	<i>Santa Fe earned a weighted score of 27.38% in the Education Category. Below is the full breakdown of points that Santa Fe earned in each subcategory of the Education section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Education Subcategories	Santa Fe's Subcategory Points in Education
	Youth Bicycle Education	14.8 / 68 pts
	Adult Bicycle Education	17.5 / 47 pts
	Motorist Education	1 / 28 pts
	Bicycle Safety Education Resources	1.4 / 16 pts
	Inclusive Education	0.4 / 26 pts
	Education Bonus Points	0.8 / 7 pts

ENCOURAGEMENT	<i>Santa Fe earned a weighted score of 46.22% in the Encouragement Category. Below is the full breakdown of points that Santa Fe earned in each subcategory of the Encouragement section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Encouragement Subcategories	Santa Fe's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	0.7 / 17 pts
	Route-Finding Support	4.5 / 10 pts
	Bicycle Culture and Promotion	37.1 / 91 pts
	Access To Bicycle Equipment and Repair Services	15.2 / 35 pts
	Reducing Work-Related/Fleet VMT	5 / 11 pts
	Encouragement Bonus Points	0.8 / 7 pts

EVALUATION & PLANNING	<i>Santa Fe earned a weighted score of 40.49% in the Evaluation & Planning Category. Below is the full breakdown of points that Santa Fe earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Santa Fe's Subcategory Points in Evaluation & Planning
	Staffing And Committees	9.5 / 35 pts
	Public Engagement for Bicycle Planning	19.8 / 35 pts
	Planning, Funding, And Implementation	9.5 / 46 pts
	Evaluating The Bicycle Network	9 / 25 pts
	Evaluating Ridership	8.3 / 20 pts
	Evaluating & Improving Safety Outcomes	4.2 / 42 pts
	Evaluation & Planning Bonus Points	0.8 / 15 pts

EQUITY & ACCESSIBILITY	<i>Santa Fe earned a weighted score of 17.57% in the Equity & Accessibility Category. Below is the full breakdown of points that Santa Fe earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Santa Fe's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	3.5 / 24 pts
	Equity Data Collection & Goals	0 / 27 pts
	Equity & Accessibility Policies & Plans	0.5 / 21 pts
	Equity & Accessibility in Engineering	2 / 44 pts
	Equity & Accessibility in Education	0.4 / 52 pts
	Equity & Accessibility in Encouragement	14.2 / 42 pts
	Equity & Accessibility in Evaluation & Planning	8.8 / 51 pts
	Equity & Accessibility Bonus Points	0.3 / 9 pts



Santa Fe, NM

Award: Silver | Fall 2023 | **Award History:** Silver since 2013; Previously Bronze in 2011; Honorable Mention in 2010.

FEEDBACK TO IMPROVE:

To maintain and improve on Santa Fe's Silver-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Continue to expand and improve Santa Fe's low-stress bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes, side paths, or wider bike lanes with buffers, as well as upgrading roads with sharrows into dedicated bicycle boulevards with lower designed speeds.
- » Develop a policy and practice for more routine sweeping and maintenance of bike lanes and wide shoulders on roads where dirt, debris and gravel regularly enter the bike lane and/or road.
- » Lower speed limits -- and designed speeds -- on more residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Continue to increase the amount of high quality bicycle parking available at key destinations throughout the community. Ensure that bike parking is equitably distributed across the community, meeting the needs of all riders, and that bike parking always meets or exceeds APBP bike parking standards and also accommodates cargo bikes, recumbents, adaptive cycles, and other non-standard bicycles.
- » Continue to expand Santa Fe's Safe Routes to School (SRTS) program and provide on-bicycle education opportunities to students at all public and private K-12 schools in the City. Providing a fleet of bicycles in schools for on-bike education, including adaptive cycles for children and youth with disabilities, ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, low-income, and non-English speaking communities, in addition to general non-targeted outreach around new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking. The existing programming through AARP and Santa Fe Seniors on Bikes are a great model to consider what other local partnerships could lead to more intentional and inclusive engagement opportunities with other groups.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business (BFB) program. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other Santa Fe-area employers.
- » Establish a dedicated annual budget for implementation of your 2019 Bicycle Master Plan, in addition to funding for ongoing bicycle programming and infrastructure development/maintenance.
- » Great job on having your BPAC review design plans at 30%, however by that point in the design process most critical design decisions have already been made. They should also be engaged early on for bikeway projects, at the 0% and 10% design stages.

BICYCLE FRIENDLY COMMUNITY REPORT CARD



Santa Fe, NM

Award: Silver | Fall 2023 | **Award History:** Silver since 2013; Previously Bronze in 2011; Honorable Mention in 2010.

FEEDBACK TO IMPROVE, CONTINUED:

- » Adopt a goal to eliminate traffic fatalities and serious injuries and support this goal with a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety. Consider using a tool like the Safer Streets Priority Finder to analyze crash data and identify High Injury areas of your network: <https://www.saferstreetspriorityfinder.com/>. Look into the Safe Streets and Roads for All (SS4A) Planning and Demonstration Grants from the U.S. Department of Transportation for potential funding opportunities to support this work: <https://www.transportation.gov/grants/SS4A>.
- » Collect more socioeconomic and demographic data as it relates to current transportation habits and patterns, and establish equity-related indicators to inform future prioritization and budgeting processes as your community implements the Bicycle Master Plan and develops new policies, plans, and budgets to support bicycling.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Fa23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>

Q35 Please confirm the name of the community you are reviewing.

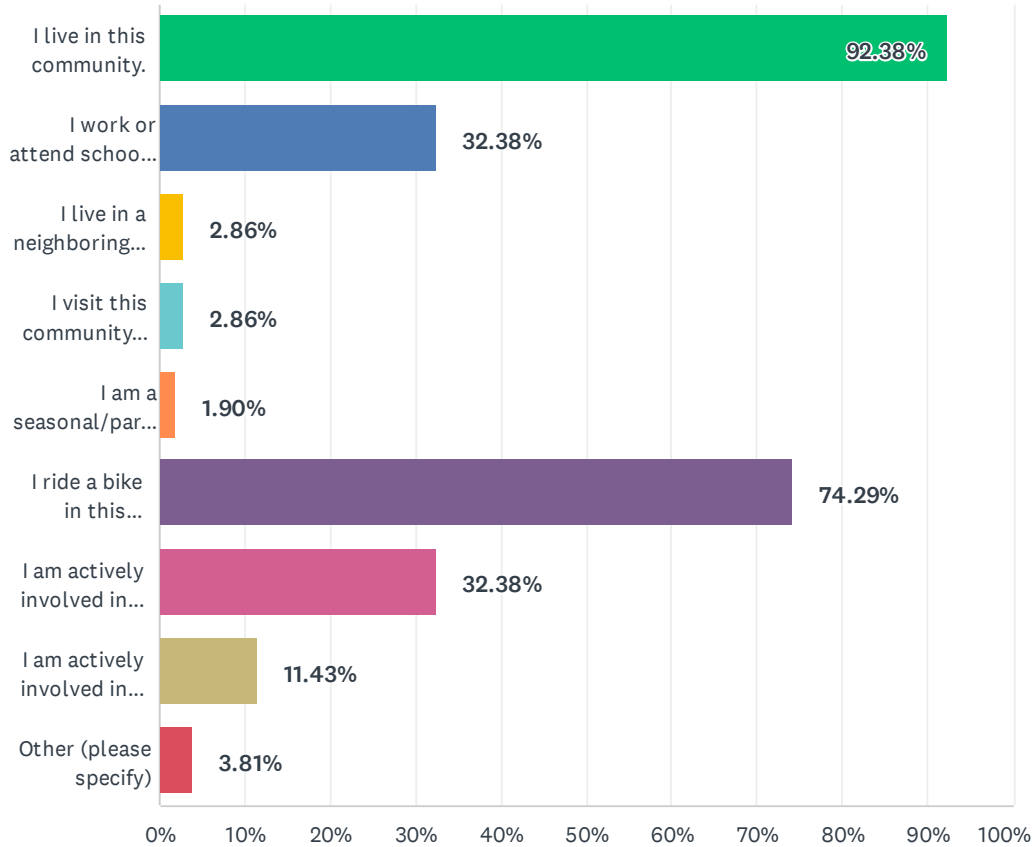
Answered: 107 Skipped: 0

ANSWER CHOICES	RESPONSES
Santa Fe, NM	100.00% 107
TOTAL	107

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q56 Which of the following options best describe your connection to this community? (Select all that apply.)

Answered: 105 Skipped: 2



ANSWER CHOICES	RESPONSES	
I live in this community.	92.38%	97
I work or attend school in this community.	32.38%	34
I live in a neighboring community.	2.86%	3
I visit this community often, but do not live there.	2.86%	3
I am a seasonal/part-time resident of this community.	1.90%	2
I ride a bike in this community.	74.29%	78
I am actively involved in local bike advocacy within this community.	32.38%	34
I am actively involved in bike advocacy in the state or region where this community is located.	11.43%	12
Other (please specify)	3.81%	4
Total Respondents: 105		

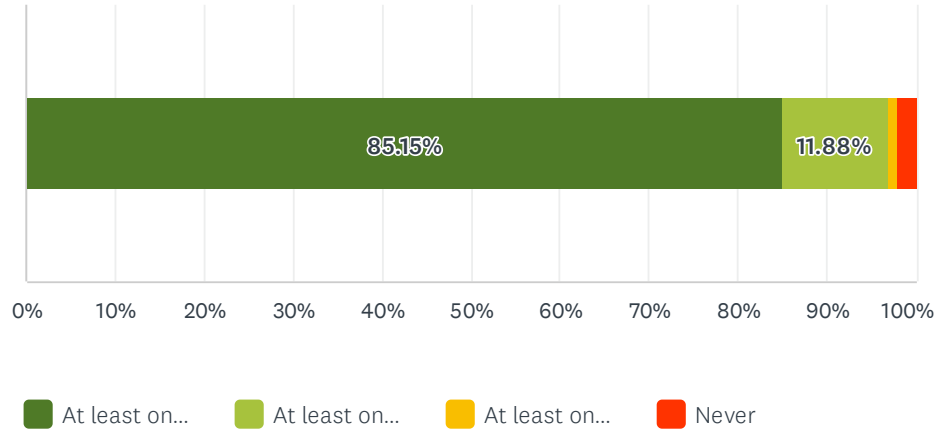
#	OTHER (PLEASE SPECIFY)	DATE
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Fall 2023 Bicycle Friendly Community Survey

1	I'm a transportation planner for Santa Fe.	10/3/2023 2:04 PM
2	Manage a bike shop in Santa Fe	9/15/2023 11:01 PM
3	I live a couple of miles from the community and worked there before I retired. I used to bike to work and still bike to the community to do errands and things.	9/11/2023 10:08 AM
4	I teach Smart Cycling and Safe Routes to Schools curriculum	9/8/2023 11:53 AM

Q57 On average during the optimal weather, how often do you use a bicycle?

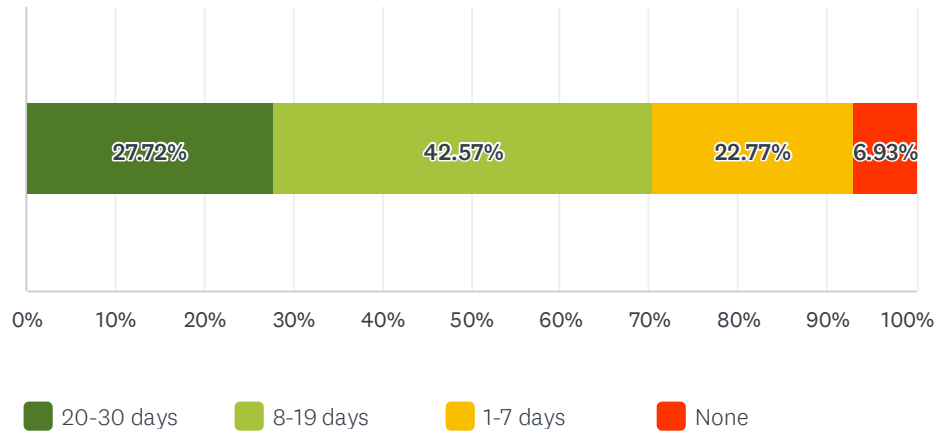
Answered: 101 Skipped: 6



ANSWER CHOICES	RESPONSES	
At least once a week	85.15%	86
At least once a month	11.88%	12
At least once during the optimal riding season	0.99%	1
Never	1.98%	2
TOTAL		101

Q58 Thinking about the past 30 days, about how many of those days did you ride a bicycle?

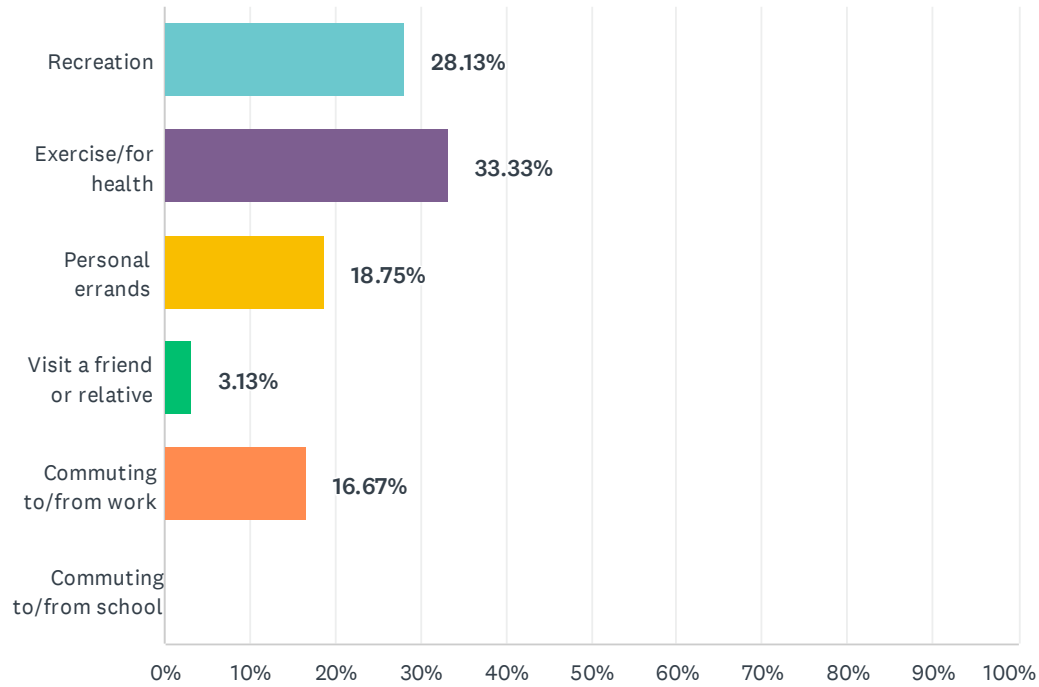
Answered: 101 Skipped: 6



ANSWER CHOICES	RESPONSES	
20-30 days	27.72%	28
8-19 days	42.57%	43
1-7 days	22.77%	23
None	6.93%	7
TOTAL		101

Q59 If you rode a bicycle at least once in the past 30 days, what was the main purpose of the last trip you took on a bicycle?

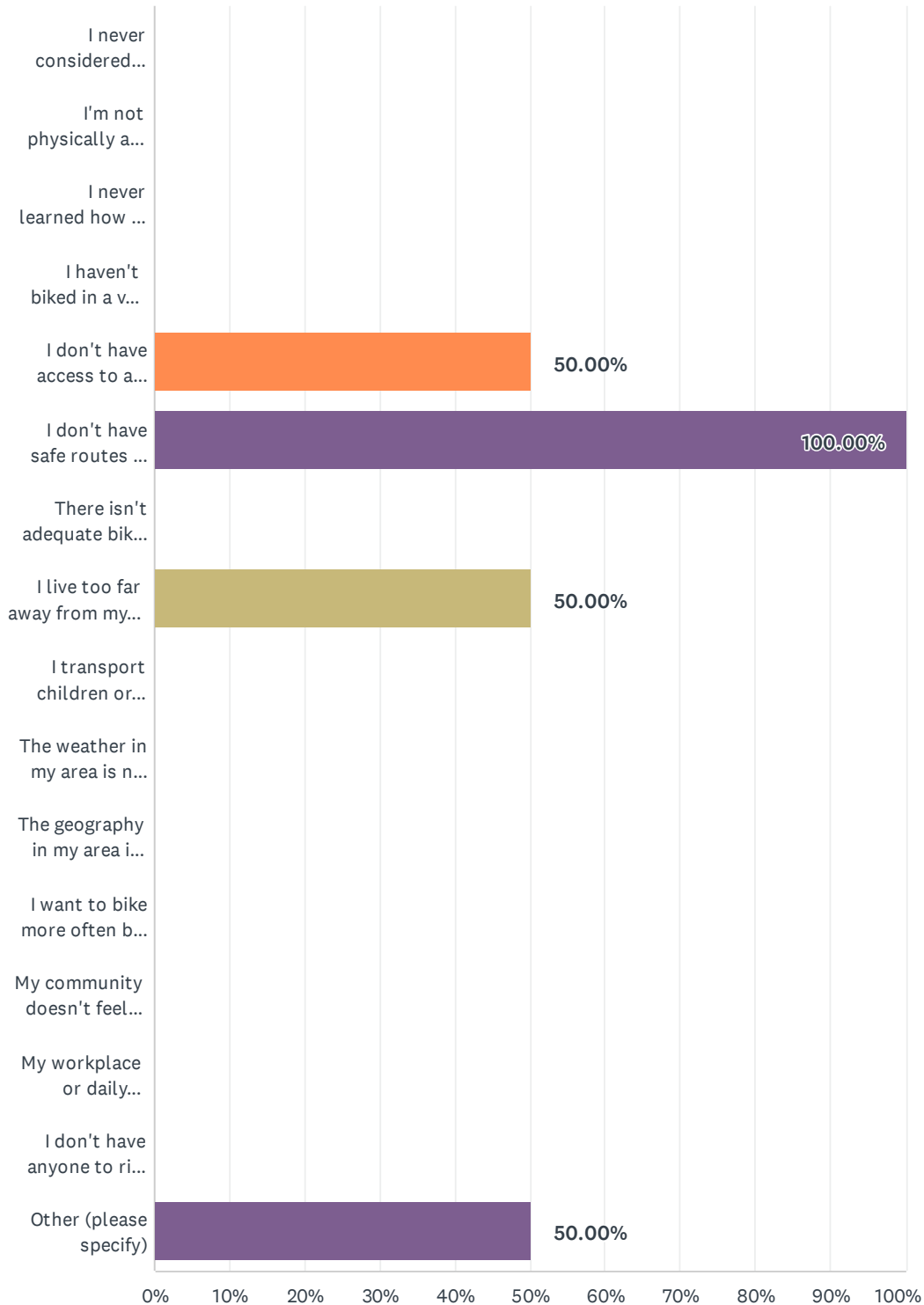
Answered: 96 Skipped: 11



ANSWER CHOICES	RESPONSES	
Recreation	28.13%	27
Exercise/for health	33.33%	32
Personal errands	18.75%	18
Visit a friend or relative	3.13%	3
Commuting to/from work	16.67%	16
Commuting to/from school	0.00%	0
TOTAL		96

Q60 If you answered "Never", what are the top 1-5 biggest barriers or challenges that prevent you from biking, or from biking more often?

Answered: 2 Skipped: 105



Fall 2023 Bicycle Friendly Community Survey

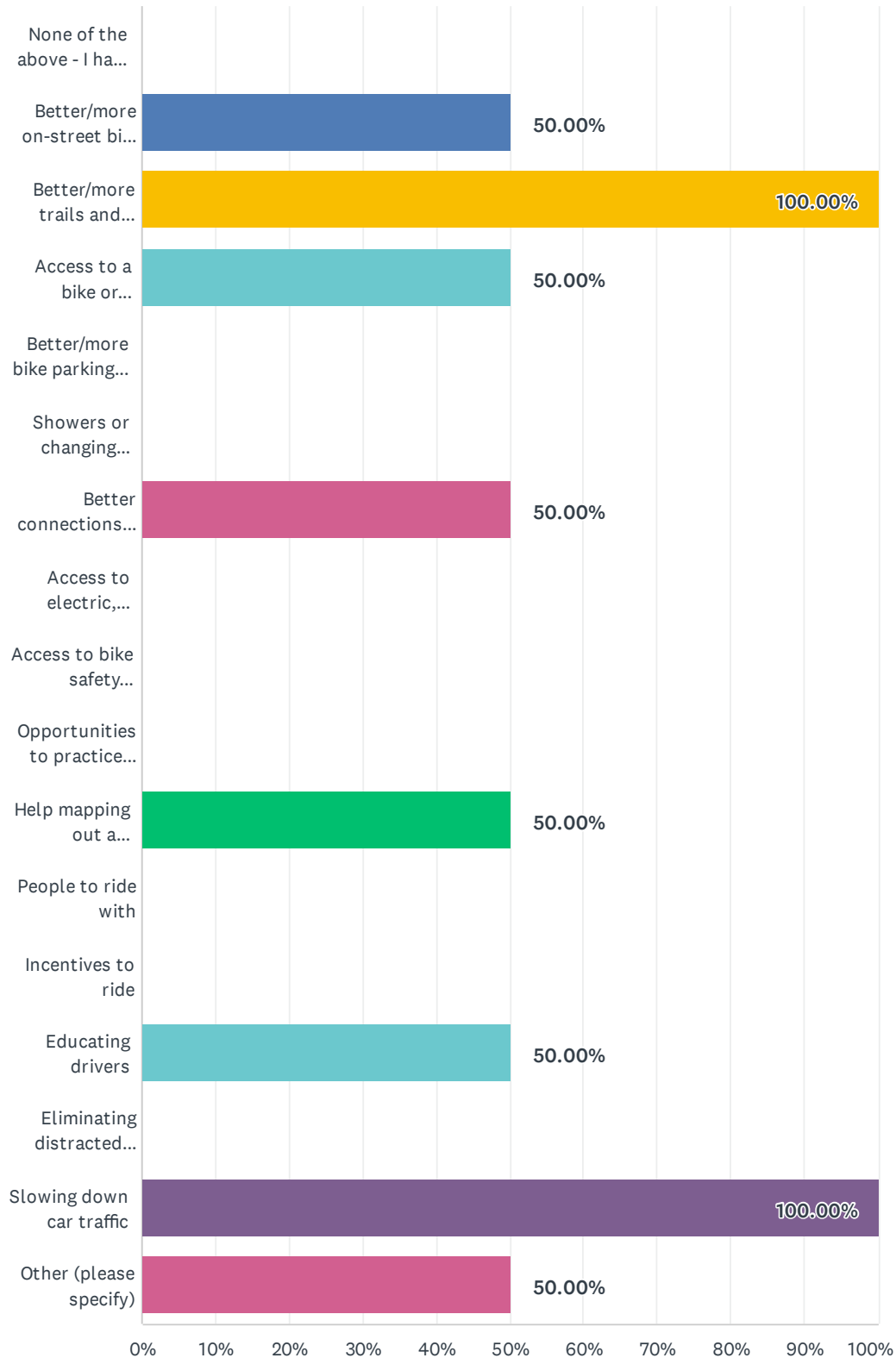
ANSWER CHOICES	RESPONSES	
I never considered biking before	0.00%	0
I'm not physically able to ride a bike	0.00%	0
I never learned how to ride a bike	0.00%	0
I haven't biked in a very long time and am not confident about riding again	0.00%	0
I don't have access to a bicycle	50.00%	1
I don't have safe routes to bike near my home or work	100.00%	2
There isn't adequate bike parking at my daily destination(s)	0.00%	0
I live too far away from my daily destination(s) to bike there	50.00%	1
I transport children or cargo on my way to/from my daily destination(s)	0.00%	0
The weather in my area is not conducive to bicycling (too hot, too rainy, etc.)	0.00%	0
The geography in my area is not conducive to bicycling (hills, etc.)	0.00%	0
I want to bike more often but don't know how to begin (choosing bike, selecting route, etc.)	0.00%	0
My community doesn't feel safe or comfortable to bike in	0.00%	0
My workplace or daily destination(s) are not welcoming to bicyclists	0.00%	0
I don't have anyone to ride with	0.00%	0
Other (please specify)	50.00%	1
Total Respondents: 2		

#	OTHER (PLEASE SPECIFY)	DATE
1	No secure place to keep a bike.	10/7/2023 9:27 AM

Q61 What are the top 1-5 changes that would be most helpful in encouraging you to bike more often?

Answered: 2 Skipped: 105

Fall 2023 Bicycle Friendly Community Survey



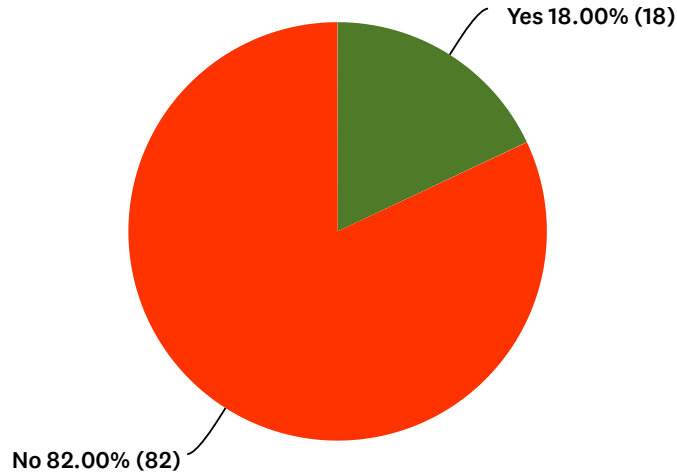
Fall 2023 Bicycle Friendly Community Survey

ANSWER CHOICES	RESPONSES	
None of the above - I have no interest in bicycling	0.00%	0
Better/more on-street bike facilities (bike lanes)	50.00%	1
Better/more trails and off-street bike paths	100.00%	2
Access to a bike or bikeshare program	50.00%	1
Better/more bike parking at my destination(s)	0.00%	0
Showers or changing facilities at my destination(s)	0.00%	0
Better connections between bicycling and transit	50.00%	1
Access to electric, cargo, or adaptive cycle options	0.00%	0
Access to bike safety education/instruction	0.00%	0
Opportunities to practice riding in a safe environment	0.00%	0
Help mapping out a safe/comfortable route to my destination(s)	50.00%	1
People to ride with	0.00%	0
Incentives to ride	0.00%	0
Educating drivers	50.00%	1
Eliminating distracted driving	0.00%	0
Slowing down car traffic	100.00%	2
Other (please specify)	50.00%	1
Total Respondents: 2		

#	OTHER (PLEASE SPECIFY)	DATE
1	do away with right on red	10/7/2023 9:27 AM

Q62 In the past five years, have you received any training in bicycling safety in this community?

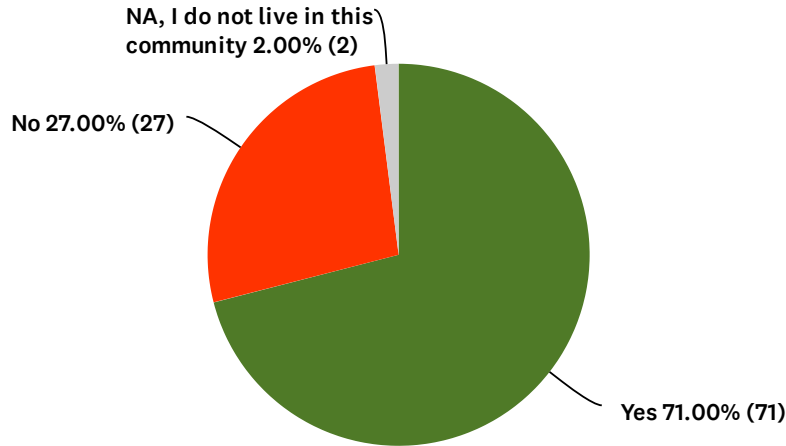
Answered: 100 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	18.00%	18
No	82.00%	82
TOTAL		100

Q63 Are bike paths (that is, paths away from the road on which bikes can travel) available within a quarter mile of where you live?

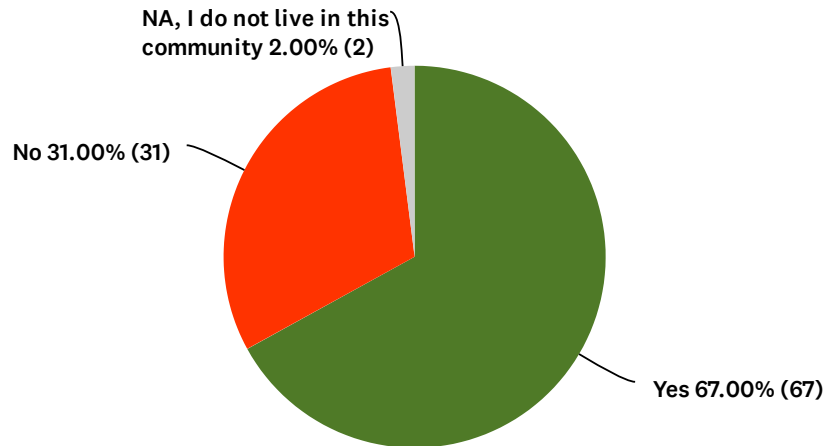
Answered: 100 Skipped: 7



ANSWER CHOICES		RESPONSES	
Yes		71.00%	71
No		27.00%	27
NA, I do not live in this community		2.00%	2
TOTAL			100

Q64 Are bike lanes (that is, marked lanes on a public road reserved for bikes to travel) available within a quarter mile of where you live?

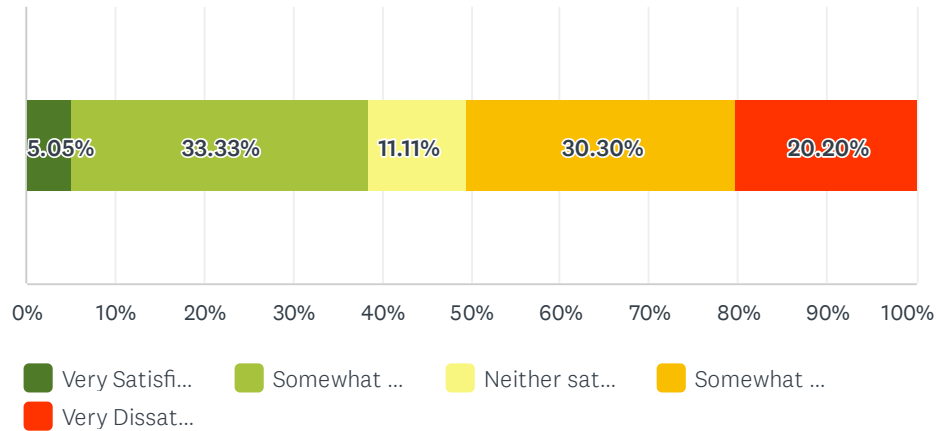
Answered: 100 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	67.00%	67
No	31.00%	31
NA, I do not live in this community	2.00%	2
TOTAL		100

Q65 How satisfied are you with how this community is designed for making bike riding safe?

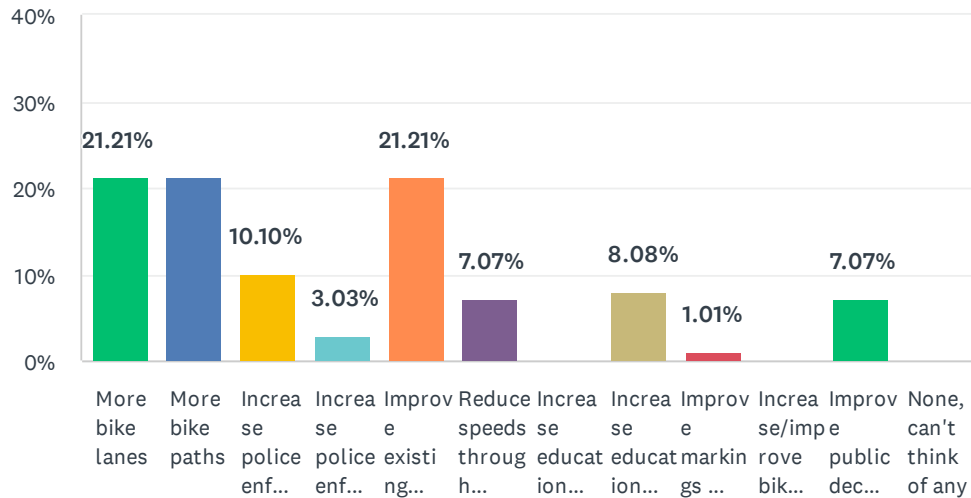
Answered: 99 Skipped: 8



ANSWER CHOICES	RESPONSES	
Very Satisfied	5.05%	5
Somewhat Satisfied	33.33%	33
Neither satisfied or dissatisfied	11.11%	11
Somewhat Dissatisfied	30.30%	30
Very Dissatisfied	20.20%	20
TOTAL		99

Q66 What is the number one change you would most like to see the local government make in this community for bicyclists?

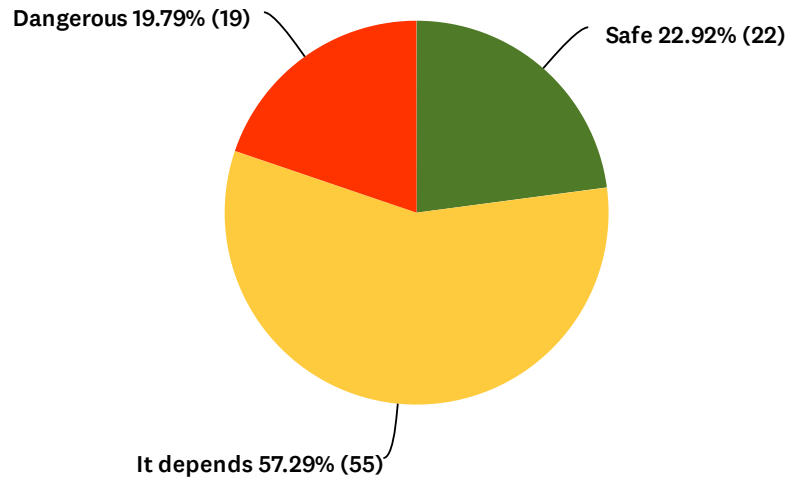
Answered: 99 Skipped: 8



ANSWER CHOICES	RESPONSES	
More bike lanes	21.21%	21
More bike paths	21.21%	21
Increase police enforcement of traffic laws for drivers	10.10%	10
Increase police enforcement of traffic laws for bicyclists	3.03%	3
Improve existing bike lanes to protected bike lanes	21.21%	21
Reduce speeds through traffic calming and/or road diets	7.07%	7
Increase education for bicyclists	0.00%	0
Increase education for drivers	8.08%	8
Improve markings and signage that direct people to safe bike routes	1.01%	1
Increase/improve bike parking	0.00%	0
Improve public decision-making processes for transportation improvements, including bicycling improvements	7.07%	7
None, can't think of any	0.00%	0
TOTAL		99

Q67 Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend?

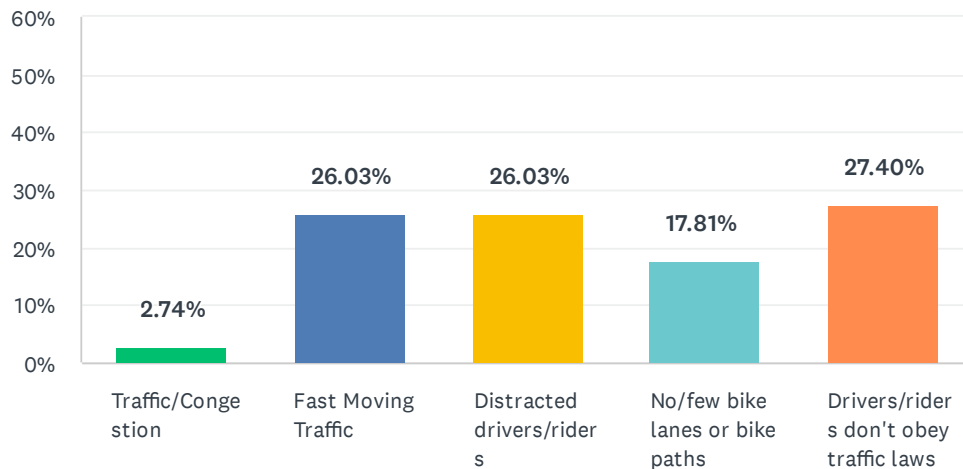
Answered: 96 Skipped: 11



ANSWER CHOICES	RESPONSES	
Safe	22.92%	22
It depends	57.29%	55
Dangerous	19.79%	19
TOTAL		96

Q68 If you answered "dangerous" or "it depends" above, what is the TOP reason you feel it is dangerous to ride a bicycle in your neighborhood?

Answered: 73 Skipped: 34



ANSWER CHOICES	RESPONSES	
Traffic/Congestion	2.74%	2
Fast Moving Traffic	26.03%	19
Distracted drivers/riders	26.03%	19
No/few bike lanes or bike paths	17.81%	13
Drivers/riders don't obey traffic laws	27.40%	20
TOTAL		73

Q69 What specifically should the community do to become more bicycle-friendly? Please share your top 1-3 recommendations for the community to improve.

Answered: 86 Skipped: 21

#	RESPONSES	DATE
1	Protected lanes, close gaps between facilities, driver awareness	10/20/2023 9:24 AM
2	More bike lanes or paths that go from West-East. Need bike lanes on St Michaels road.	10/19/2023 8:48 PM
3	Protected bike lanes	10/19/2023 4:47 PM
4	More separated lanes More connections between bike paths, and lanes Improve safety of intersections and cross walks (flashing signs etc. to alert drivers of cyclists and peds	10/19/2023 4:26 PM
5	Drivers are scary, roads narrow, not enough protected areas segregating bicyclists from vehicles.	10/16/2023 10:45 PM
6	Develop more bike paths like the Acequia Trail, River Trail, and Rail Trail. Where bike paths are not possible, convert bike lanes into protected bike lanes so it feels safer to ride in them.	10/16/2023 7:05 PM
7	1. Make the bike lanes on arterials (Cerrillos, Agua Fria, etc) protected 2. Make the city center (within Paseo de Peralta) car-free (this would be a massive boon to local businesses, tourism, pedestrians, and cyclists). Pontevedra Spain is a comparable-sized city that has gone car-free and benefited tremendously. 3. Expand bike infrastructure within ~1 mile to all of the bike paths, so that getting to/from the paths is safe. This should include road diets, lower speed limits, protected bike lanes, etc.	10/15/2023 7:06 PM
8	Install more dedicated bike lanes on major roadways, like St. Michael's Drive. Improve & widen old sidewalk systems where bike lanes are not feasible. Install more signage to let drivers know of bicycle permitted use of roadways.	10/15/2023 12:51 PM
9	protected bike lanes	10/15/2023 10:27 AM
10	More bike paths Stricter penalties for drivers Protected bike lanes	10/14/2023 11:07 PM
11	no bike lanes, no bike paths	10/14/2023 1:17 PM
12	More protected crossings for bikes over busy roads and traffic calming	10/13/2023 4:09 PM
13	- bike paths - wider bike lanes - focus on connections for commuters/schools	10/13/2023 3:31 PM
14	More bike lanes on roads. Keep bike lanes clean.	10/13/2023 1:01 PM
15	More bike lanes and paths	10/12/2023 3:17 PM
16	They should have more bike lanes that are safe to ride. For example, they added a "shared" bike lane on Henry Lynch Rd, except cars go routinely above 35 mph, making it very unsafe. The city should add concrete barriers to help protect cyclists. And they should have more police set up to catch speeding/unsafe drivers. The River trail should be expanded past Siler that I could run errands and back without getting on unsafe streets.	10/12/2023 11:06 AM
17	More bike lanes, slow traffic	10/12/2023 10:41 AM
18	Safe crossings at major intersections; protected bike lanes; additional trail connections	10/12/2023 10:14 AM
19	make more bike lanes more bike paths where feasible increase signage for bike rights to lanes (5ft rule etc)	10/12/2023 9:03 AM
20	Increase size of existing bike lanes Decrease traffic speed or provide protected bike lanes on major roads Provide more bike trails that lead to places of work / other areas of the city	10/11/2023 11:51 PM
21	Protected bike lanes are a MUST	10/11/2023 11:09 PM

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22	Put resources into maintaining their existing bicycle infrastructure. Don't just cut the ribbon and forget about it.	10/11/2023 9:59 PM
23	Invest in separated bike facilities Develop mid-block crossing standards and locations Enforcement of distracted drivers	10/11/2023 9:55 PM
24	Connecting existing bike paths. Pedestrian overpasses at high traffic intersections, e.g: St. Francis and Zia Dedicated bike path or lane accessing the Sangre de Cristos mountains: Bishops Lodge or Hyde Park Rd.	10/11/2023 6:32 PM
25	Traffic calming, protected bike lanes, close some streets to through traffic.	10/7/2023 9:37 AM
26	interconnect all trails throughout the city so bikes don't have to share the road with cars	10/5/2023 5:01 PM
27	More bike paths. More connections between the bike paths that already exist.	10/5/2023 12:21 AM
28	Protected bike lanes and paths. Motor vehicle enforcement in general. Bicycle parking in general.	10/4/2023 5:19 PM
29	Connect all bike trails and routes. Sometimes they just stop (seemingly randomly). Improved signage is already being added - to direct people around town. High-quality bike racks at all destinations. Clean and maintain existing path tunnels (as more are planned and they get pretty filthy quickly).	10/4/2023 1:48 PM
30	Auto drivers, especially young men, should be instructed in slower travel around bicycle R's. Additional alternative trails in S Capital would be helpful. Many secondary roads are safer than heavily traveled streets. Maybe trails could be directed to those.	10/4/2023 12:50 PM
31	More bike paths away from drivers. More bike lanes	10/4/2023 12:26 PM
32	1. Put more funding at a STATE LEVEL into bicycle infrastructure development/improvements. 2. Focus infrastructure development on the "last mile" of commuting, i.e. make it easier to get to preexisting bike paths. 3. Develop affordable housing that allows the working class to live closer to their places of work. Many people feel that they have to car-commute because their workplace is on the other side of town.	10/4/2023 12:17 PM
33	Enforcement of traffic laws for cars, especially running red lights. Rules for e-bikes. Education related to the dangers of earbuds while on mixed-use trails.	10/4/2023 12:09 PM
34	1. educate drivers about bicyclists 2. provide more dedicated /protected bike lanes 3. encourage parents to let their kids ride bikes (get people more comfortable riding and seeing people riding)	10/4/2023 11:53 AM
35	PROTECTED BIKE LANES bike lanes -- painted and wide slower traffic	10/4/2023 11:42 AM
36	1. Drop the push for protected bike lanes. They constrict the movement of bicycles as well as cars. 2. Be more proactive about clearing snow from bike lanes during heavy snowfalls 3. Improve the intersections of bike paths and roadways.	10/4/2023 11:39 AM
37	Enforce traffic laws. You almost never see traffic stops in Santa Fe. Make more bike paths / lanes. I live one mile from downtown, but you can't safely walk because in some places you have to walk in the street with 45 mph traffic (which means actually going 60-70.	10/4/2023 11:29 AM
38	Construct new protected bike lanes and maintain existing bike lanes	10/4/2023 11:27 AM
39	Adopt a vision for a low stress bicycle network and implement it (including protected bike lanes).	10/3/2023 2:13 PM
40	education	9/26/2023 7:06 AM
41	More bike lanes, more bike lane paint on the road, more road signs letting car drivers know bike have a right to the roads.	9/25/2023 4:23 PM
42	Educate the police and motorists in the laws and traffic codes on the books that support bicycles as legal road vehicles	9/25/2023 12:42 PM
43	More protected bike lanes. More bike paths all the way into town. Limit cars in high pedestrian/ bike areas.	9/22/2023 12:36 PM
44	1) Force traffic speeds to be reduced. 2) Add effective bike lanes and fix existing bike lanes (the bike lanes that exist are very narrow and are not well marked as bike lanes so I often see	9/18/2023 9:19 PM

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cars drifting into the bike lanes). 3) Make traffic lights change for cyclists - I can't even count how many times I've had to ride onto the sidewalk to push the crosswalk signal. It's a waste of time and can be dangerous to start cycling from the sidewalk.

45	-Protected bike lanes. -Trail maintenance. -More bike racks.	9/17/2023 8:13 PM
46	1. Create at least one protected bike lane on one of the busier/popular streets. 2. Create more bike lanes on other streets 3. Safer crossings for bike paths across busy intersections (underpasses are ideal).	9/17/2023 4:49 PM
47	Protected bike lanes, increase enforcement against motor vehicle drivers, design roads to reduce speed	9/16/2023 6:33 PM
48	Improve connectivity of bike infrastructure Look at every project as a chance to improve bike infrastructure Improve bike education in Santa Fe	9/15/2023 11:56 PM
49	Add bike lanes Extend roadway sides Police and ticket idiot truck drivers	9/15/2023 9:05 PM
50	1. Install a bike lane from Artist Rd. to the Ski Basin, including a lane from Paseo de Peralta on Washington to Artist Rd. 2. Install traffic calming road enhancements 3. Enforce existing traffic laws!	9/15/2023 9:03 PM
51	1. Stripe more roads and re-stripe existing roads...regularly. 2. Install protected bike lanes on major arterials. 3. Reduce two or three lane roads so that bike lanes and buffers are installed	9/15/2023 6:25 PM
52	Educate drivers. More bike paths	9/15/2023 5:40 PM
53	1) Hire a full time, dedicated City Bicycle and Pedestrian Coordinator 2) Employ strategies such as road diets to slow car traffic down while establishing protected bike lanes on new and existing roads 3) Continue to build and regularly maintain (i.e., with a dedicated budget and equipment) off road bike and pedestrian trails	9/15/2023 3:02 PM
54	Build protected bike lanes esp. in high traffic areas, improve maintenance especially snow removal during Winter and bike lane sweeping in the Spring, improve connectivity.	9/15/2023 2:46 PM
55	-1- More roads with designated bike lanes. -2- Connect bike trails with other bike trails. -3- Expand the bike trail system.	9/15/2023 2:33 PM
56	find a dedicated funding source for creating multi-modal trails and trail maintenance. Implement Protected bikelanes near high-schools and middle schools, and libraries, reccenters and other major community assets, mandatory bike education in high-schools including integrating with cars and bike maintenance.	9/15/2023 2:11 PM
57	1. Resurface city streets and fill potholes quickly. 2. Provide more bike racks, especially in downtown area. 3. Fill system gaps to provide better circulation.	9/15/2023 1:49 PM
58	More bike lanes, more bike paths, greater driver education and awareness of rights of bicyclists.	9/14/2023 2:23 PM
59	More bike lanes, and make some protected. Better enforcement of traffic laws.	9/14/2023 11:12 AM
60	Higher quality asphalt on bike paths to eliminate cracks/gaps that make for a jarring ride. Likewise, some roads have very poor condition asphalt (cracks, broken pavement, potholes).	9/13/2023 8:08 PM
61	Connect the existing bike path better.	9/13/2023 3:12 PM
62	1) improve bike lane surface quality 2) keep existing bike lanes clear of debris and overgrowth 3) more enforcement of safe passing on all roads	9/13/2023 12:25 PM
63	1. Improve maintenance/cleanliness of routes already in place. 2. Stronger enforcement of traffic laws for motorists (especially speeding and red lights), and secondarily for cyclists too. 3. Continue to plan and add more bike routes, prioritized by use and risk.	9/13/2023 11:56 AM
64	The rail trail bike path that starts from the depot is in great need of repair. It is embarrassing that this bike trail is not maintained.	9/13/2023 11:45 AM
65	More marked bike lanes and shoulders.	9/13/2023 11:44 AM
66	*More police enforcement of traffic laws for motorists, e.g., running red lights at intersections, excessive speed * More protected bike lanes *Driver education	9/13/2023 10:53 AM
67	Enforce traffic laws on motorists	9/13/2023 10:44 AM

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68	Educate both e-bike novice riders as how to PROPERLY use their bikes and rules of the road and bicycle courtesy!	9/13/2023 10:38 AM
69	Better shoulders on the road for cyclists	9/13/2023 9:27 AM
70	1. Have wider and consistent (ie not narrowing or disappearing suddenly) bike lanes or protected bike lanes in high traffic and high speed traffic areas. 2. Signs alerting drivers to give bikers space, not zip by them with inches to spare.	9/13/2023 9:21 AM
71	There is no commitment to bicycle-friendly practices There are zero enforcement on drivers regarding bicyclists There is no commitment from the city to become bicycle-friendly	9/13/2023 8:50 AM
72	More bike trails. More roads with shoulders. Keep bike lanes clean.	9/13/2023 8:13 AM
73	Complete river path to caja del Rio path; bike lane on complete length of Rabbit Road; route through rodeo grounds north/ south on Richards;	9/13/2023 7:57 AM
74	Lower speed limits throughout town. Improve cycling lane integration at traffic lights. Incentivize bike-riding as a great way to run errands and commute.	9/11/2023 8:13 PM
75	Install protected bicycle lanes	9/11/2023 5:16 PM
76	Fix and clean shoulders More bike lanes More share the road signs	9/11/2023 2:03 PM
77	We need safer crossings at intersections. Roadway crossings should come with blinking lights that are activated by cyclists or pedestrians to stop traffic. We need protected bike lanes throughout the city.	9/11/2023 10:38 AM
78	More bike lanes More bike paths Techniques to lower speed	9/11/2023 10:22 AM
79	More bike friendly arterials. More bike paths. Comprehensive vision and buy in from city government to design transportation infrastructure with bikers in mind.	9/10/2023 7:05 PM
80	1) Improve bike path crossings of busy intersections 2) Education of drivers to look for cyclists when making a right turn. 3) Traffic calming	9/9/2023 12:16 PM
81	Improve infrastructure - this city is super wealthy & could easily divert funds to bicycle safety.	9/9/2023 11:31 AM
82	Traffic calming, protected bike lanes, secure bike parking	9/8/2023 11:43 PM
83	Charge drivers with homicide when they run over bicyclists	9/8/2023 10:56 PM
84	Enforce distracted driving laws. Increase connectivity of bike paths	9/8/2023 10:39 PM
85	1. Provide more funding to hire a full time city staffer dedicated to bicycling. 2. Increase the connectivity of bicycling infrastructure via more bike lanes, protected lanes, and paths to connect the city.	9/8/2023 2:33 PM
86	Upgrade bike lanes to protected lanes or separated grade trails. Create a solid, practical system of north-south bicycle paths and protected lanes. Require traffic engineers, sign shop staff and road contractors to take Smart cycling or Bike Friendly Driver course at a minimum.	9/8/2023 12:33 PM

Q70 Please share the top 1-3 specific hazards or barriers to cycling that you are aware of that should be addressed immediately. e.g. an unsafe road/ intersection, lack of secure bike parking at a specific popular destination, and harsh enforcement practices, etc.

Answered: 83 Skipped: 24

#	RESPONSES	DATE
1	lack of linkages between bike facilities, idiotic drivers, bike parking	10/20/2023 9:24 AM
2	Bike lanes that just ends abruptly on Siringo road. No physical barriers along the bike lane on Cerrillos. Few crosswalks when bike paths cross roadways.	10/19/2023 8:48 PM
3	Dangerous shoulders with debris. Fast traffic. Distracted drivers.	10/19/2023 4:47 PM
4	Drivers not stopping at crosswalks and intersections where there are multiuse trails/paths/ bike lanes and cyclists and pedestrians have the right of way. People are going to die.	10/19/2023 4:26 PM
5	narrow streets; potholes, debris, and other unsafe riding conditions; distracted drivers who don't obey traffic laws	10/16/2023 10:45 PM
6	Add protection to Cerrillos bike lanes so it is safer to ride there. Make an over or underpass for the St. Michael's crossing of the River Trail. Sweep the roads and bike lanes so dirt doesn't build up and make biking dangerous (e.g., St. Francis & Cerrillos crossing).	10/16/2023 7:05 PM
7	1. Aggressive/distracted driving city-wide. More road diets, lower speed limits, and better public transport are sorely needed to reduce the car travel in this city. 2. The intersection at St Francis and West Alameda, where the River Trail crosses is dangerous. About half the time I cross there as a pedestrian/cyclist, a car turns in front of me despite me having the right of way (walk signal). Ideally, the River Trail should go under this intersection, but until then, the green turn arrow should at the very least have a delay so that pedestrians/cyclists can get a head start crossing.	10/15/2023 7:06 PM
8	Need for additional bicycle travel lanes/paths. Lack of identified routes of travel with signage. Bicycle theft.	10/15/2023 12:51 PM
9	car drivers not respecting bike riders	10/15/2023 10:27 AM
10	Distracted drivers Drunk drivers Lack of bike paths	10/14/2023 11:07 PM
11	car & truck drivers, homeless camps	10/14/2023 1:17 PM
12	The intersection of st Francis drive and alameda is dangerous for bikes	10/13/2023 4:09 PM
13	- dangerous intersection old Pecos trail/old Las Vegas high way - too small bike lanes along high traffic roads - lack of safe bike lanes	10/13/2023 3:31 PM
14	Unsafe roads. Lack of bike lanes.	10/13/2023 1:01 PM
15	Road quality very poor	10/12/2023 3:17 PM
16	A lot of roads in town have a "separate bike lane" like on St Michael's Rd (east of Galisteo St) , but the speed limit for that road is 45 - impact is much more likely to kill the cyclist.	10/12/2023 11:06 AM
17	St Francis, Cerrillos, St Mikes create some impassable barriers. Paseo is often hard to ride on.	10/12/2023 10:41 AM
18	1. St. Mikael's Drive has 0 bike infrastructure and plenty of space for protected lanes; 2. bike racks at all major commercial/food service locations including historic downtown, railyard, smiths shopping area on cerrillos).	10/12/2023 10:14 AM
19	Fast traffic Drivers that are not aware of bikers Unprotected / narrow bike lanes on fast traffic roads	10/11/2023 11:51 PM

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20	Unprotected bike lanes Distracted drivers Lack of knowledge of bike laws by car drivers	10/11/2023 11:09 PM
21	Maintain vegetation along edge of trails and roadways. Some trails are in such poor repair they are becoming unrideable. Better sweeping of bike lanes and roadway edges	10/11/2023 9:59 PM
22	Distracted drivers and high speeds During road projects, the city doesn't sign bike detours	10/11/2023 9:55 PM
23	Riding back to town from Windsor trail on Hyde park, no bike lane, cars going past a 50+mph. Old Las Vegas Highway, recent cyclist hit and run resulting in death of cyclist. Crossing Zia at St. Francis is inconvenient for cyclists and drivers alike.	10/11/2023 6:32 PM
24	Speeding, right turn on red.	10/7/2023 9:37 AM
25	too many bad drivers & bicyclists - ticket speeders, red-light runners and stop-sign runners and people going the wrong way on 1-way streets. it's dangerous to cross an intersection as a pedestrian - from both cars & bikes.	10/5/2023 5:01 PM
26	Bike path that parallels Cerrillos	10/5/2023 12:21 AM
27	Motor vehicle impatience and inattention. Visual clutter and uncertain traffic flow design for vehicle movement distract drivers and makes pedestrians and cyclists less visible. Rail Trail crossing at St. Michael's.	10/4/2023 5:19 PM
28	Bollards where paths begin. Sand/glass/goatheads on road shoulders and in bike lanes. Winter road clearing doesn't take cyclists on the road into account and pushes snow onto sidewalks, inhibiting pedestrians. Having traffic signals count down at every intersection so bicyclists know if there is enough time to cross.	10/4/2023 1:48 PM
29	Drivers frequently run red lights. It is truly dangerous practice. So all lights & intersections are affected. Many of the trails have large fissures and weather affected gaps that are better when they are filled and leveled.	10/4/2023 12:50 PM
30	Very unsafe continuation of bike paths across highway 84/285. Unsafe tunnels.	10/4/2023 12:26 PM
31	1. On Cerrillos Road, there is a severe lack of "last mile" infrastructure across that connects people from where they live to paths. Example: someone I know wishes they could commute along the Arroyo de Los Chamisos bike path, but to get there they have to take a garbage-ridden bike lane, ride on another major car artery with 40 mph speed limits and a narrow bike lane, and then cross a major intersection with Cerrillos where people speed and run lights regularly. She lives only one mile from said bike path. There is only one intersection where cyclists can safely cross Cerrillos; this intersection is closer to downtown, away from where most people in Santa Fe need to commute. Cerrillos needs more safe crossings for cyclists. 2. The Plaza downtown needs bicycle parking. This area frequently hosts events that Santa Feans often bike to in droves, but because of the lack of bike racks/parking, people have to chain their bikes to street signs, light posts, wooden columns along storefronts etc. This is both a nuisance for the cyclist trying to find a place to park and for pedestrians that have to navigate around awkwardly parked bikes. 3. Recently a section of a major bike path called the Rail Trail was shut down for maintenance. This was done with no notice for the cyclists that use this major artery to commute and caused disruption for many commuters. There were also no detour signs. The city needs to treat cyclists with the same respect as drivers and issue notice well in advance when sections of bike paths will be closed.	10/4/2023 12:17 PM
32	Bike theft. Lack of well-placed bike racks. Lack of courtesy/knowledge from automobile drivers.	10/4/2023 12:09 PM
33	+ need underpass at St. Francis / Alameda for a safe SF River Trail connection + public schools should reward / encourage biking + reduce speed limits on neighborhood streets (and enforce speed limits)	10/4/2023 11:53 AM
34	MANY unsafe intersections lack of enforcement for cars running red lights, speeding, intimidating cyclists too fast of traffic - need traffic calming	10/4/2023 11:42 AM
35	1. Goatheads 2. Wrong-way bicyclists 3. Traffic lights that are difficult for cyclists to trigger/unawareness on the part of cyclists that they can trigger stoplights.	10/4/2023 11:39 AM
36	Lack of law enforcement for drivers.	10/4/2023 11:29 AM
37	No safe crossing alternatives at St Michael's and Rail Trail	10/4/2023 11:27 AM
38	Poor connectivity of the road network provides limited options for bike routes off high	10/3/2023 2:13 PM

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	speed/high traffic roads, yet City leadership are unwilling to try protected bike lanes.	
39	bad drivers	9/26/2023 7:06 AM
40	1) Roads where bike lanes appear and disappear (eg. Osage lane). 2) Alameda at the city/county line (near Siler/Alameda circle) where the shoulder disappears, the road narrows, on a blind corner. 3)Lots of intersection [Osage/Agua Fria, 2nd St and Cerrillos, ...] where the button to activate the signal is difficult to get to from a bicycle.	9/25/2023 4:23 PM
41	Uneducated police and motor vehicle operators, improper and unsafe bicyclists, lack of cycling infrastructure	9/25/2023 12:42 PM
42	Lack of cut always for getting onto the bike paths. Narrow roads with too high of speeds. Bike paths that are not continuous so you have to get on and off roads some more dangerous than others.	9/22/2023 12:36 PM
43	1) Cerrillos Rd. - There is a bike lane but it is not protected and the speed limit is 45 mph for a good chunk of it, which means people frequently go well above that. It is the main road that connects the west and east sides of town and it splits the north and south sides, so you frequently have to cross but there are limited lights/crosswalks for pedestrians and cyclists. 2) Intersections of bike trails with major roads. For example, St. Michaels and the Rail Trail, and St. Francis and the River Trail. There are no measures taken to facilitate bike crossings at these intersections. 3) No maintenance of trails and roads in the winter. Streets and trails are often coated with ice making it dangerous to commute by bike all year-round.	9/18/2023 9:19 PM
44	-Lack of leadership among elected leaders and city department heads. -Lack of any traffic calming measures; poorly marked and maintained streets. - Lack of knowledge and enforcement of traffic laws, including bike laws, among city police and leadership.	9/17/2023 8:13 PM
45	1. Lack of protected bike lanes 2. Unsafe crossings/priority for pedestrians and bikes at busy intersections 3. Connections between paths and streets, as well as lack of expanding or finishing paths on the southside to town	9/17/2023 4:49 PM
46	motor vehicle drivers ignore rules of the road (or are ignorant of said rules), unsafe road design, lack of enforcement	9/16/2023 6:33 PM
47	St. Michaels Drive needs bike lanes The Southwest part of the city needs lots of improvements	9/15/2023 11:56 PM
48	-Hyde park road needs to be widened all the way to Ski Santa Fe -Add bike lanes on Aqua Fria -Clean roadsides of rocks and debris (everywhere) Extend the Rail Trail	9/15/2023 9:05 PM
49	1. Hyde Park Rd. is popular with cyclists but there is no bike lane on the narrow, winding highway. It is the best way for me to access downtown Santa Fe but is unsafe. 2. Include a Bike Valet service at all of our festivals not just some of them.	9/15/2023 9:03 PM
50	1. Lack of bike lanes and protected bike lanes 2. Lack of regular clean-up of existing bike lanes particularly from October through June	9/15/2023 6:25 PM
51	1) Lack of protected bike lanes 2) Car-centric urban design that resulted in busy major thoroughfares (e.g., St. Francis, Cerrillos) that are main access routes to destinations. These are dangerous for bicycles because of vehicle speed and numerous commercial activities located here, creating many opportunities for vehicle/bike collisions 3) Lack of awareness on the part of drivers about how to share the roads with bikes, coupled with dangerous driving habits, e.g., speeding, distracted driving, and running of red lights	9/15/2023 3:02 PM
52	Unsafe road/intersection	9/15/2023 2:46 PM
53	-1- Bike lanes and / or trails often terminate prematurely. -2- Bike lanes are often filled with traffic debris. -3- Not enough bike lanes and / or trails.	9/15/2023 2:33 PM
54	Road diet St. Mikes. Arroyo de los Chamisos trail doesn't connect to Cerrillos near Beckner, also needs to go under Cerrillos at that point. South Meadows needs protected infrastructure and improvements at its Airport Intersection	9/15/2023 2:11 PM
55	1. Cerrillos Rd, a major arterial, is unsafe to ride due to high speed limits and many driveways serving commercial businesses. 2. The roadway surface next to the Santa Fe Regional Airport is incredibly rough/uneven. 3. Downtown Santa Fe lacks adequate bike racks, especially if attending community events.	9/15/2023 1:49 PM

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56	Bike lanes should not be between car lanes!!!	9/14/2023 2:23 PM
57	St. Francis and W Alameda intersection needs a better marked crosswalk, red light cameras, and a leading pedestrian interval. The River Trail needs snow and ice removal in the winter. The Rail Trail crossing at St. Michaels needs a marked crosswalk and warning lights.	9/14/2023 11:12 AM
58	High speeds, absence of bike lanes, narrow (500 year old) streets	9/13/2023 3:12 PM
59	1) poor bike lane surface quality 2) too much debris and overgrowth forces bicycles into traffic lanes	9/13/2023 12:25 PM
60	1. Arroyo Chamisos trail crossing at St. Michaels Drive. I think it is in the planning stage but would like to see completion date moved up. This is one of the most dangerous locations in town, in my opinion.	9/13/2023 11:56 AM
61	Rabbit Road's shoulder is being taken over by weeds. Bikes have to move out of the protected shoulder area in order to avoid the plants.	9/13/2023 11:45 AM
62	Both distracted drivers and aggressive driving.	9/13/2023 11:44 AM
63	*Excessive motorist speed *Unsafe roads/intersections *Uneducated motorist	9/13/2023 10:53 AM
64	Unsafe intersections	9/13/2023 10:44 AM
65	Needed bike lane or path/sidewalk on Rodeo Road from Old Pecos Trail to Saint Francis Drive!	9/13/2023 10:38 AM
66	poorly placed rumble strips on roads	9/13/2023 9:27 AM
67	1. Protected bike lanes on Cerrillos Road (too much traffic at high speeds going in and out of businesses/streets to ride the bike unprotected) 2. Wider bike lanes on Old Pecos Trail 3. Wider bike lanes on Rabbit Road and the area around the Santa Fe Community College so that biking is an alternative for students as there is no bus service to the college.	9/13/2023 9:21 AM
68	Since there is no enforcement on drivers, Santa Fe is basically a cycling island and extremely dangerous; there are very few ways to go through the city with any safety for cyclists; City does not clean shoulders or bike lanes forcing cyclists to be in traffic. Extremely dangerous.	9/13/2023 8:50 AM
69	Lack of traffic enforcement with automobiles. Confusing bike lane markings. Some that just end.	9/13/2023 8:13 AM
70	More bike paths around Plaza but I understand the challenges. Bike lane the length of Artist/Hyde Park Road would be great	9/13/2023 7:57 AM
71	I do not feel safe on most roads because of distracted/aggressive drivers (even those with dedicated bike lanes). Limited bike parking is still a thing around town. Santa Fe seems to have limited traffic enforcement officers, and the public has taken full advantage of this.	9/11/2023 8:13 PM
72	distracted drivers, no bike lanes or unprotected lanes	9/11/2023 5:16 PM
73	Dangerous and entitled drivers with road rage Unsafe and dirty shoulders Lack of bike lanes	9/11/2023 2:03 PM
74	Unsafe intersection crossings. Lack of protected bike lanes on busy corridors. Aggressive drivers.	9/11/2023 10:38 AM
75	Driver speed, aggressiveness, and inattention	9/11/2023 10:22 AM
76	Cerrillos rd. Lack of safe crossings. St. Michaels Rd. Lack of bike lane. Richards Ave no bike lane	9/10/2023 7:05 PM
77	Crossing St Francis and Cerrillos. The Guadalupe interchange at Manhattan, reopen the Rail Trail	9/9/2023 12:16 PM
78	Poorly marked bike lanes, drunk drivers & distracted drivers	9/9/2023 11:31 AM
79	No protected bike lane on Cerrillos Road, No bike rectangles at front of intersections downtown, lack of secure bike parking downtown	9/8/2023 11:43 PM
80	Clearing bike lanes in winter; repaving of roads. Current situation horrible—no thought given to extending the new pavement to the shoulder/bike lane	9/8/2023 10:56 PM
81	Distracted driving	9/8/2023 10:39 PM

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82	The state owned arterials through the city, aka "stroads" are high speed, multilane designs that even when bike lanes are present, are terrifying. These roads (St. Francis Drive, Cerrillos Road, St. Michaels Drive) are being turned over to the city but MUST be traffic calmed as they impede connectivity.	9/8/2023 2:33 PM
83	Narrow, unprotected bike lanes on fast-moving, high traffic roads. Secure, visible, protected bike parking at stores, schools, offices. The intersection at St Francis and Cerrillos that pretends to have bicycle connectivity via Acequia trail - not.	9/8/2023 12:33 PM

Q71 Please share up to 3 current community efforts that are deserving of praise.

Answered: 79 Skipped: 28

#	RESPONSES	DATE
1	New bike lanes in general, extension of River Trail, recognition of active transportation	10/20/2023 9:24 AM
2	The rail trail all the way to rodeo Rd is awesome. The planned tunnel under st. Michaels road. Mpo planners pro bike/pedestrian efforts.	10/19/2023 8:48 PM
3	Bike Santa Fe, Bike Valet, Chainbreakers.	10/19/2023 4:47 PM
4	Santa Fe Fat Tire Society for their trail work and MTB advocacy Santa Fe Conservation Trust for cyclist safety and bike network advocacy	10/19/2023 4:26 PM
5	Protected lane experiments, advocacy/lobbying for increased infrastructure and safety	10/16/2023 10:45 PM
6	Regular bike meet ups to ride around town. Bike Month was a lot of fun.	10/16/2023 7:05 PM
7	Multiple improvement projects proposed or approved. New construction considers bike traffic in the planning phase. Funding/grants for outdoor recreation projects available.	10/15/2023 12:51 PM
8	Starting talking about doing something	10/14/2023 11:07 PM
9	The Guadalupe at pedestrian/bike improvements	10/13/2023 4:09 PM
10	- bike santa fe organization - plans for bike lanes/paths along corridors	10/13/2023 3:31 PM
11	There are bike paths connects some parts of the city.	10/13/2023 1:01 PM
12	New bike lanes	10/12/2023 3:17 PM
13	I feel safe riding my bike at the La Tierra trail system. It's entirely off road.	10/12/2023 11:06 AM
14	Building new bike paths and lanes is great. More bike parking is good (we need more).	10/12/2023 10:41 AM
15	Bike Santa Fe's bike valet services; City of Santa Fe's Metropolitan Organizations efforts to introduce protected bike lanes; Livability Series regarding How Cities became Parking lots	10/12/2023 10:14 AM
16	the Rail Trail is great	10/12/2023 9:03 AM
17	Forward movement (but not yet funded) for underpass at St Michael's and St Francis Funding for a short trail between El Camino Real Academy and Cottonwood Village Mobile Home Park Connection of Acequia Trail to Rufina St (by local nonprofit Homewise)	10/11/2023 11:51 PM
18	The bike paths through town are amazing	10/11/2023 11:09 PM
19	MPO has been doing great work with protected bike lane experiments. Also multimodal planning, safety planning efforts and advocacy for pets and bikes on NMDOT led projects.	10/11/2023 9:59 PM
20	Guadalupe reconstruction project Review of road design standards with access management Working with community partners to create links in the bike network	10/11/2023 9:55 PM
21	The free blue bus up to the ski basin. Rocket Ramps La Tierra trails, a great trail system, centrally located.	10/11/2023 6:32 PM
22	Rebuilding Guadalupe Street to protect pedestrians and bicyclists.	10/7/2023 9:37 AM
23	Not sure	10/5/2023 12:21 AM
24	Extending Acequia Trail and River Trail. Attempt to make Cerrillos from St Francis to St Michael's better for pedestrians and cyclists, although it's hard.	10/4/2023 5:19 PM
25	Signage on trails and routes. Plowing of paved bike trails in winter.	10/4/2023 1:48 PM
26	Generally in SF trails are a great alternative to roads. One can get from S Capital to Zafarano	10/4/2023 12:50 PM

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and back easily. Old Taos Hwy to the bridge over Hwy 285 to the opera, is a route I traveled every summer for years in the summer.

27	Guadalupe street bike lane under construction now. Wide bike path to Siler Road.	10/4/2023 12:26 PM
28	1. Bike Month in Santa Fe is always a resounding success and makes the month of May a joyous time. 2. The Rail Trail underpass at St. Michael's Avenue will be a very welcome improvement and will eliminate one of the most unsafe crossings that commuters currently are forced to make. 3. Slightly biased, but I think the Bike Valets that are run by Bike Santa Fe help make biking to major events in Santa Fe possible and convenient. The program should be expanded to other events that happen throughout the summer, e.g. concerts at the railyard/plaza.	10/4/2023 12:17 PM
29	Bike trail expansion. Bike trail signage. Community Cruise rides that focus on the plans for trail expansion and the interesting places along our trails and low-traffic roads.	10/4/2023 12:09 PM
30	Bicycle Master Plan updates Urban Trail System Establishment / Connections (although it has a bit of a way to go to be complete) Bike Month	10/4/2023 11:53 AM
31	guadalupe road diet -- more please!	10/4/2023 11:42 AM
32	1. The bicycle education crew is great. (I used to be an LCI myself, but did not have enough time to commit to it.) 2. The ongoing work on the bike trail system goes far beyond what I ever expected. 3. I am appreciative of the Sharrows on narrow roadways.	10/4/2023 11:39 AM
33	Trail construction/extension in other parts of town. Trail maintenance.	10/4/2023 11:29 AM
34	Revitalization of Bike Santa Fe with an expanded, member-elected board. Free bikes 4 kids collecting and donating kids bikes. Santa Fe Bike Month providing an opportunity for all players in the bike world to come together.	10/3/2023 2:13 PM
35	SFCT; FB4K, SRTS	9/26/2023 7:06 AM
36	1) River trail and extension of river trail to the west. 2) Bicycle underpass on St. Michael's Drive 3) Reconstruction of Guadalupe St that will include bike lanes	9/25/2023 4:23 PM
37	River trail, off road trails	9/25/2023 12:42 PM
38	Signs that say Bikes may use the full lane. Bike paths that go under busy roads. Bike valets for events in town.	9/22/2023 12:36 PM
39	The bike trails that do exist are everything. They single-handedly make bike commuting possible in this city.	9/18/2023 9:19 PM
40	-The City's Bicycle Pedestrian Advisory Committee has developed a strategic plan. -Bike Santa Fe advocacy organization has been re-energized and has a new board and outreach efforts.	9/17/2023 8:13 PM
41	Underpass planned for the Rail Trail crossing at St. Michaels. Including bike and pedestrian safety infrastructure in the current plans for the St. Michael's/St. Francis intersection.	9/17/2023 4:49 PM
42	Safe Routes to School, efforts towards designing complete streets (but needs improvement), traffic calming (needs improvement)	9/16/2023 6:33 PM
43	Underpass of St. Francis is wonderful The Safe Routes to School program The signage program on the bike paths	9/15/2023 11:56 PM
44	The RailTrail	9/15/2023 9:05 PM
45	Regina Wheeler at Public Works put in a work order to have the bike lane/path on Old Santa Fe Trail cleared for use during Bike to Work Week. Subsequently, it was automatically swept clean recently without any reminder to do so from the public that I know of.	9/15/2023 9:03 PM
46	1. I am on the Board of Bike SF and I give us A for effort. we now have community rides. 2. The Safe Routes to Scvhool program has greatly improved	9/15/2023 6:25 PM
47	1) Our bicycling and pedestrian infrastructure has come a long way in the past 20 years, with numerous off road bike paths and some underpasses at major intersections being built 2) Wayfinding (signage) has improved greatly 3) More people than ever are cycling and this may be due to several local bike organizations that have increased community participation in cycling activities and advocacy (e.g., Seniors on Bikes, Fat Tire Society)	9/15/2023 3:02 PM

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48	Building of multi-use trails, reconstruction of major roads, strong collaboration among BPAC, SFMPO and City Public Works.	9/15/2023 2:46 PM
49	-1- New residential master developments are including bike trails. -2- New and improved roads are including bike lanes. -3- Many (but not enough) roads with bike lanes also include signage reminding drivers to share the road.	9/15/2023 2:33 PM
50	Bike Santa Fe Revamp Fat tire society ongoing community rides and trail work County's Arroyo Hondo trail system and continued river trail system.	9/15/2023 2:11 PM
51	1. The City BPAC continues to be involved in review of roadway projects to ensure bicyclists are accommodated. 2. Bike Santa Fe has reformed post-pandemic and is offering many rides and activities. 3. Safe Routes to Schools program is expanding to more schools, encouraging students to walk or bike to school.	9/15/2023 1:49 PM
52	Seniors on Bikes deserve praise for bringing bikes and people together to ride responsibly. More bike lanes.	9/14/2023 2:23 PM
53	Bike Santa Fe is starting up and communicating with cyclists and city officials. SF Conservation Trust does great work.	9/14/2023 11:12 AM
54	Lots of bike paths and lanes, and roads where bikes are given whole lane priority (even though we rarely take it.) Drivers and bicyclists largely respect one another. Local police have a good reputation. Makes for a bike-friendly community.	9/13/2023 8:08 PM
55	Seniors on Bikes group City planners.	9/13/2023 3:12 PM
56	Dedicated bike paths	9/13/2023 12:25 PM
57	New trails, routes and crossings control be planned and added, and I appreciate this.	9/13/2023 11:56 AM
58	1.The extension of the River Trail. 2. Tumble weeds are cleaned out of tunnels parallel to Rt. 14. 3. The bike trail that parallels Caja del Rio is great.	9/13/2023 11:45 AM
59	Seem to be more interested in prosecuting aggressive drivers.	9/13/2023 11:44 AM
60	Mnt bike trail construction and maintenance, advocacy for bike paths and lanes	9/13/2023 10:44 AM
61	Building a much more efficient and useful AND SAFE multi-use path/trail under Saint Michaels Drive	9/13/2023 10:38 AM
62	local bicycling advocacy	9/13/2023 9:27 AM
63	Sorry, I don't know much about this subject.	9/13/2023 9:21 AM
64	The south side of town has some bike paths, however the older part of town has no commitment to bicycles; Street racing in cars is extremely frequent; I believe the city pays lip-service to cycling, but fails to follow through.	9/13/2023 8:50 AM
65	Not aware of any.	9/13/2023 8:13 AM
66	Rail trail and interconnections are great! Also, connection under 599 to la tierra trails	9/13/2023 7:57 AM
67	We have an incredible bike community that supports new/old cyclists with free tune-ups, workshops, and even bikes. The dedicated pedestrian/bike trails we have are very excellent. The city deserves credit for creating these arteries.	9/11/2023 8:13 PM
68	river bike path is a jewel	9/11/2023 5:16 PM
69	There are none.	9/11/2023 2:03 PM
70	The revamping of Bike Santa Fe is great! This is an organization I have a lot of hope in as they are generating a community of bike advocates.	9/11/2023 10:38 AM
71	Increased bike lanes Increased bike paths Increase signage like BMUFL and way finders	9/11/2023 10:22 AM
72	St. Michaels underpass.	9/10/2023 7:05 PM
73	None	9/9/2023 12:16 PM
74	Unsure - a cyclist was just killed by hit & run - the police have zero info on the driver. This happens too often.	9/9/2023 11:31 AM

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75	Bike Santa Fe Bike Valets	9/8/2023 11:43 PM
76	At least we have some bike/ped paved trails	9/8/2023 10:56 PM
77	Bike Santa Fe bike valets	9/8/2023 10:39 PM
78	Redesign of Guadalupe Street City acquisition of St. Michaels and parts of Cerrillos Road	9/8/2023 2:33 PM
79	Safe Routes to Schools initial program implementation. Finally installing way-finding signage.	9/8/2023 12:33 PM

Q72 If you have other comments or feedback that you would like the community to receive regarding their potential Bicycle Friendly Community status, please describe below.

Answered: 38 Skipped: 69

#	RESPONSES	DATE
1	This community is making an effort to create more opportunities for lower income individuals to get to their jobs. Not just catering to the recreational user, they are trying to build a better foundation for more trails across the area.	10/19/2023 8:48 PM
2	Because Santa Fe draws active, outdoors enthusiasts and because it's a smaller town with historic, narrow roads in many parts of the city, it has a reputation that it's fairly bike friendly. I thought as much when I would visit. But now that I live here and travel predominantly by bike and foot, I've quickly realized that the combination of aggressive/distracted drivers, car-centric urban design, and a general disinterest at the city gov't level toward any transport except car transport has made this a dangerous place to be a cyclist and pedestrian.	10/15/2023 7:06 PM
3	Several independent segments exist for bicycle use, but more needs to be developed to link them together for intercity travel by bike.	10/15/2023 12:51 PM
4	More traffic calming please	10/13/2023 4:09 PM
5	Put all focus and efforts on safe connections/corridors for commuters and schools.	10/13/2023 3:31 PM
6	Any roads that are fixed (ex Guadalupe is currently undergoing construction) should also have a new separate bike lane and sidewalks that are accessible. The bike lane shouldn't be shared like it was on Henry Lynch.	10/12/2023 11:06 AM
7	Santa Fe is doing well. We can do better.	10/12/2023 10:41 AM
8	Drivers should have to experience transportation on a bike before becoming licensed.	10/12/2023 10:14 AM
9	I'm glad the community is doing this, it will make biking even better in Santa Fe.	10/12/2023 9:03 AM
10	The southside is a bit further behind the rest of the city regarding bike lanes and trails. But so think that overall, the city has greatly improved biking infrastructure over the past decade	10/11/2023 11:51 PM
11	Let's PLEASE get better protected bike lanes in Santa fe	10/11/2023 11:09 PM
12	Consider adopting nacto design guidelines!	10/11/2023 9:55 PM
13	The best way to connect the Arroyo Chamisa trail to the river trail is through Camino Carlos trail, which is pretty good already, but could be improved, especially when getting across Agua Fria.	10/11/2023 6:32 PM
14	Part of what's needed is a cultural change. My routes maximize my time on trails and side streets even when it doubles the distance because of the weird, rude spirit of fast, impatient, and inattentive driving in Santa Fe that makes the main thoroughfares unpleasant and dangerous.	10/4/2023 5:19 PM
15	It still feels as though bike routes and bike safety is secondary in SF.	10/4/2023 12:50 PM
16	It would be nice to ride without having to cross any streets or highways. I do not trust cars. There have been way too many accidents.	10/4/2023 12:26 PM
17	Santa Fe has become a lot more bike friendly over the past several years. My husband and I ride daily for a variety of reasons. Things are very good for cyclists here, but be better. better.	10/4/2023 12:09 PM
18	The bike month activities and outreach as well as larger bike events are great for promoting biking to the local community and bringing in people from outside the area to the local community.	10/4/2023 11:53 AM
19	I have traveled largely by bicycle in Santa Fe since arriving here in 1986. It has become a	10/4/2023 11:39 AM

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world class bicycling city. I have seen the number of cyclists expand, and I see no reason why the day won't arrive when most trips in the city are made by bicycles. I would say I'm sick of hearing about protected bike lanes. The city keeps advocating for them, but I see them as debris traps. Also, I'm not a fan of the occasional push for the "Idaho Stop." Bicyclists should obey the same traffic laws.

20	-	9/26/2023 7:06 AM
21	There are a great deal of locations where some paint on the road could improve bicycle safety.	9/25/2023 4:23 PM
22	The cycling community is too fractured and lacks a unified voice to advocate for great cycling acceptance, awareness and safety	9/25/2023 12:42 PM
23	I don't feel that bike safety is a top concern to our city and it should be.	9/22/2023 12:36 PM
24	More effort is needed at designing roads to improve safety for all rather than moving cars as quickly and as many as possible	9/16/2023 6:33 PM
25	Look at every road project as a chance to improve bike infrastructure.	9/15/2023 11:56 PM
26	Invest in infrastructure! The potholes and degraded pavement is not safe for cyclists! I have been seriously injured because of this and my bike lost a fender on the rough roads.	9/15/2023 9:03 PM
27	I think the city government needs help in streamlining the process of getting things done. It is laborious.	9/15/2023 6:25 PM
28	The City Bicycle and Pedestrian Advisory Committee, along with other local bike organizations, is committed to improving equity and connectivity so all community members have access to bicyling for commuting, errands, and recreation	9/15/2023 3:02 PM
29	Bicycling in this town is fun and easy (as an adult), once you know the routes to take. Key location improvements could go along way for making this even easier for the inexperienced, and would support us in decreasing road maintenance costs and in our climate change goals. Plus, its such a benefit to the quality of life for those who can partake.	9/15/2023 2:11 PM
30	The city needs to communicate with the public about positive change. From what I can tell, the city has done nothing in the last two years to improve cycling infrastructure, and has essentially ignored all requests for information or improvements.	9/14/2023 11:12 AM
31	Our current trails and bike lanes are often a real mess, and become unusable/unsafe due to lack of frequent, routine inspection and maintenance. Big cracks, potholes, gravel/sand, weeds are common sights. I get frustrated when I see beautiful new paths/tunnels that get ignored starting the day after ribbon cutting. Other towns regularly put us to shame, in my opinion.	9/13/2023 11:56 AM
32	In May we had the Santa Fe Century. Thousands of bicyclists participate. There is no mention of this in our local paper. Also the visitors that come for this event use the major bike path out of Santa Fe. The Rail Trail. This trail is so poorly maintained that it is embarrassing to show off to visiting bicyclists.	9/13/2023 11:45 AM
33	There are no available bike maps and limited signage for cyclists. Frankly, I'm encouraged that the city is making an application, but see no reason why we should be considered in any way as "successful" in Santa Fe's commitment to cycling. I believe more people would cycle if it were safer - the demand is there, but the city is unresponsive.	9/13/2023 8:50 AM
34	Thanks for all you do for the cycling community.	9/13/2023 7:57 AM
35	The City of Santa Fe fails cyclists and is all platitudes no action.	9/9/2023 12:16 PM
36	It is ridiculous and dangerous to promote Santa Fe as a bike friendly community. It is not at all bike friendly	9/8/2023 10:39 PM
37	Right now it sometimes seems as though one part of city government is not talking to the other with regard to bicycle-pedestrian issues. Classic example is an infill project simply closed the most important bike trail in the city, the Rail Trail, without marking a detour. I don't know if that was guilt by stovepiping or just lack of thinking.	9/8/2023 2:33 PM
38	Put in a couple of traffic garden teaching courses in Mid-Town Campus area with indoor space on campus for bike advocacy groups to store equipment and on southwest side of town near schools. Create a real trail that goes through Ragle Park to Chaparral, with tunnel or bridge access through SFHS campus (why its' ped gates have been locked off then totally fenced is	9/8/2023 12:33 PM

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a real mystery) with tunnel access under Siringo to La Farge Library, link to Nava Elementary and Franklin Miles Park; to Milagro Middle School; to St Michael's Village shopping center and Smith's shopping complex on Cerrillos. This block of property is full of govt and quasi govt property that should easily link all these places. It seems like a no brainer. Gate already exisited behind St Michaels Shopping. City should buy it or take - it has channelized arroyo that should be public.

CITY OF SANTA FE, NEW MEXICO

ORDINANCE NO. 2023-4

AN ORDINANCE

**RELATING TO ELECTRIC BICYCLES; AMENDING SECTION 12-1-6 OF THE
UNIFORM TRAFFIC ORDINANCE (“UTO”) TO INCLUDE ELECTRIC BICYCLES IN
THE DEFINITION OF BICYCLE; AMENDING SECTION 12-1-40 OF THE UTO TO
DELINEATE ELECTRIC BICYCLES FROM MOTOR VEHICLES; AMENDING
SECTION 12-1-88 OF THE UTO TO SPECIFY THAT AN ELECTRIC BICYCLE IS A
VEHICLE; AMENDING SECTION 12-8-1 OF THE UTO TO PROHIBIT ANYONE
UNDER THE AGE OF SIXTEEN FROM RIDING A CLASS 3 ELECTRIC BICYCLE;
AMENDING SECTION 12-8-10 OF THE UTO TO REGULATE AND ESTABLISH A
SPEED LIMIT FOR ELECTRIC AND MANUALLY-PROPELLED BICYCLES ON CITY
SIDEWALKS; AMENDING SECTION 12-8-15 OF THE UTO TO REMOVE THE
PROHIBITION FOR BICYCLES TO RIDE ON A STREET ADJACENT TO A
SIDEWALK OR PATH WHEN BICYCLES ARE REQUIRED TO USE THE SIDEWALK
OR STREET; CREATING A NEW SECTION 12-8-18 OF THE UTO TO MAKE IT AN
OFFENSE TO ENHANCE THE SPEED CAPABILITIES OF AN ELECTRIC BICYCLE;
AMENDING SECTION 12-8-23 OF THE UTO TO RAISE THE MAXIMUM FINE FOR
VIOLATION OF CERTAIN PROVISIONS FROM TWENTY-FIVE DOLLARS TO ONE
HUNDRED DOLLARS; AND AMENDING SFCC 1987 SECTION 23-5.1 TO AMEND THE
DEFINITION OF BICYCLE TO INCLUDE ELECTRIC BICYCLES, AND TO
REGULATE THE USE OF ELECTRIC BICYCLES ON CITY ROADS.**

1 **BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:**

2 **Section 1. Section 12-1-6 of the Uniform Traffic Ordinance (being Ord. No.**
3 **2011-23, § 1) is amended to read:**

4 **12-1-6 BICYCLE.** "Bicycle" means:

5 A. Every device propelled by human power, upon which any person may ride,
6 having two or more wheels, except scooters and similar devices[-];

7 B. Every device upon which a person may ride that is equipped with two or
8 three wheels, pedals for human propulsion, and a motor of no more than seven hundred fifty
9 (750) watts and meets the requirements of one of three classes:

10 (1) Class 1 electric bicycle means an electric bicycle equipped with a motor
11 that provides assistance only when the rider is pedaling, and that ceases to provide
12 assistance when the bicycle reaches the speed of twenty miles per hour (20 mph).

13 (2) Class 2 electric bicycle means a bicycle equipped with a motor that
14 provides assistance to propel the bicycle even when the rider is not pedaling, and that is
15 not capable of providing assistance when the bicycle reaches the speed of twenty miles per
16 hour (20 mph).

17 (3) Class 3 electric bicycle means an electric bicycle equipped with a motor
18 that provides assistance only when the rider is pedaling, and that ceases to provide
19 assistance when the bicycle reaches the speed of twenty-eight miles per hour (28 mph).

20 C. Devices with motors outputting more than 750 watts or that can achieve a
21 maximum speed more than 28 mph are motor vehicles.

22 D. Bicycles defined in paragraph B may also be referred to as "electric bicycles"

23 **Section 2. Section 12-1-40 of the Uniform Traffic Ordinance (being Ord. No.**
24 **2011-23, § 1) is amended to read:**

25 **12-1-40 MOTOR VEHICLE.** "Motor Vehicle" means every vehicle which is self-

propelled and every vehicle which is propelled by electric power obtained from batteries, except electric bicycles, or from overhead trolley wires, but not operated upon rails; but for the purposes of the Mandatory Financial Responsibility Act [66-5-201 to 66-5-239 NMSA 1978], "motor vehicle" does not include "special mobile equipment." (66-1-4.11 NMSA 1978).

Section 3. Section 12-1-88 of the Uniform Traffic Ordinance (being Ord. No. 2011-23, § 1) is amended to read:

12-1-88 VEHICLE. "Vehicle" means every device in, upon, or by which, any person or property is or may be transported or drawn upon a street, including any frame, chassis, body, or unitized frame and body of any vehicle or motor vehicle, except devices moved by human power or used exclusively upon stationary rails or tracks. Electric bicycles are vehicles.

Section 4. Section 12-8-1 of the Uniform Traffic Ordinance (being Ord. No. 2011-23, § 1) is amended to read:

12-8-1 EFFECT OF REGULATIONS

A. It is a penalty assessment misdemeanor for a person to be any act forbidden or fail to perform any act required by Sections 12-8-1 through 23 of the Uniform Traffic Ordinance. (Ord. No. 2021-2, § 15)

B. No person shall authorize or permit any child to violate any of the provisions of this ordinance nor shall any person permit any child under the age of sixteen (16) to operate a Class 3 electric bicycle. A person under the age of sixteen (16) may ride as a passenger on a Class 3 electric bicycle that is designed to accommodate passengers.

C. These regulations applicable to bicycles shall apply whenever a bicycle is operated upon any street, bicycle lane, or path subject to existing laws and those exceptions stated herein.

D. These provisions apply to the operation of bicycles and electric bicycles in the city of Santa Fe.

Section 5. Section 12-8-10 of the Uniform Traffic Ordinance (being Ord. No.

1 **2011-23, § 1) is amended to read:**

2 **12-8-10 SPEED.**

3 A. No person shall operate a bicycle at a speed greater than is reasonable and prudent
4 under the conditions then existing. (*)

5 B. Where riding on sidewalks is allowed, bicycles shall be limited to ten (10) miles
6 per hour.

7 **Section 6. Section 12-8-7 of the Uniform Traffic Ordinance (being Ord. No.**
8 **2011-23, § 1) is amended to read:**

9 **12-8-15 RIDING ON SIDEWALKS**

10 A. No person shall ride a bicycle on any sidewalk when signs are posted prohibiting
11 the riding of bicycles on the sidewalk.

12 B. If the bicyclist dismounts, the bicyclist is subject to the laws that apply to
13 pedestrians.

14 C. Whenever any person is riding a bicycle upon a sidewalk the person shall yield the
15 right of way to any pedestrian. (Ord. #2011-23, §§ 22, 23)

16 **Section 7. A new Section 12-8-18 of the Uniform Traffic Ordinance is hereby**
17 **ordained to read:**

18 **12-8-18 ELECTRIC BICYCLE MODIFICATION.** It is an offense for a person to
19 knowingly modify an electric bicycle so as to change the speed capability of the electric bicycle
20 and not appropriately replace, or cause to be replaced, the label indicating the class of the electric
21 bicycle.

22 **Section 8. Section 12-8-7 of the Uniform Traffic Ordinance (being Ord. No.**
23 **2011-23, § 1) is amended to read:**

24 **12-8-23 PENALTIES**

25 A. Every person convicted of a violation of any provision of Section 12-8-1 through

12-8-23 shall be punished by a fine of not more than one hundred dollars (\$100.00).

Section 9. Section 23-5.1 of SFCC 1987 (being Ord. No. 1981-10, § 3, as amended) is amended to read:

23-5.1 Definitions.

As used in this chapter:

A. *Artist/artisan* means a person who designs and creates arts or crafts.

B. *Artwork* means an object for sale by an artist/artisan.

C. *Bicycle* means:

(1) every device propelled by human power, upon which any person may ride, having two or more wheels, except scooters, skateboards, and similar devices; and

(2) every device propelled upon which a person may ride that is equipped with two or three wheels, pedals for human propulsion, and a motor of no more than seven hundred fifty (750) watts whose maximum speed is no more than 28 mph.

D. *Canyon Road periphery area* means an area bounded by Paseo de Peralta on the west, the southern right-of-way line of East Alameda Street on the north, East Palace Avenue and Camino del Monte Sol on the east, and Canyon Road and Acequia Madre Street on the south. This area includes both sides of the boundary streets, except along the southern right-of-way line of East Alameda Street. (Editor's Note: A copy of the Canyon Road periphery area can be found at the end of this chapter.)

E. *Collective* means a nonprofit organization that shares the use of the license among three (3) to seven (7) nonrelated artists/artisans.

F. *Collective license* means a Plaza Park artist/artisan license issued to a collective.

G. *Commercial use* means any function or event at which goods, artwork, foodstuffs, merchandise of any kind are offered for sale.

H. *Community Days Festival* means a city-sponsored event promoting the programs

1 and services offered by local nonprofit organizations, performances by multicultural, youth, and
2 school groups and celebrating the diversity of Santa Fe.

3 I. *Findings* mean mechanical fittings in a great variety, either commercially
4 available or handmade, used to hold jewelry to the clothing or the person, i.e., ear wires, screw
5 backs, broach pins, chains, gallery bezel wire or hollow beads.

6 J. *Handmade* means the design and creation of the artwork from raw materials and
7 its finishing and decoration were accomplished by hand labor and by manually controlled
8 methods that permit the maker to control and vary the construction shape, design and/or finish of
9 each individual piece, but does not exclude the use of findings, hand tools and equipment nor
10 does it exclude the hand assembly of premanufactured components in a creative manner.

11 K. *Immediate family* means the spouse, children, and stepchildren of a Plaza Park
12 artist/artisan. The city may require proof of relationship for family members.

13 L. *Individual license* means a Plaza Park artist/artisan license issued to an
14 individual artist/artisan licensee pursuant to the provisions of subsection 23-5.3 SFCC 1987.

15 M. *Machine made* means the producing or reproducing of artwork in mass
16 production by mechanical processes such as stamping, blanking, weaving, molds or offset
17 printing and other printing methods that allow mass production except as allowed by these
18 regulations.

19 N. *Major commercial event* means any commercial use for which the entire Plaza is
20 used.

21 O. *Minor rework* means taking a machine made or mass-produced item and making
22 only minor additions or changes to the item.

23 P. *Noncommercial use* means any function or event at which nothing is offered for
24 sale and at which no money or other valuable consideration is exchanged for goods or services.
25 This use includes, but is not limited to, patriotic observances, political rallies, televised news

1 media events and motion picture filming activities.

2 Q. *Nonprofit organization* means an organization that is registered as a New Mexico
3 nonprofit organization with the New Mexico Public Regulatory Commission.

4 R. *Original* means the single, one (1) of a kind, master that can be used as the model
5 for a reproduction.

6 S. *Plaza* means that inclusive area bounded on the north by the north curblin of
7 Palace Avenue running in front of the Palace of the Governors, and on all other sides by the
8 facades of the buildings, excluding portals, or property lines lying to the east, south and west of
9 the Plaza Park as outlined in the map prepared by the city, labeled "Plaza Park Map." (Editor's
10 Note: The Plaza Park Map may be found at the end of this chapter.)

11 T. *Plaza Park* means that inclusive area bounded by the inside back of the curb
12 surrounding the Plaza as outlined in the map prepared by the city, labeled "Plaza Park Map."
13 (Editor's Note: The Plaza Park Map may be found at the end of this chapter.)

14 U. *Plaza Park artist/artisan* means an artist/artisan, or an artist/artisan represented
15 by a collective issued a Plaza Park artist/artisan license.

16 V. *Plaza Park artist/artisan license* means a license issued to an artist/artisan by the
17 city for the purpose of commercial sales on the Plaza Park.

18 W. *Plaza periphery area* means an area outside the Plaza Park, not including the
19 Plaza Park, bounded by Sandoval and Grant Streets on the west, Alameda Street on the south,
20 Paseo de Peralta on the east and Marcy Street on the north. This area includes both sides of the
21 boundary streets.

22 X. *Plaza pushcart vendor* means a vendor who uses a non-permanent, non-
23 motorized cart, barrow or unit that can be pushed by hand for the purpose of selling food products
24 and is authorized by the city to be located in the Plaza Park, the Plaza, excluding the Plaza Park,
25 or at any location in the Plaza periphery area.

1 Y. *Portrait artist* means a person who creates portraits, cartoons, caricatures, or
2 silhouettes.

3 Z. *Portrait artist license* means a Plaza Park artist/artisan license issued to a portrait
4 artist.

5 AA. *Pushcart* means a non-permanent, non-motorized cart, barrow or unit that can be
6 pushed by hand.

7 BB. *Raw materials* mean any material that can be converted by manufacture or
8 processing or a combination of manufacture and processing into a new and useful product.

9 CC. *Recreational object* means any object that can be thrown, kicked or struck,
10 including, but not limited to, balls, frisbees or any object used in game or sport.

11 DD. *Reproduction* means the production of multiples of a single piece, the original or
12 master, applicable to each medium.

13 EE. *Resident of Santa Fe County* means a person whose primary residence is in Santa
14 Fe County. Residency shall be established by any standard identification that proves residency
15 such as a driver's license, passport or voter registration, utility bills or other documentation.

16 FF. *Roller skates or in-line skates* means a shoe with a set of wheels attached for
17 skating over a flat surface.

18 GG. *Rotating license* means a Plaza Park artist/artisan license issued to seven (7)
19 artists/artisans to be used on a rotating basis.

20 HH. *Service animal* means any animal trained to assist mobility of impaired, blind, or
21 deaf people or trained for and actively employed by a police department.

22 II. *Skateboard* means a narrow board about two feet (2') long mounted on roller
23 skate wheels.

24 JJ. *Special event* means an event that is permitted by the city pursuant to
25 subsection 18-8.9 SFCC 1987, Section 23-4 SFCC 1987, subsection 23-5.2 SFCC 1987 or

1 resolution of the governing body.

2 PASSED, APPROVED, and ADOPTED this 8th day of February, 2022.

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6 ALAN WEBBER, MAYOR

7 ATTEST:

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10 KRISTINE MIHELIC, CITY CLERK

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12 APPROVED AS TO FORM:

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15 ERIN K. McSHERRY, CITY ATTORNEY

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24 *Bill No. 2022-27*

25 *Legislation/2023/Ordinances/2203-4 (O) Establishing Electric Bicycle Definition*

APPENDIX G

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2024-12

INTRODUCED BY:

Councilor Michael Garcia

Councilor Lee Garcia

Councilor Pilar Faulkner

Councilor Carol Romero-Wirth

Councilor Jamie Cassutt

A RESOLUTION

CALLING ON THE CITY MANAGER TO DESIGNATE APPROPRIATE ENTITIES AND DEPARTMENTS WITHIN THE CITY TO (1) CONTINUE TO DEVELOP A PUBLIC-FACING MANAGEMENT AND PRIORITIZATION SYSTEM FOR THE MAINTENANCE AND REPAIR OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE FOR SAFETY AND ACCESSIBILITY AND (2) DEVELOP A FORMULA THAT IDENTIFIES A CERTAIN SHARE OF FUNDING FOR ANNUAL MAINTENANCE AND REPAIR OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE FROM THE FUNDING PROVIDED FOR VEHICLE TRAVEL, GENERALLY; PROVIDING THAT THE FORMULA SHALL INFORM THE COMPLETE STREETS DIVISION'S AND THE PARKS AND OPEN SPACE DIVISION'S ANNUAL BUDGET REQUESTS TO THE MAYOR; DIRECTING THE CITY MANAGER TO IDENTIFY THE AMOUNT OF THE PROPOSED BUDGET THAT IS BUDGETED FOR THE ANNUAL MAINTENANCE AND REPAIR OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE; ASKING THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AND THE MAYOR'S COMMITTEE ON DISABILITY TO REVIEW THE MID-YEAR BUDGETS FOR THE

**MAINTENANCE AND REPAIR OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE
AND TO PROVIDE INPUT ON THOSE BUDGETS FOR CONSIDERATION BY THE
MAYOR FOR THE UPCOMING FISCAL YEAR BUDGET.**

WHEREAS, the Bicycling and Pedestrian Advisory Committee (“BPAC”) is a City of Santa Fe (“City”) advisory committee created in Resolution 2003-87, with the purpose, described in Resolution 2021-8 as being “to provide input and advice that supports the ongoing development and maintenance of a transportation infrastructure that makes bicycling and walking in the City of Santa Fe safe, equitable, viable, and comfortable modes of transportation, commuting, and recreation. This includes the responsibility to deliberate on City projects, plans, and policies that impact both on road and off-road bicycle and pedestrian infrastructure, and to advise the Governing Body on such matters”; and

WHEREAS, one of the duties and responsibilities of BPAC established by Resolution 2021-8 is to “assist in the prioritization of bicycle and pedestrian infrastructure projects to be completed using city, state, and federal funds, through the development of the Santa Fe Metropolitan Planning Organization (“SFMPO”) Bicycle Master Plan and the SFMPO Pedestrian Master Plan”; and

WHEREAS, BPAC has also created the BPAC Strategic Plan FY 2023-2033; and

WHEREAS, page 68 of the current Santa Fe Bicycle Master Plan, which the Santa Fe Metropolitan Planning Organization Transportation Policy Board approved in 2019, recommends implementation of a “pro-active maintenance of on and off-road facilities” and it goes on to recommend funding of that program in the annual operating budget; and

WHEREAS, the 2020-2045 Santa Fe Metropolitan Transportation Plan states: “Walkable, bikeable, transit-oriented communities are likely to have populations that are more physically active and have lower body weights; improved mobility for non-drivers; greater access to high-quality retail food sources; lower rates of traffic injuries; and less air pollution. A commitment to the

1 availability and safety of alternative transportation modes will be critical to the future health of
2 Santa Fe residents”; and

3 **WHEREAS**, the 2020-2045 Santa Fe Metropolitan Transportation Plan states: “The
4 sidewalk inventory reveals where there are gaps within the network that impair connectivity and
5 may impact the public’s willingness to walk. Nearly 170 miles of gaps in the sidewalk and urban
6 trail network have been identified”; and

7 **WHEREAS**, it is important to note that the maintenance of sidewalks is generally the
8 responsibility of adjacent property owners and not the City, as described by SFCC 1987, Section
9 23-1.6 to 1.8; and

10 **WHEREAS**, it is the responsibility of the City to maintain City-owned bicycle and
11 pedestrian infrastructure; and

12 **WHEREAS**, in 2022, the City adopted a “Complete Streets” Policy via Resolution No.
13 2022-46, supporting Complete Streets design standards, which are intended to provide safer and
14 more equitable transportation improvements and reducing the impacts of climate change in the
15 Santa Fe Metropolitan Planning Area; and

16 **WHEREAS**, pavement markings delineating pedestrian crossings, bicycle roadway lanes,
17 travel transitions, sharrows, green lane markings and other delineators are essential elements of
18 transportation infrastructure with critical impacts on safety and mobility; and

19 **WHEREAS**, these pavement markings provide all road users with information they can
20 use to adjust driving, bicycling, rolling, and walking behavior or to make calculated decisions about
21 traveling, and the visibility of such pavement markings for all users can be the difference between
22 a safe trip and a disastrous collision; and

23 **WHEREAS**, signage and wayfinding programs for all roadway users support more
24 efficient and safer travel patterns, alert roadway users of the presence of other modes of
25 transportation, and foster a sense of community with shared interests; and

1 **WHEREAS**, annual and other routine maintenance of pavement markings and wayfinding
2 signage programs are critical to support a safe and effective transportation network and to meeting
3 the transportation goals of the City; and,

4 **WHEREAS**, compliance with the Americans with Disabilities Act, Title II, requires that
5 people with disabilities be given an equal opportunity to benefit from all City programs and
6 services, and that all programs and services are accessible and useable to all citizens, tourists, and
7 guests with disabilities in the City; and

8 **WHEREAS**, to the extent that there are not alternative designs, products, or technologies
9 that result in substantially equivalent or greater accessibility and usability, the City’s construction
10 of sidewalks, shared-use paths, and other pedestrian circulation paths must include a “pedestrian
11 access route,” accessible to and traversable by individuals with disabilities; and

12 **WHEREAS**, the United States Public Rights-of-Way Access Advisory Committee
13 produced a report to the U.S. Access Board entitled “Final Report: Building a True Community,”
14 which informed the Architectural and Transportation Barriers Compliance Board’s final rule, 36
15 CFR Part 1190, which provides minimum guidelines for the accessibility of pedestrian facilities in
16 the public right-of-way, and which the Federal Register published in August of 2023; and

17 **WHEREAS**, the Architectural and Transportation Barriers Compliance Board in their
18 final rule, titled “Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way”
19 now requires municipalities to demonstrate actions toward compliance with the accessibility
20 standards in that rule; and

21 **WHEREAS**, on May 11, 2023, the BPAC made the following recommendations for
22 approval and implementation by the City:

- 23 1. Establish a regular inspection schedule to assess the condition of the City’s bicycle and
24 pedestrian infrastructure.
25 2. Develop and maintain a Geographic Information System (GIS) based inventory

1 of the physical condition of each element of the City’s bicycle and pedestrian
2 infrastructure.

3 3. Use the GIS-based inventory to prioritize maintenance and repairs and ensure
4 that infrastructure remains safe and functional, including but not limited to the
5 returning of infrastructure to its original condition (or better), especially after any
6 planned road or infrastructure maintenance impacts bike-ped infrastructure (e.g.,
7 roads with markings that are damaged when the road is patched or replaced, street
8 sweeping causes unsafe conditions in bike lanes, etc.). Criteria for maintenance
9 and repair actions may include, but are not limited to:

10 a. The condition of the infrastructure gathered from the
11 inventory list described above.

12 b. Equitable distribution of City resources to support bicycle and
13 pedestrian infrastructure throughout the city.

14 c. BPAC recommendations, public input, and constituent requests.

15 d. The importance of a piece of infrastructure to the connectivity of
16 a multi-modal transportation network.

17 4. Recommend to the Mayor that the Mayor’s proposed annual budget
18 include the ongoing maintenance of City-owned bicycle and pedestrian
19 infrastructure.

20 5. Designate the appropriate entities and departments within the City’s
21 government to implement the policies and manage a budget to ensure that bicycle
22 and pedestrian infrastructure is developed and maintained to be both transportation
23 and recreation with appropriate engineering, design, and maintenance funding
24 resources.

25 **WHEREAS**, the May 11, 2023, BPAC recommendations highlight the need for a

1 system to assess and prioritize maintenance and repair of the City’s bicycle and pedestrian
2 infrastructure; and

3 **WHEREAS**, in a letter dated December 14, 2023, the Mayor’s Committee on Disability
4 stated that the “Americans with Disabilities Act (ADA) compliance is an obligation of the City of
5 Santa Fe, and this Resolution and funding will integrate several major aspects of ADA compliance
6 into the City Infrastructure”; and

7 **WHEREAS**, the League of American Bicyclists’ Bike Friendly America program
8 sets the standard for how communities build and benchmark progress toward making
9 biking better; and

10 **WHEREAS**, on February 2, 2024, the League of American Bicyclists honored the
11 City’s efforts to build better places for people to bike with a “Silver-level” Bicycle Friendly
12 Community (“BFC”) award; and

13 **WHEREAS**, the BFC award recognizes the City for its commitment to creating
14 transportation and recreational resources that benefit its residents of all ages and abilities
15 while encouraging healthier and more sustainable transportation choices; and

16 **WHEREAS**, the Silver-level BFC award also recognizes the City’s commitment
17 to improving conditions for all people who bike through investments in bike education
18 programs and regular bike events that promote and encourage people to choose biking, pro-
19 bike policies, and notably bike infrastructure; and

20 **WHEREAS**, the City aspires to attain a “Gold-level” BFC award from the League
21 of American Bicyclists by 2033; and

22 **WHEREAS**, the City’s Complete Streets Division in the Public Works
23 Department oversees the maintenance of the streets, sidewalks, and drainage infrastructure
24 of the City, including snow removal, concrete construction, grading, sweeping, pavement
25 maintenance, engineering/inspection, and drainage maintenance and administration, and

1 the City's Parks and Open Spaces Division in the Public Works Department oversees the
2 maintenance of public multi-use trails.

3 **NOW, THEREFORE, BE IT RESOLVED THAT THE GOVERNING BODY OF**
4 **THE CITY OF SANTA FE** supports BPAC's recommendations and calls on the City Manager
5 to designate appropriate departments and entities within the City to (1) continue to develop a public-
6 facing management and prioritization system for the maintenance and repair of bicycle and
7 pedestrian infrastructure for safety and accessibility and (2) develop a formula that identifies a
8 certain share of funding for annual maintenance and repair of bicycle and pedestrian infrastructure
9 from the funding provided for vehicle infrastructure, generally.

10 **BE IT FURTHER RESOLVED**, that the formula shall inform the Complete Streets
11 Division's and the Parks and Opens Space Division's annual budget requests to the Mayor.

12 **BE IT FURTHER RESOLVED**, that the Governing Body directs the City Manager to
13 identify the amount of the proposed budget that is budgeted for the annual maintenance and repair
14 of bicycle and pedestrian infrastructure.

15 **BE IT FURTHER RESOLVED** that the Governing Body asks BPAC and the Mayor's
16 Committee on Disability to review the mid-year budgets for the maintenance and repair of bicycle
17 and pedestrian infrastructure and to provide input on those budgets for consideration by the mayor
18 for the upcoming fiscal year.

19 PASSED, APPROVED, and ADOPTED this 27th day of March, 2024.

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21 
Alan Webber (Mar 29, 2024 17:04 MDT)

22 ALAN WEBBER, MAYOR
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1 ATTEST:

2 
3 Geralyn Cardenas (Apr 1, 2024 09:13 MDT)

4 GERALYN F. CARDENAS, INTERIM CITY CLERK

5 APPROVED AS TO FORM:

6 
7 Erin McSherry (Mar 29, 2024 14:04 MDT)

8 ERIN K. McSHERRY, CITY ATTORNEY

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25 *Legislation/2024/Resolutions/2024-12(R)/Bicycle and Pedestrian Facilities Maintenance*

Appendix H: Initial Set of Key Indicators/Performance Measures

Information to be provided by Santa Fe MPO or City Public Works:

- Any changes to street network density (construction of new or closure of existing streets)
- Any changes to average intersection density (construction of new or closure of existing intersections)
- Percentage of implemented road projects that include bike facilities (striped bike lanes, sharrows, side paths, etc.)
- % of transportation budget spent on bike projects (both construction and maintenance)

Information to be provided by BPAC PPL Committee:

- Adoption of new ordinances, resolutions or policies impacting bicycling (e.g., e-bike ordinance, maintenance resolution)

Information to be provided by City Land Use Department:

- Newly created end-of-trip facilities available to the public/project occupants (bike racks, lockers, etc.)

Information to be provided by City Traffic Engineer:

- Changes in established speed limits on identified bike routes (up or down)
- Changes to amount of on-street bike facilities (bike lanes, sharrows, etc.)

Information to be provided by BPAC TRC:

- Changes to amount of off-street bike facilities (paths and trails)
- Changes to amount of low-stress bike facilities (trails, protected bike lanes)

Information to be collected from Santa Fe Trails:

- Addition of secure bike parking at public transit facilities (lockers, caged parking areas)

Information to be collected from Santa Fe Safe Routes to Schools:

- Number of elementary schools offering bike education (BTS coordinator)
- Number of children (elementary and middle school) receiving bike education, annually (BTS coordinator or education provider)

Information to be provided by BPAC PEC

- Record activities of all groups (Bike Santa Fe, SOBs, Fat Tire, etc.): organized rides, bike valet at community events, etc.

Information to be collected by City staff liaison to BPAC:

- % of staff time spent on bicycling issues, including staffing of BPAC, time spent on design and implementation of projects, time spent on system maintenance

Information to be provided by BPAC liaison to Public Safety Committee

- Accidents involving bicyclists other traffic enforcement data from Police