

# BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

## STRATEGIC PLAN (FY2023-2033)

### FY 2026 BPAC MEMBERS

COUNCILOR PAT FEGHALI, CHAIR

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GARY SCHIFFMILLER, SUBCOMMITTEE CHAIR, DISTRICT 1

HELEN WANG, DISTRICT 1

JUDITH GABRIELE, MPH, PROMOTION, EDUCATION & COMMUNICATIONS SUBCOMMITTEE CHAIR, DIST. 2

TONY GERLICZ, DISTRICT 2

BEN PINGILLEY, DISTRICT 3

ANGELA BORDEGARAY, AICP, DISTRICT 4

MARC MCCONNELL, DISTRICT 4

BEATRICE FARRELL, COUNTY REPRESENTATIVE

### SUBCOMMITTEE CITIZEN MEMBERS

POLICY, PLANNING & LAW: BILL ADRIAN & LARA MILLER

PROMOTION, EDUCATION & COMMUNICATIONS: JON PYLE, RANDY MERKER &

TECHNICAL REVIEW: NATHAN LEMONS & GARY SCHIFFMILLER

### STAFF LIAISON

ROMELLA GLORIOSO-MOSS, PhD, CPM, AICP

### CLERK

LUCRECIA DIAZ

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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 Pat Feghali, Chair (2026 -**  
**Councilor Michael Garcia, Chair (2020 – 2025)**

#### **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-  
Helen Wang (2025-2026)

#### **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)  
Marc McConnell (2025-

#### **County Resident**

Erik Aaboe (2022 – 2025)  
Beatrice Farrell (2025-2026)

## 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

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The resolution states BPAC advises the Governing Body (last phrase in paragraph below)

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.

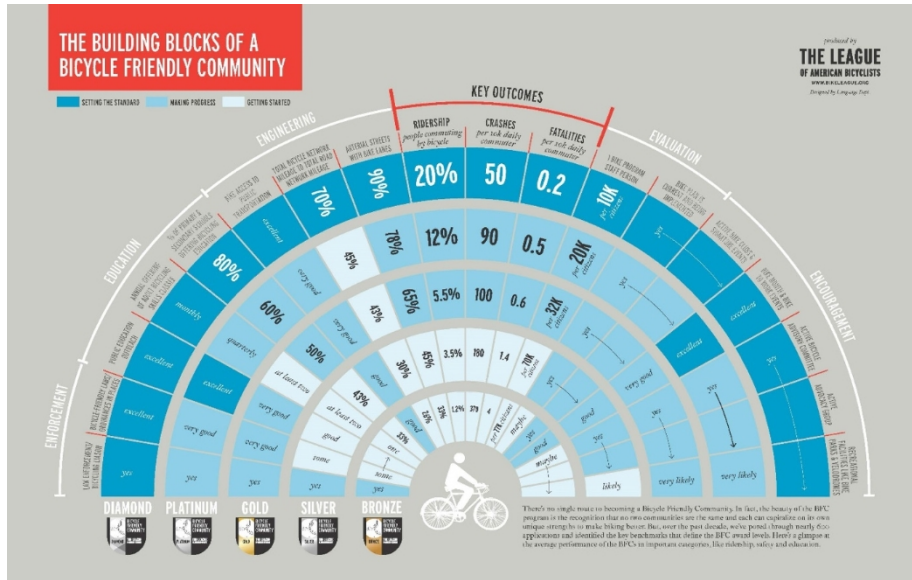
It is also important to note that the two surveys undertaken by the Promotion, Education and Communications subcommittee in October, 2021 and May, 2024, have been a rich resource for formulating the strategy and action plan. Full survey results are attached as Appendix C and D.

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:

- 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 (“SFMPPO”) Bicycle Master Plan and the SFMPPO Pedestrian Master plan;
- 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”);
- Advise on policies, programs, and ordinances as they relate to bicycle and pedestrian infrastructure safety, design, construction, and operation and maintenance;
- Develop, review, and advise on media and educational campaigns providing information and promoting bicycle- and pedestrian-related activities and education;
- Work with other agencies for the enhancement of city and county trail systems;
- Review and recommend updates to the Bicycle Master Plan, Pedestrian Master Plan, Metropolitan Transportation Plan, Parks Master Plan related to trails, Santa Fe Forward, and the City’s Land Use Development Code as they pertain to bicycle and pedestrian infrastructure and associated regulations;

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Need to resolve conflict with Res 2021-8, which states “shall take place at 30% design”

- 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) Increased use of E-bikes	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 therefore many trails, roadways, sidewalks, etc. are not in good condition.	Eco, P	-
9) Limited connectivity particularly in Districts 3 and 4.	TI	-
10) Unsafe roads to bicycle and walk	TI	-

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This line edited to reflect increased use of e-bikes

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
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	-

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
23) Sidewalks are too narrow and inappropriate for bicycles, but often the only safe route; majority are not ADA compliant; majority of sidewalks are not well maintained because maintenance is the responsibility of property owners.	TI, S	-
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 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	-

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deleted “bicycle” to reflect multiuse of trails.

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
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	+
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	-

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
<p>38) Further, the 2021 BPAC survey respondents identified the following infrastructure are needed in Santa Fe to increase bicycling and walking:</p> <ul style="list-style-type: none"> <li>a. Physically separated/protected bike lane (90%)</li> <li>b. Easily navigable bikeways to the southside (74%)</li> <li>c. Streets closed to motorized traffic/cycling with pedestrian access only (61%)</li> <li>d. Universal user activated blinking stop signals at crosswalks (58%)</li> <li>e. Bike boxes (designated space for bikes at intersections to direct them through the intersection) (53%)</li> </ul>	<p>TI</p>	<p>-</p>

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
<p>39) The 2024 BPAC survey indicated that the 442 survey respondents prioritized the following for bicycle and pedestrian infrastructure maintenance:</p> <ul style="list-style-type: none"> <li>a. Road repaving (33%)</li> <li>b. Pothole maintenance/ surface repair (63%)</li> <li>c. Restriping/repainting markings (32%)</li> <li>d. Snow and ice clearance (on-street and off-street) (26%)</li> <li>e. Vegetation maintenance (34%)</li> <li>f. Uneven city-owned sidewalks (43%)</li> <li>g. Other (35%) <ul style="list-style-type: none"> <li>- bike lane sweeping</li> <li>- repaving/ repair of trails esp. Rail Trail</li> </ul> </li> </ul>	TI	-
<p>40) Technological advances, especially Generative Artificial Intelligence (AI).</p>	TI	+
<p>41) Weather – Due to climate change, there are more extreme weather events (extreme heat/cold/winds) that affect vulnerable road users more than motorists.</p>	Env/S	-

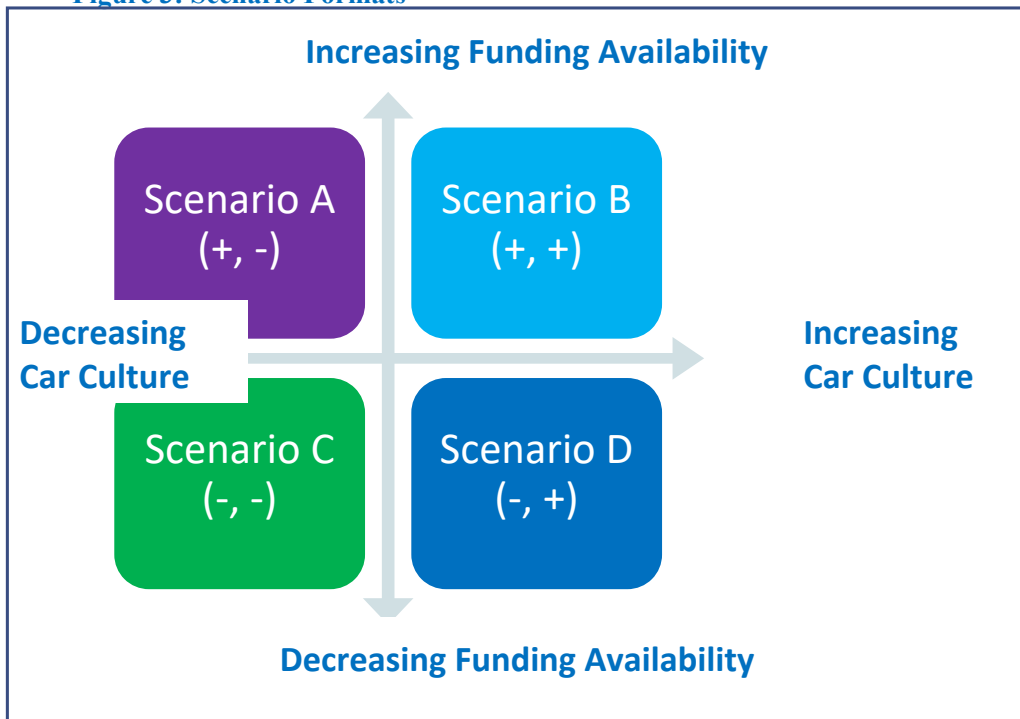
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As described in Appendix B the next step in MSSP is to coalesce or cluster the 41 key decision factors identified in Table 1 above into two or three groups, which are called *societal driving forces*. As shown in Figure 2, the key decision factors 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.



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
- 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

terms

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Not true; Public Safety also chaired by a Councilor

**Commented [RG7R6]:** Let's change the word to "Unlike most other Advisory Committees"

### 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.

**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:** On-going until projects are completed.

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

~~**June 13, 2024 Update:** Work ongoing with SEMPO 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 11, 2026 Update:** The 2024 and 2026 BPAC Surveys, together with a Bike Summit in 2026 or 2027, can substantially contribute to accomplishing this task.

**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

**June 11, 2026 Update:** The State of New Mexico adopted the “Idaho Stop” law in 2025 and SB73 in 2026, which requires 3 hours of drivers’ education instruction concerning vulnerable road users.


**Commented [8]:**  
Deleted name of former Chair; added not about State adoption of Idaho Stop law.

**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

**ACCOMPLISHED** in 2025. See Appendix G. 

**Commented [9]:**  
Note adoption of Resolution.

**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

**Commented [RG10]:** Gary, is this task still needed? Is your subcommittee working on this? Or project design is different for every project due to ROW so we cannot generalize. Or shall we defer to Complete Streets Guidelines and remove this task?

**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 11, 2026 Update:**

**Commented [RG11]:** What's the update?

**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)

**June 11, 2026 Update:**

**Task 2.4** Advocate for 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 11, 2026 Update:** Ongoing

**Commented [RG12]:** Judith, please write the update. Maybe you can mention the \$100K initial funding. What are the next steps?

**Commented [RG13]:** Is this update correct? What has the subcommittee done to implement this task?

**Commented [14]:** Replaced "Facilitate" with "Advocate for"

**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 11, 2026 Update:** Ongoing

**Commented [RG15]:** Gary, is this update correct?

**Task 2.7:** Develop, evaluate and monitor a set of key indicators or performance measures that will indicate mission achievement. **These need to be monitored for use in LAB certification.** 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:** PPL See Appendix H

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

**Commented [RG16]:** I don't think this task has been accomplished.

**Commented [17]:** Added note about LAB certification

**Commented [RG18]:** Steve, what is the appropriate update? Appendix H needs work.

**New Task 2.8:** Advocate for increased legal repercussions and penalties for automobile drivers found at fault for crashes involving bicyclists, pedestrians and other vulnerable road users.

**Rationale:** Automobile drivers involved in crashes rarely receive penalties commensurate with the severity of the impact on vulnerable road users. Increased repercussions can act as both a deterrent and encouragement for drivers to be more careful.

**Complete By:** End of 2027 State legislative session.

**Lead Subcommittee:** Special Task Force established in late 2025.

**June 2026 Update:** Task Force work ongoing

**New Task 2.9:** Work with Public Works to develop a City policy and process regarding the installation and maintenance of descansos.

**Rationale:** In the unfortunate event of the death of a vulnerable road user, the site of the incident can be marked by a descansos. Although protected under State law, the City currently does not have a defined process for their installation and maintenance within the public right-of-way.

**Complete by:** December 2026.

**Lead Subcommittee:** PPL

**New Task 2.10:** Establish a Hazard Bussing Policy, consistent with State policy and the Safe Routes to School Action Plan.

**Rationale:** Pursuant to State law, the State Public Education Department has adopted a Hazard Bussing policy which allows for exceptions to standard school bus service area policies, which establish minimum distances from schools for which bussing must be provided. When hazardous walking conditions are found to exist, bus service may be provided for lesser distances from a school. Establishing safe routes to schools can reduce this need and should be considered in establishing project priorities.

**Complete by:** 2027

**Lead Subcommittee:** PPL

**Commented [RG19]:** Are these new tasks appropriate for Action 2?

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 11, 2026 Update:** Plan set completed in 2025. Construction funding needed - \$25M.

- 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 11, 2026 Update:** NMDOT funding for \$2.3M received in January 2026 and expiring June 30, 2027. Construction is awarded to GM Emulsion. Construction begins as soon as PO is issued.

- 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 11, 2026 Update:** Federal funding agreement for engineering design for \$300,000. approved by the Governing Body on June 10, 2026.

- 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 11, 2026 Update:** Need to be added to ICIP FY 2029-2033.

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

**June 11, 2026 Update:** Staff Liaison to apply for federal funding during the next funding cycle.

- 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 11, 2026 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 11, 2026 Update:** Survey completed in late 2025. Trail alignment chosen. Preliminary engineering to start in 2026.

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.

**Commented [RG20]:** Gary, what is the appropriate update?

3) Striping on Calle Mejia

**June 11, 2026 Update:** Project included in the ICIP FY2028-2032 for Reconstruction. We don't know if striping is the correct intervention.

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

**June 11, 2026 Update:** Construction funding of \$1.2M received from Transportation Alternative Program. Engineering design at 90%. NMDOT/FHWA 90% design review scheduled June 15, 2026. Wayfinding signage design submitted to Engineer of Record.

5) Striping on Paseo de Peralta at Canyon Rd

**June 11, 2026 Update:** The striping design was submitted to the former City Traffic Engineer for evaluation in 2024. However, she resigned in 2025, and the position remains vacant.

**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) Alcadesa: 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)  
**June 11, 2026 Update: Engineering design for reconstruction underway with Capital Outlay funding.**
- 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, raise awareness and promote active transportation alternatives.*

**Commented [21]:**  
Changes recommended by PEC



**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 is working with City's website developer since March 2024.~~

**Status:** Initial upgrade completed; updates are on-going. *Should there be links to Public Works, Complete Streets, Park and Open Space and Planning?*

**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. **Every public-facing event should seek information (survey) people to determine their concerns.**

**Commented [RG22]:** Judith, please provide appropriate update.

**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.~~

**Status:** Staff Liaison has applied for grant funding for 2026.

**Commented [RG23]:** Judith, please provide appropriate update. Thank you!

## 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 Gloriosso-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.

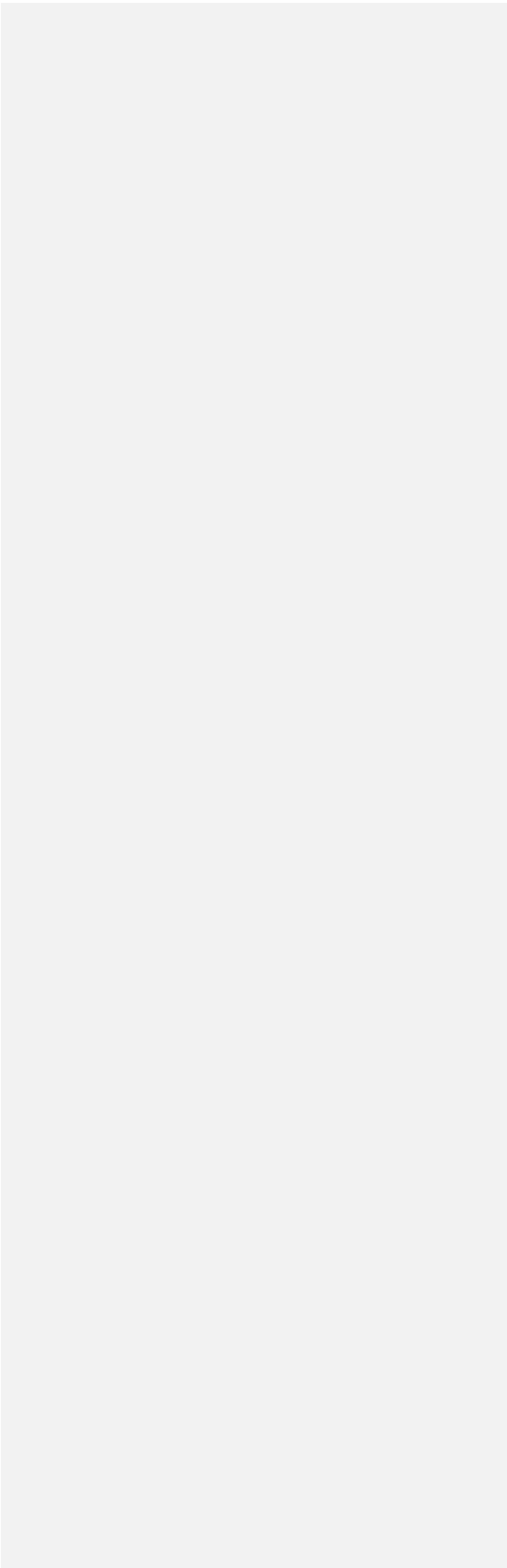
The plan is drafted within the powers vested upon the Committee via Resolution 2021-8.



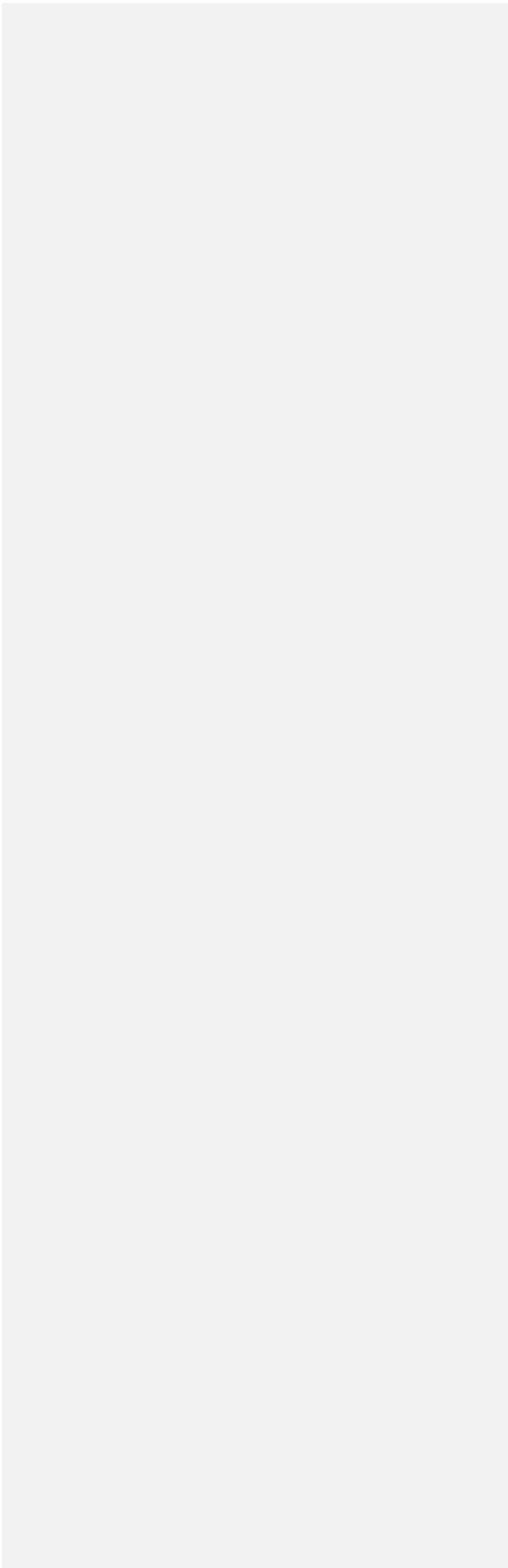
## APPENDICES

Appendix A: City of Santa Fe Resolution No. 2021-8

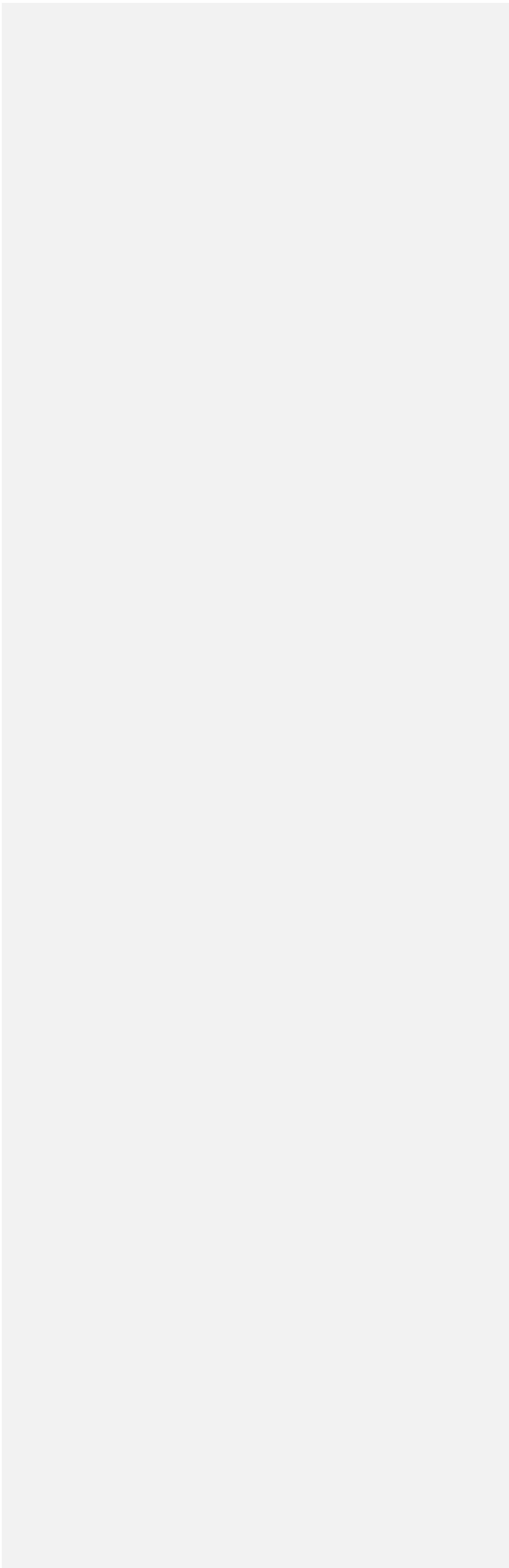
Appendix B: Multiple Scenario Strategic Planning Methodology



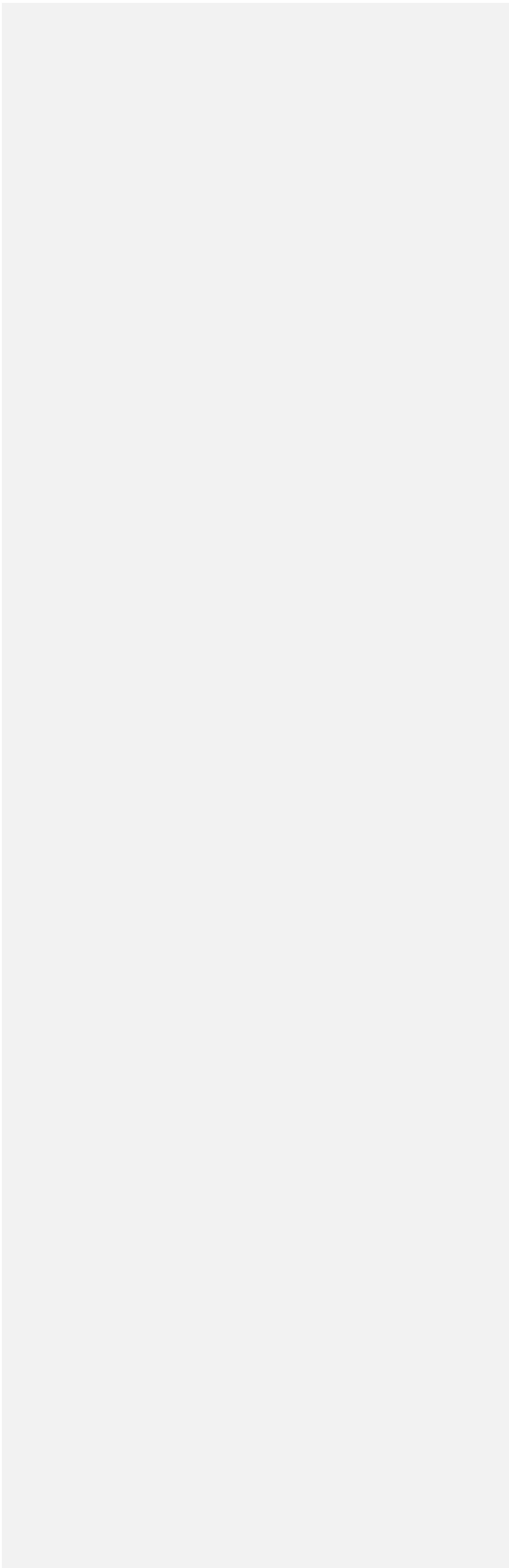
Appendix C: BPAC Survey Results October 2021



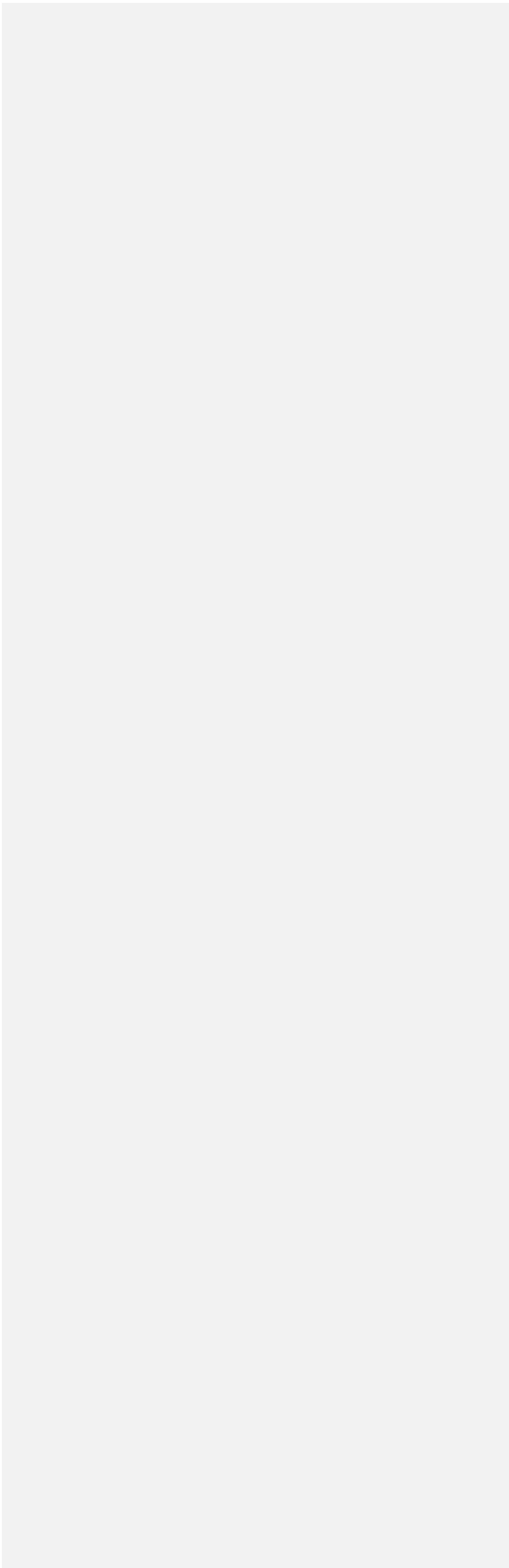
Appendix D: BPAC Survey Results May 2024



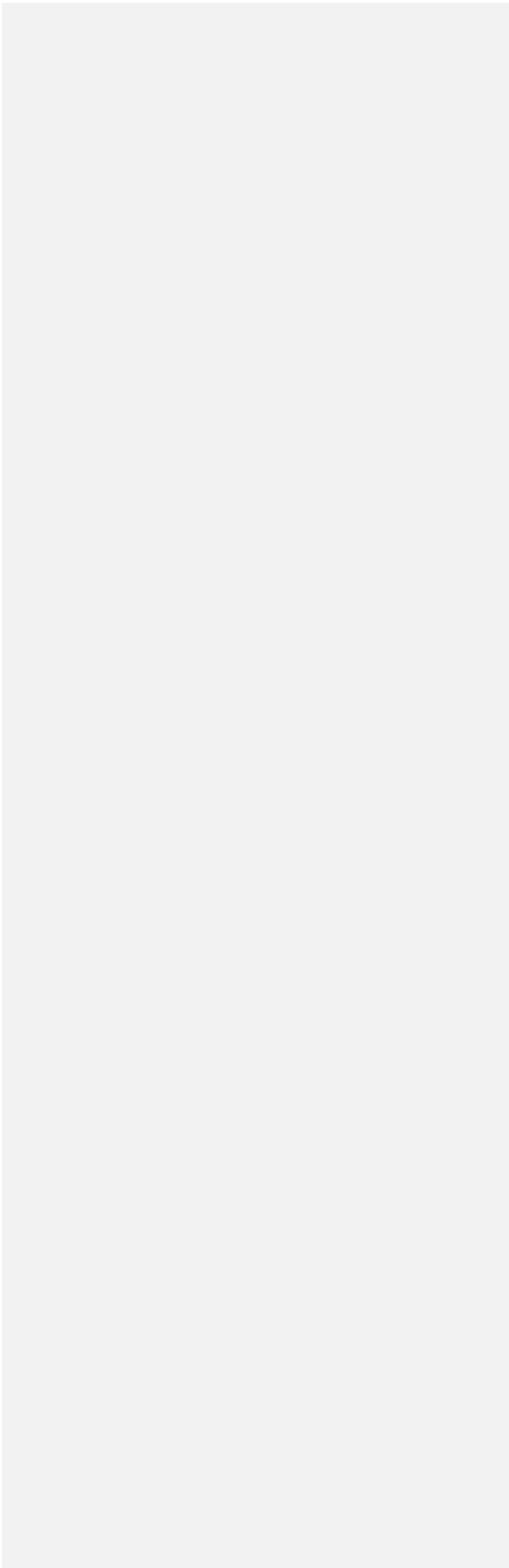
Appendix E: City of Santa Fe – Bicycle Friendly Community Report Card



Appendix F: E-Bike Ordinance



Appendix G: Bicycle and Pedestrian Infrastructure Maintenance Resolution



## 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