

Form: 29974

Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity

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Overview

With generous support from General Motors (GM), the League of American Bicyclists is delighted to announce its fifth year of *Community Spark Grants* to support the growing number of local grassroots changemakers and organizations across the country working to improve their communities through bicycling.

In 2026, the League's Bicycle Friendly America (<https://bikeleague.org/bfa>) program will award *Community Spark Grants* of \$2,000 each to 10 organizations for projects and programs that *spark* change and catalyze a community's ability to create places where bicycling is a safe, easy, and more accessible option. Our desire is for organizations to propose projects that help create Bicycle Friendly Communities (<https://bikeleague.org/community>) and build capacity for local leaders and influencers by uplifting the community and creating inclusive coalitions that can shed new light on current issues.

Eligible organizations are nonprofits and public or government organizations/agencies. Of the 10 organizations to receive awards, five must be in GM Facility communities (see the list of eligible GM Facility Communities here (<https://bicyclefriendly.secure-platform.com/a/page/spark/GM>)), and the other five can be anywhere in the U.S. but must meet the League's Equity & Accessibility Criteria (see below). Projects are required to be completed by the end of the calendar year (December 31, 2026); preference will be given to projects that can be completed by October 2026.

Funds may support a wide range of bicycling-related projects, including but not limited to short-term pop-up events, tactical urbanism demonstrations, educational events or resources, accessibility audits, or street safety improvements. Priority will be given to projects that have the broadest impact and have an equity lens to the work, such as but not limited to working with underserved or under-resourced populations, or projects led by or primarily serving people from ethnic or racial minority groups, low-income populations, older populations, youth, and/or people with disabilities.

For projects that are combining this funding with other sources, we want to see that this funding will make up a significant portion of the project's overall budget or will provide "seed" funds that are necessary for the project to get off the ground.

The Community Spark Grant application will open on Monday, November 24, 2025. **The deadline to apply for a 2026 Community Spark Grant is January 27, 2026, at 5:00 pm ET.** Applicants will be notified of award decisions in March.

Grant Timeline

- Application Opens: November 24, 2025

- Application Closes: **January 27, 2026, at 5pm ET**
- Applications Reviewed: January-February 2026
- Applicants Selected and Notified: March 2026*
*Preference will be given to projects that can be completed by October 2026
- Project Execution: March-December 2026
- Final Reports Due: December 2026

Eligible Organizations

- Public or Government Agencies/Organizations (e.g., Library, Parks and Rec Department)
- Non-Profits - 501(C)(3), 501(C)(4), and 501(c)(6)
- Other types of organizations will be considered on a case-by-case basis
- U.S.-based organizations

Equity & Accessibility Criteria

The League is proud to be able to offer Equity & Accessibility criteria as a determining factor for at least five of the 10 Community Spark Grants this year. The questions in the application pertaining to the equity criteria are meant to help applying organizations showcase their need, project scope, and community characteristics as applicable. Those applying to be considered for the Equity & Accessibility grants should take the League's definition of equity and accessibility into consideration and use it as the framework for guidance in this section. The League firmly believes that Equity & Accessibility are the essential lenses through which all other Bicycle Friendly America (<https://bikeleague.org/bfa/>) work must be viewed to achieve a Bicycle Friendly America for everyone.

The League defines "Equity" as the just and fair inclusion into a society in which everyone can participate and prosper. The goal of equity must be to create conditions that allow all to reach their full potential by erasing disparities in race, income, ability, geography, age, gender, and sexual orientation. The principle of equity acknowledges that there are historically underserved and underrepresented populations and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

"Accessibility" refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

We will review each Community Spark Grant application holistically and use the Equity & Accessibility questions to help us narrow down the finalists. Selection will be based on those who demonstrate the greatest impact of their project for the community with the greatest demonstrated need.

Eligible GM Facility Communities

Thanks to the support of General Motors, five of the 10 Community Spark Grant awards in 2026 will be available to GM communities or surrounding regions. See the complete list of GM Facility communities here (<https://bicyclefriendly.secure-platform.com/a/page/spark/GM>). If you have questions, please contact anna@bikeleague.org (<mailto:anna@bikeleague.org>).

Project Categories

Fundable projects should be in one of the following categories:

- One-Time Event

- Series of Events
- Classes/Educational Opportunity
- Pop-up Infrastructure/Traffic Calming*
- Placemaking/Tactical Urbanism*
- End-of-Trip Facilities (bike parking/fix-it stations, etc.)
- Giveaways or subsidies for bicycle equipment and/or accessories (e.g., lights, helmets, bells, locks, etc.)
- Bike audit, count, survey, or other evaluation/assessment effort (must have follow-up/community involvement to be eligible)
- Miscellaneous/Other

*Given the dollar amount and relatively short timeline of Community Spark Grant awards, we recommend using temporary/non-permanent structures and materials such as paint, vertical delineators, bollards, and signage, as permanent structures often run into permitting, shipment, and cost issues that can delay a project.

See here for example projects and links to resources to help you brainstorm project ideas (<https://bicyclefriendly.secure-platform.com/a/page/spark/ideas>).

What is not eligible for funding:

- Most permit-required infrastructure, such as sidewalks or concrete for road widening.
 - Exceptions:
 - Bike racks or bike fix-it stations would be allowable, but need to show a broader community context and impact.
 - Temporary structures or demonstration/quick builds, including paint, vertical delineators, bollards, and signage, would also be allowable.
- Funding for personal use.
- Funds used solely towards covering a staffer's salary.
- Petitions or signature gathering.
- Funds only used for advertising or promotional materials.
- Studies/research

Technical Note:

This online application system allows multiple users to collaborate on an application. There is a "manage collaborators" button at the top of the online application, where applicants can manage who has access to the form and allow for more than one person to fill out answers. We encourage communities and organizations that are applying for a grant to work with others in their local community to submit one joint application. See our application portal FAQs (<https://bicyclefriendly.secure-platform.com/a/page/FAQs#Collaborators>) page for more information about collaborating on the application.

Questions:

If you have questions, please email Anna Tang at anna@bikeleague.org (<mailto:anna@bikeleague.org>)

We look forward to receiving your application.

Page: Project Information

1. Project Name:

Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity

2. Project Location:

Santa Fe, NM

3. Is your project located in a GM Facility Community?

No

4. What category best describes your project?

One Time Event

Page: Project Narrative**5. Briefly describe the project and how it will help create a more bicycle-friendly America for everyone. (300 words max)**

Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity is a community convening designed to advance safer and more connected bicycling for everyday transportation in Santa Fe. The summit will bring together residents, bicycle advocates, planners, public officials, and community partners to identify gaps in the existing bicycle network and develop shared priorities for creating a continuous citywide system that serves everyone.

Bike route connectivity is fundamental to creating a bicycle friendly America. While Santa Fe has existing bicycle infrastructure, many routes remain fragmented or are uncomfortable to use, limiting those who can choose bicycling, particularly families, older adults, and people new to bicycling. This project focuses on closing those gaps by identifying safe and intuitive connections that support trips to schools, jobs, services, and community destinations.

The project aligns closely with the League of American Bicyclists' mission by strengthening local collaboration and elevating community voices in bicycle planning. Outreach will prioritize inclusive participation from throughout the city, ensuring that residents from underserved and historically marginalized neighborhoods help shape discussions about safety, access, and connectivity. By convening diverse stakeholders in a shared space, the summit will build relationships, advocacy capacity, and a common understanding of how bicycling can improve quality of life.

The Community Spark Grant will support a catalytic event that builds momentum toward a more bicycle friendly Santa Fe and contributes to the national movement for safer and more equitable bicycling. Project outcomes will include clearly identified connectivity priorities, strengthened partnerships, and increased community engagement, laying the groundwork for healthier residents, safer streets, and stronger communities through bicycling.

6. Briefly describe the community where the project will take place, including relevant socio-economic and demographic details, any unique challenges the community faces that the project will help solve, and/or any other existing efforts or action plans already in place that are relevant to this project. (300 words max)

Santa Fe, New Mexico, is a diverse city of approximately 87,000 residents, nearly half of whom identify as Hispanic or Latino. The population spans a wide range of ages, incomes, and mobility needs, and many residents depend on affordable transportation options. Safe, equitable, and accessible bicycling and walking are essential for connecting people to jobs, schools, grocery stores, and other daily destinations.

Santa Fe is currently recognized as a Silver-level Bicycle Friendly Community by the League of American Bicyclists and aims to achieve Gold-level designation by 2033, as outlined in the Bicycle and Pedestrian Advisory Committee's (BPAC) FY2023–2033 Strategic Plan. The plan affirms bicycling and walking as safe, equitable, viable, and comfortable modes of transportation and recreation. Key goals include increasing bicycle mode share from 1% to 5.5%, and installing bicycle facilities on 65% of arterial streets. Task 1.3 of the plan focuses on improving bicycle and pedestrian connectivity, including first- and last-mile access to transit, and prioritizes low-stress, direct routes within and between neighborhoods.

Despite existing plans and infrastructure, including the Santa Fe Metropolitan Planning Organization's Bicycle Master Plan and Metropolitan Transportation Plan, significant connectivity gaps remain. BPAC surveys conducted in 2023 and 2024 found that residents continue to face barriers from disconnected routes, high-stress streets, and limited access to key destinations. These challenges disproportionately affect school-age children, older adults, low-income residents, and other underserved communities.

The Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity will address these issues by bringing together residents, advocates, planners, and decision makers to evaluate conditions, identify priority improvements, and advance equitable, low-stress bicycle and pedestrian networks. Summit outcomes including community-identified priorities, proposed low-stress routes, and strengthened partnerships will directly support BPAC's goals for increased ridership, expanded bicycle infrastructure, and improved walkability, helping Santa Fe move toward Gold-level Bicycle Friendly Community designation.

7. Please list 1-3 specific or measurable goals or intended outcomes of the project. (200 words max)

1. Host the Santa Fe Bike Summit in May 2026 during Bike Month, bringing together approximately 100 participants, including residents, nonprofits such as Bike Santa Fe, Santa Fe Conservation Trust, Chainbreaker Collective, Santa Fe Fat Tire Society, Seniors on Bikes and City, County and state representatives, to engage in focused discussions on bicycle connectivity.
2. Document community-identified gaps and opportunities in Santa Fe's bike network to directly inform Task 1.3 of BPAC's FY2023–2033 Strategic Plan. Discussions will focus on low-stress routes, first- and last-mile access to transit, and equitable access for underserved neighborhoods. The summit will produce a priority map and a report summarizing at least 10 actionable recommendations for BPAC.
3. Strengthen collaboration and capacity for future bicycle and pedestrian planning by fostering partnerships among nonprofits, local government, and community members. The summit will also collect participant feedback from at least 80% of attendees to ensure equitable input, helping BPAC shape inclusive and implementable strategies.

8. How many people do you estimate will be impacted or served by the project? Please include a specific number or range and how you calculated it. (50 words max)

The summit is anticipated to engage approximately 100 participants. Indirectly, it will benefit Santa Fe's 87,000 residents, including the 1% who currently bicycle, 12% who walk, 6% who use public transit, and 10% of households without cars, by informing BPAC's plan to create safe, connected, and equitable bicycle and pedestrian networks.

Page: Equity & Accessibility Criteria

In 2026, the League will award five Community Spark Grants to organizations based anywhere in the U.S. but selected based on Equity & Accessibility Criteria. We will use the following questions in addition to the rest of your application to identify Equity & Accessibility focused projects. We are looking for organizations that demonstrate a combination of project impact, community need, socioeconomic and demographic representation, and geographic diversity.

9. Does your community have a significant population in any of the following socioeconomic or demographic categories?

BIPOC Population (Black, Indigenous, People of Color), Low-Income Households, Significant % of the population without access to a vehicle, High population over the age of 55, High population of students (college age or younger), High population of immigrants or refugees, Population with a disability or mobility challenge

***If BIPOC Population is selected please describe and provide relevant sources:**

Santa Fe has a significant BIPOC population, especially through its large Hispanic or Latino community, as well as Indigenous and other racial and ethnic groups. About half of Santa Fe's residents identify as Hispanic or Latino, making Hispanic/Latino people a major demographic group in the city's population. In the 2020 Census, approximately 51% of Santa Fe's population identified as Hispanic or Latino of any race. Census Dots. In addition to the Hispanic/Latino community, Santa Fe includes Native American residents, who are part of the broader Indigenous community, and smaller percentages of Black, Asian, multiracial, and other racial groups. Census Dots

***If Low-Income Households are selected, please describe and provide relevant sources:**

Households in this income range are more likely to experience transportation cost burdens and have limited access to personal vehicles, making safe, affordable bicycling and walking vital for accessing jobs, services, schools, and transit. Improving bicycle connectivity supports equitable mobility for these residents by reducing reliance on costly transportation options and increasing access to essential destinations.

***If a significant % of the population without access to a vehicle is selected, please describe and provide relevant sources:**

A significant share of Santa Fe households lack access to a personal vehicle. According to local planning analysis, approximately 3.9 % of households have no vehicle available, and over one third have only one vehicle, suggesting reliance on walking, bicycling, public transit, or shared mobility for transportation. City of Santa Fe & Santa Fe Metropolitan Planning Organization. (2022). Santa Fe Multimodal Transition Plan (Household vehicle availability section).

Households without a vehicle are concentrated in areas with limited mobility options, making safe and connected bicycle networks especially important for access to jobs, schools, shopping, healthcare, and transit. Improving connectivity supports mobility equity by expanding affordable transportation choices for those who cannot or choose not to drive. Santa Fe Metropolitan Planning Organization, 2025–2050 Metropolitan Transportation Plan; Santa Fe Multimodal Transition Plan (equity and multimodal connectivity goals).

***If high population over the age of 55 is selected, please describe and provide relevant sources:**

This demographic trend makes age-friendly active transportation planning especially important. Older adults are more likely to have mobility limitations, rely on safe, low-stress routes, and choose walking or bicycling when continuous, accessible infrastructure exists. Improving connectivity supports their access to essential services, social engagement, and healthy aging. Connecting routes to transit and community destinations helps reduce isolation and increases independence for older residents.

***If high population of students is selected, please describe and provide relevant sources:**

The city has nearly 18,000 enrolled students across all school levels, including elementary, middle, high school, and college/undergraduate enrollment, demonstrating a significant student presence in the community. (zipatlas.com) Improving bicycle network connectivity supports youth mobility, increases safe access to schools and community destinations, and fosters healthy, active lifestyles for children and young adults throughout Santa Fe.

***If high population of immigrants or refugees is selected, please describe and provide relevant sources:**

Santa Fe has a notable foreign born population, with about 12–15 % of residents born outside the United States which is similar to or slightly above the national average. These residents include naturalized citizens, lawful immigrants, and people from diverse countries of origin, who may face language, economic, and mobility barriers. (Data USA)

***If population with a disability or mobility challenge is selected, please describe and provide relevant sources:**

Santa Fe has a significant population of residents with a disability, including many with mobility challenges that affect how they travel in their community. According to U.S. Census data, about 13 % of Santa Fe’s civilian noninstitutionalized population reports a disability, with a substantial portion reporting ambulatory or independent living difficulties that can limit travel options. (U.S. Census Bureau, 2022 American Community Survey) Mobility related disabilities can make walking or bicycling on disconnected or high stress routes unsafe or inaccessible. Improving low stress bicycle connectivity helps expand transportation choices for residents with mobility challenges by creating safer and more comfortable routes to key destinations. Incorporating the needs and perspectives of residents with disabilities into the Santa Fe Bike Summit will help ensure that recommendations and priorities reflect real experiences and result in infrastructure and policies that support equitable, accessible mobility.

10. How would you describe your community?

Urban

11. What other community equity factors would you like to share? (300 Words Max)

Santa Fe faces persistent equity challenges related to income, age, language access, disability, and historic disinvestment in certain neighborhoods. Nearly half of the city's residents identify as Hispanic or Latino, and many households rely on affordable transportation options due to fixed or limited incomes. Older adults, youth, people with disabilities, and families without access to a vehicle are disproportionately impacted by gaps in bicycle connectivity and by high-stress streets that limit safe mobility. The Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity is intentionally designed to elevate the voices of these underserved populations and ensure active transportation investments respond to their lived experiences. Outreach will prioritize partnerships with community-based organizations, schools, senior centers, and nonprofits that serve low-income residents, youth, older adults, and people with mobility challenges. Engagement strategies will include accessible meeting locations, multilingual outreach, and opportunities for participants to identify barriers and desired routes in their own neighborhoods. Equity is not only a participation goal but a guiding outcome of the summit. Community input will directly inform recommendations for low-stress, connected bicycle routes that improve access to essential destinations such as schools, transit, grocery stores, and healthcare. By centering equity and accessibility, the summit will help reduce transportation barriers, support safer mobility for vulnerable users, and advance Santa Fe's commitment to inclusive, people-centered transportation planning.

12. Is your organization primarily led by a person who identifies as any of the following: BIPOC, low-income (below the area average), an older age range (55+), women, LGBTQ+, and/or has a disability?

Yes

If yes, please describe

Yes. The project is primarily led by the City of Santa Fe Bicycle and Pedestrian Advisory Committee (BPAC) staff liaison, who is an immigrant, a woman of color, an older adult, and does not drive a personal vehicle. This leadership brings lived experience with mobility barriers and community equity, directly informing the project's focus on inclusive, accessible, and low-stress bicycle networks.

13. Does your organization primarily work with underserved or under-resourced populations?

Yes

If yes, please describe

Yes. The Bicycle and Pedestrian Advisory Committee (BPAC) works to ensure safe, equitable, and accessible bicycling and walking for all residents, with particular focus on underserved and under-resourced populations. BPAC prioritizes communities with limited access to transportation, including low-income households, older adults, youth, residents with disabilities, and those without a personal vehicle. Through planning, outreach, and programs, BPAC seeks to reduce transportation barriers and advance inclusive, low-stress bicycle and pedestrian networks across Santa Fe.

14. Is your project led by or primarily serving people from ethnic or racial minority groups, low-income populations, older populations, youth, women, LGBTQ+, and/or people with disabilities?

Yes

If yes, please describe

Yes. The project is led by the BPAC staff liaison, an immigrant woman of color, age 61, who relies on public transportation due to not driving a personal vehicle. The summit is designed to serve and include input from ethnic and racial minority groups, low-income residents, older adults, youth, women, and people with disabilities, ensuring that equity, accessibility, and low-stress active transportation priorities guide Santa Fe's bicycle and pedestrian planning.

15. What other organizational equity and/or accessibility factors would you like to share?

The Bicycle and Pedestrian Advisory Committee (BPAC) is intentionally structured to promote equitable representation, accessibility, and inclusive decision-making. The 10-member committee includes representation from all four City Council districts, a county resident, and the City Council chair, ensuring that both urban and regional perspectives are incorporated into transportation planning. Gender representation is strong, with women comprising five of the ten members. BPAC differs from many advisory bodies in that a majority of its members are working professionals rather than retired individuals. Many actively bicycle for work and pleasure, bringing lived experience with daily mobility challenges, safety concerns, and accessibility barriers faced by residents of varying ages, incomes, and abilities. This perspective strengthens BPAC's ability to identify practical, equity-centered solutions. The committee also includes standing subcommittees whose memberships include both BPAC and non-BPAC members: Policy, Planning and Law; Promotions, Education and Communications; and Technical Review, which invites direct community participation. Accessibility expertise is embedded within BPAC's structure, including representation from a Policy, Planning and Law subcommittee member with a physical disability who previously served as Chair of the Mayor's Committee on Disability. This ensures that accessibility considerations are integrated into policy review, infrastructure recommendations, and community engagement strategies. Together, BPAC's diverse composition and committee structure center equity, lived experience, and accessibility in decision-making. This organizational approach directly informs BPAC initiatives, including the Santa Fe Bike Summit, and ensures that planning processes prioritize inclusive engagement and outcomes that serve Santa Fe's diverse community.

Page: Budget/Progress/Logistics

16. What is the expected timeline for your project?

This one-day event will be held in May 2026 during Bike Month. Grant funds will be used for planning, outreach, materials, and providing food for participants. All planning, coordination, and follow-up, including documentation of community-identified priorities and recommendations for BPAC's strategic plan, will be completed by October 2026, well ahead of the December 31, 2026, project deadline.

17. Please provide a budget as specific as possible for this project, with a brief description of how the funds will be used.

1. Lunch for Participants – \$1,200

Provide lunch for approximately 100 participants, ensuring an inclusive and welcoming environment that encourages engagement and participation.

2. Materials and Supplies – \$500

Printing handouts, maps, signage, name tags, markers, and breakout session supplies. While the city may cover some materials, grant funds will supplement for additional copies or specialized supplies needed for full participation.

3. Contingency / Accessibility Needs – \$300

Minor unexpected costs, such as accessibility accommodations (e.g., ASL interpreters or assistive devices) or additional supplies to ensure all participants can fully engage.

Total Spark Grant Request: \$2,000

Note: Major costs including event space rental, advertising, and baseline materials will be provided by the City of Santa Fe through existing resources. This support amplifies the impact of the Spark Grant, allowing \$2,000 to fund high-quality food, participant materials, and accessibility enhancements that maximize engagement and equity.

Budget Use Summary: Grant funds will ensure all attendees, including underserved residents, older adults, youth, and people with disabilities, can participate fully. Funds support lunch, materials, and accessibility needs, facilitating meaningful engagement and producing actionable recommendations for BPAC’s strategic plan to improve bicycle connectivity and equity across Santa Fe.

Optional Budget Document Upload

No File Uploaded

18. Do you have any other sources of funding for this project?

Yes

If yes, please list sources and amounts.

As noted above (Question #17) major costs including event space rental, advertising, and baseline materials will be provided by the City of Santa Fe through existing resources. This support amplifies the impact of the Spark Grant, allowing \$2,000 to fund high-quality food, participant materials, and accessibility enhancements that maximize engagement and equity.

Optional Funding Source Documentation File Upload

No File Uploaded

19. All awarded Community Spark Grant recipients will be required to submit progress report forms to the League of American Bicyclists until the project is completed, including providing any updates if the scope, budget, or timeline of the project changes. Awarded recipients will also be asked to provide the League with high-quality media to document, visualize, and promote funded projects, including logos and high-res photos and/or videos of the funded project.

I have read the above statement and, if funded, agree to provide the League with information and high-quality media for the funded project.

Page: Organization & Contact Information

Reminder: Find information about eligibility here (<https://bicyclefriendly.secure-platform.com/a/page/spark#Eligibility>).

20. Name of Primary Organization receiving the Grant

City of Santa Fe

21. Organization Type

Public or Government Agency/Organization

22. Has your organization applied for a Community Spark Grant before?

No

23. Street Address

200 Lincoln Avenue

24. City/Town

Santa Fe

25. State

New Mexico (NM)

26. Zip / Postal Code

87504

27. Organization's Website

santafenm.gov (<http://santafenm.gov>)

28. Organization's social media accounts

Facebook, Instagram

Facebook Link

<https://www.facebook.com/SantaFeGov/> (<https://www.facebook.com/SantaFeGov/>)

Instagram Account Link

<https://www.instagram.com/SantaFeGov/> (<https://www.instagram.com/SantaFeGov/>)

29. First Name

Romella

30. Last Name

Glorioso-Moss

31. Role or Title

Capital Projects Manager & BPAC Staff Liaison

32. Email Address

rsglorioso-moss@santafenm.gov

33. Phone #

(505) 955-6623

Page: Community Partners

Local partnerships can strengthen a project and expand its reach, so we encourage applicants to work with other groups, organizations, or individuals in their community to develop project ideas and to complete this grant application. The following questions are optional but will help strengthen your Community Spark Grant application.

34. Describe any planned partnerships and/or community support your organization has that would add to the success of the project.

The Bicycle and Pedestrian Advisory Committee (BPAC) will leverage strong partnerships to advance the League of American Bicyclists' equity-centered scoring criteria, including meaningful engagement, access, and representation of underserved communities. Planned partners include the Santa Fe Metropolitan Planning Organization (SFMPO), Bike Santa Fe, Chainbreaker Collective, Safe Routes to School, Santa Fe Conservation Trust, Seniors on Bikes, the City of Santa Fe Economic Development Office, the County of Santa Fe, and the New Mexico Department of Transportation (NMDOT). These partners bring expertise in transportation planning, advocacy, youth engagement, land use, economic development, and regional coordination.

To align with LAB's emphasis on equity and accessibility, BPAC will intentionally broaden participation beyond traditional transportation stakeholders. Outreach will prioritize organizations and community groups serving low-income households, BIPOC residents, older adults, youth, people with disabilities, and residents who rely on walking, bicycling, or public transportation. The City of Santa Fe's Community Engagement Department will support inclusive outreach to ensure representation across all city districts and historically under-resourced neighborhoods.

By convening diverse partners and centering lived experience alongside technical expertise, the summit will produce equity-driven, actionable outcomes that reflect LAB's Bicycle Friendly Community principles. These partnerships will help ensure that connectivity recommendations improve access to essential destinations, reduce transportation barriers, and advance Santa Fe's goal of achieving Gold-level Bicycle Friendly Community status by 2033.

35. If you are collaborating with any other local partner organizations or individuals on this application, please list them here.

Community Partners

Santa Fe Metropolitan Planning Organization

santafempo.org

The Santa Fe Metropolitan Planning Organization (SFMPO) promotes a safe, efficient, and reliable multi-modal transportation system that serves the needs of the citizens and those that travel the Santa Fe metropolitan region.

Primary Contact:

Leah Yngve

Senior Transportation Planner

lyngve@santafenm.gov

Bike Santa Fe

bikesantafe.org

The mission statement of Bike Santa Fe is to promote cycling as a healthy, safe, affordable, and environmentally-sound means of transportation and recreation that benefits all neighborhoods and residents of Santa Fe. Through education, events, and advocacy, Bike Santa Fe seeks to make Santa Fe a world-class cycling city.

Primary Contact:

David Seaton

Board Member

ds@liveoakliving.com

Santa Fe Public Schools Safe Route to School Program

<https://www.sfps.info/>

The Santa Fe Public Schools Safe Routes to School program aims to promote walking and bicycling to school for students in grades K-8, particularly those who live within walking distance of their school. The program focuses on areas within one mile for elementary school students or 1.5 miles for middle school students. The initiative has reached nearly 4,400 K-8 students through educational programming at 16 schools, with activities such as "Walk This Way" and "Bike This Way" aimed at teaching students traffic safety and cycling skills. The program also includes bike fleets for schools with pedal-bicycle fleets, providing more intensive education and training.

Primary Contact:

Ryan Harris

Safe Route to School Program Coordinator

rharris@sfps.k12.nm.us

Chainbreaker Collective

<https://www.chainbreaker.org/>

Chainbreaker is a membership-led economic, environmental, and racial justice organization with over 800 dues-paying members in Santa Fe, NM, the bulk of whom are residents of

neighborhoods experiencing disinvestment and vulnerable to gentrification and eviction. Chainbreaker organizes front-line community members directly impacted by housing, transit and civil rights issues to make Santa Fe a more equitable and just city.

Primary Contact:

Tomas Rivera
Executive Director
chainbreaker@chainbreaker.org

Santa Fe Seniors on Bike

<https://santafesobs.com/>

The mission of Santa Fe Seniors on Bike is to provide a supportive and inclusive environment for cyclists aged 50 years and older to ride together and enjoy the outdoors. The club organizes social rides for cyclists of all abilities, promoting physical activity, camaraderie, and a sense of community. The club's rides are led by experienced ride leaders, ensuring a safe and enjoyable experience for all participants. The club also encourages new riders to join and participate in the rides, fostering a welcoming atmosphere for all cyclists.

Primary Contact:

Judy Costlow
President
j.costlow@gmail.com

Page: Additional Information

36. Is there anything else you would like us to know about your organization, partners, or proposed project?

The Bicycle and Pedestrian Advisory Committee (BPAC) works closely with key local partners, including the Santa Fe Metropolitan Planning Organization (MPO), Bike Santa Fe, and Safe Routes to School. These organizations regularly provide updates on their programs, plans, and projects during BPAC’s monthly meetings, which are open to the public, ensuring coordination, transparency, and alignment across agencies and advocacy groups. Unlike other City advisory committees, BPAC meetings are live on YouTube and are usually well attended by the public. Many attendees speak during Communications from the Public. Bicycle connectivity, which is the central focus of the proposed Bike Summit, is a shared priority identified in the MPO’s planning documents, Bike Santa Fe’s advocacy efforts, and Safe Routes to School initiatives.

This event would be the first Bike Summit held in Santa Fe, representing a new opportunity to convene residents, advocates, planners, and decision makers around a common goal of closing gaps in citywide bicycle connectivity. Bike Santa Fe previously applied for Community Sparks funding to host a Bike Summit but was not awarded funding. With BPAC leading this effort, the project will benefit from formal City of Santa Fe support, including access to meeting space, administrative assistance, outreach and advertising resources, and staff and volunteer experience organizing public engagement events.

BPAC’s leadership strengthens the project’s capacity to translate community input into actionable recommendations that align with adopted plans and ongoing initiatives, specifically in Task 1.3 of BPAC’s Strategic Plan. This collaborative foundation positions the Bike Summit to be both inclusive and impactful, advancing equitable, connected, and low-stress bicycling infrastructure in Santa Fe.

37. Please use the following fields to upload any supplementary files or materials to help us better understand your project, partners, community, or organization. (e.g. photos, letters of support, maps, plans, etc.) [Optional]

File 1

No File Uploaded

File 2

No File Uploaded

File 3

No File Uploaded

File 4

No File Uploaded

File 5

No File Uploaded

38. Please enter any other URLs for supplementary websites to help us better understand and evaluate your proposed project. [Optional]

URL 1

<https://santafenm.gov/bicycle-and-pedestrian-advisory-committee-bpac> (<https://santafenm.gov/bicycle-and-pedestrian-advisory-committee-bpac>)

URL 2

https://santafenm.gov/media/files/public_works/BPAC_Strategic_Plan_Fy23-33_Final.pdf
(https://santafenm.gov/media/files/public_works/BPAC_Strategic_Plan_Fy23-33_Final.pdf)

URL 3

URL 4

URL 5

39. How did you learn about the League of American Bicyclists' Community Spark Grant?

League of American Bicyclists' Newsletter

40. Would you like to receive the League's Newsletter to learn about future opportunities?

Already subscribed!