



# AGENDA

BICYCLE AND PEDESTRIAN  
ADVISORY COMMITTEE  
OCTOBER 14, 2021  
5:30 PM  
ATTEND VIRTUALLY

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## SPECIAL PROCEDURES FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE MEETING

**Attendance:** In response to the risks identified in the State's declaration of a Public Health Emergency and the Mayor's Proclamation of Emergency and the emergency orders issued to reduce those health risks, Bicycle and Pedestrian Advisory Committee meeting will be conducted virtually.

Viewing: Members of the public may join the Zoom meeting by internet or phone, as follows:

Internet: To join the Zoom meeting on the internet using a computer, laptop, smartphone, or tablet, use the following link: <https://santafenm-gov.zoom.us/j/96587819732?pwd=Q3prT3VpM3BSa3RUei9UQVBuVUYwZz09>.

**Passcode: 449731**

Attendees should use the "Raise Hand" function to be recognized by the Chair to speak at the appropriate time.

Phone: To join the Zoom meeting using a phone, use the following phone numbers and Webinar ID: **US: 1 (346) 248-7799 - Webinar ID: 965 8781 9732 - Passcode: 449731**

Phone attendees should press \*9 to use the "Raise Hand" function to be recognized by the Chair to speak at the appropriate time.

The agenda and packet for the meeting will be posted at <https://santafe.primegov.com/public/portal>.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF AGENDA**
4. **APPROVAL OF MINUTES**
  - a. August 12, 2021



# AGENDA

BICYCLE AND PEDESTRIAN  
ADVISORY COMMITTEE  
OCTOBER 14, 2021  
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- b. September 9, 2021
5. **COMMUNICATIONS FROM THE PUBLIC**
6. **COMMUNICATIONS FROM OTHER AGENCIES**
  - a. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, SFMPO Officer)
  - b. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)
7. **DISCUSSION AND POSSIBLE ACTION ITEMS**
  - a. 60% Design Review of Tierra Contenta Trail (Presentation by Eric Cornelius, PE, Santa Fe Engineering, LLC; Technical Review led by Terence Foreback, Technical Review Subcommittee Chair)  
Please use this link to download the 60% plan set:  
<https://drive.google.com/drive/folders/1qoWQpchNOBF7g6znXsizHvX0r4d-1Jvf?usp=sharing>
  - b. Subcommittee Appointments  
Promotion, Education and Programming  
Phil Lucero and Tony Gerlicz
  - c. Draft Amendments to the Uniform Traffic Ordinance Related to Bicycling  
(Erick Aune, SFMPO Officer)
  - d. Proposal to Adopt the *Idaho Stop* for bicyclists (Khalil Spencer, BPAC Vice-Chair)
  - e. Request for Approval of BPAC Meeting Dates for Year 2022 (Staff Liaison)
8. **SUBCOMMITTEE COMMUNICATIONS**
  - a. Promotion, Education and Programming (Judith Gabriele, Chair)
9. **MATTERS FROM STAFF**



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10. **MATTERS FROM THE COMMITTEE**
11. **MATTERS FROM THE CHAIR**
12. **NEXT MEETING: Thursday, December 9, 2021**
13. **ADJOURN**

**Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.**



# MINUTES

BICYCLE AND PEDESTRIAN  
ADVISORY COMMITTEE  
AUGUST 12, 2021  
5:30 PM  
VIRTUAL MEETING

---

## 1. CALL TO ORDER

The meeting was called to order by Chair Michael Garcia at 5:33 PM.

## 2. ROLL CALL

### **Members Present:**

Councilor Michael Garcia  
Member Judith Gabriele  
Member Tony Gerlicz  
Member Phil Lucero  
Member Ben Pingilley  
Member Khal Spencer

### **Members Excused:**

Member Yolanda Eisenstein  
Member Terence Foreback  
Member Michelle Hoffman

### **Others Attending:**

Romella Glorioso-Moss, Project Administrator

## 3. APPROVAL OF AGENDA

**MOTION:** Member Spencer moved, seconded by Member Gerlicz, to approve the Agenda as presented.

**VOTE:** The motion was on the following Roll Call vote:

**For:** Councilor Garcia, Member Spencer, Member Gabriele, Member Gerlicz, Member Pingilley, Member Lucero

**Against:** None

**Abstain:** None

## 4. APPROVAL OF MINUTES



# MINUTES

BICYCLE AND PEDESTRIAN  
ADVISORY COMMITTEE  
AUGUST 12, 2021  
5:30 PM  
VIRTUAL MEETING

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- a. July 8, 2021

**MOTION:** Member Gabriele moved, seconded by Member Spencer, to approve the Minutes of July 8, 2021 as presented.

**VOTE:** The motion was on the following Roll Call vote:

**For:** Councilor Garcia, Member Spencer, Member Gabriele, Member Gerlicz, Member Pingilley, Member Lucero

**Against:** None

**Abstain:** None

5. **COMMUNICATIONS FROM THE PUBLIC**

6. **SUBCOMMITTEE COMMUNICATIONS**

7. **COMMUNICATIONS FROM OTHER AGENCIES**

- a. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, SFMPO Officer). Please see attached slide presentation.

**DISCUSSION:**

Staff Liaison informed the members that in early January 2020, she did a cost estimate for installing sidewalks on both sides of Pacheco St. Her estimate was \$300,000. The Supervisor Engineer at the time said that the budget was only \$150,000 so the project was put on the back burner.

Chair Garcia mentioned that this project was funded via Legislative Funding last year for \$300,000.

Staff Liaison said she will confirm the funding with the City's Grant Manager.

- b. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)

8. **SUBCOMMITTEE COMMUNICATIONS**

- a. Introductions  
a) Chair Michael Garcia  
b) BPAC Members



# MINUTES

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c) Staff Liaison

b. Appointments:

1) BPAC Sub-Committees

a) Law and Policy (Chair: Yolanda Eisenstein)

b) Planning and Funding (Chair: Vacant)

c) Promotion, Education and Programming (Chair: Judith Gabriele)

2) Public Safety Advisory Committee

Chair asked all members to email him with a cc to Staff Liaison which subcommittee they wish to join and he will appoint them at the next meeting.

Needs volunteers to represent BPAC to: 1) Public Safety Committee; and 2) SRTS Planning Committee.

c. Promotion, Education and Programming Sub-Committee Policy Recommendations: *Maintenance and Installation of On-Road Bicycle and Pedestrian Facilities* (Judith Gabriele, PEP Chair)

d. E-bikes Task Force Recommendations (Khal Spencer)

9. **MATTERS FROM STAFF**

10. **MATTERS FROM THE COMMITTEE**

11. **MATTERS FROM THE CHAIR**

12. **NEXT MEETING: September 09 2021**

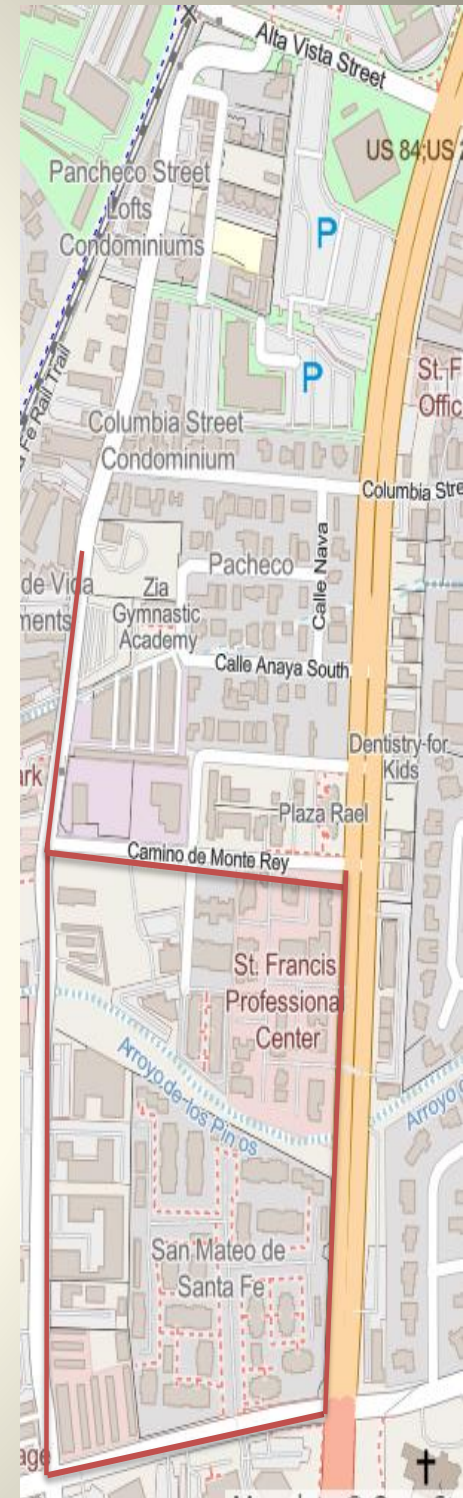
13. **ADJOURN**

*Romella Glorioso-Moss*

Liaison 09/01/2021

Chair

# August 3<sup>rd</sup> Walking Audit Pacheco Street, San Mateo and Camino de Monte Ray





**1<sup>st</sup> Issue: Clear obstruction via a property owners neglect.**

**2nd Issue: Problem has gone unresolved for years without any appearance of a remedy.**

Opportunity: Does the City's ADA Transition Plan address this? If so is there a scheduled plan to remedy?

If not, not how can the City begin a systemic approach to addressing needs beyond what may be in place today?



## Issue 1. Vacant Properties without sidewalks.



**Opportunity: A Special Assessment Improvement District (SAID) may include a Provisional Order Method where the City may initiate a district when it determines that creation of a district is necessary for the health, safety, and welfare of the community. This method does not require any votes or “buy-in” from the property owners. The SAID may be created by the Governing Body. The City is reimbursed for the cost of the SAID improvements by the property owners directly benefiting from the improvements. Assessment payments made by property owners to the City are used to pay for bonds issued for the improvement work and associated issuance costs. The City conducts SAIDs in accordance with New Mexico State Law, Chapter 3, Article 33 NMSA, 1978**

**Issue 2. Developed Properties without sidewalks and/or with physical barriers intentionally placed where sidewalks should be and seen above.**

# *San Mateo between Pacheco and St. Francis*

**Issue: No Bike Lanes on San Mateo**

**Opportunity: Prior to restriping roads a thorough analysis of how striping may maximize safety for all users. In this case bike lanes can be included. Lane widths shortened.**

**Issue: Sidewalk transitions to a sloped driveway curb.**

**Opportunity: Ensure all publicly and private driveway/sidewalk designs conform to ADA regulations.**



# 2017 ADA Transition Plan

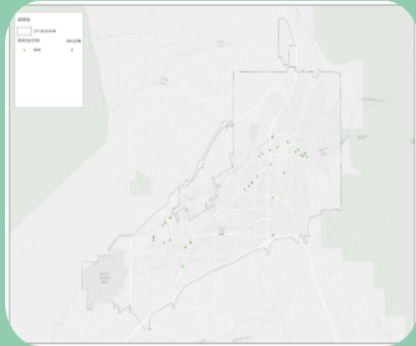
- Surveyed **161** miles of sidewalks as of September 20<sup>th</sup>, 2016.
- Preliminary Results:
  - 689 Sidewalk Obstructions (light poles, fire hydrants, etc.) have been identified.
  - 2,209 Sidewalk Surface Obstructions (surface gaps, vertical discontinuities, and uneven pavement) have been identified.





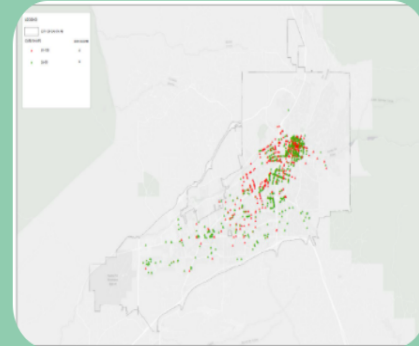
# PEDESTRIAN FACILITY IMPROVEMENT PROGRAM

GOAL: TO DEVELOP A LIST OF HIGH PRIORITY (RANKED) PEDESTRIAN IMPROVEMENT PROJECTS UNDER 50K FOR CONSTRUCTION BASED ON OBJECTIVE CRITERIA



Bus Stops

In December of 2018, Santa Fe Metropolitan Planning Organization (SFMPO) and the City of Santa Fe (City) hired Sites Southwest (SSW) to help prioritize the pedestrian improvement projects identified in three of Santa Fe's previous planning efforts. They examined bus stops, curb ramps, sidewalks, and intersections.

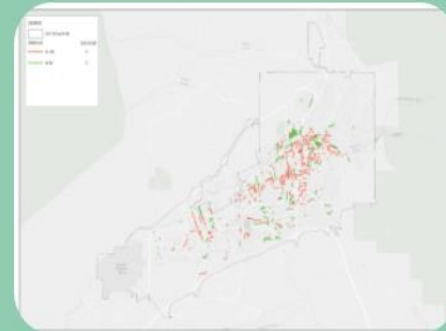


Curb Ramps



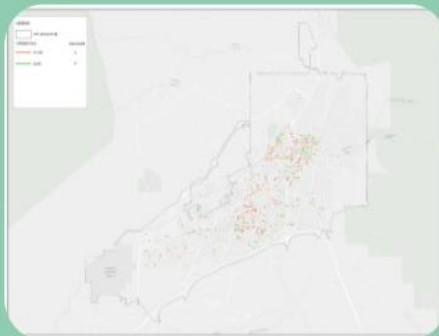
Sidewalks identified in the Pedestrian Master Plan (PMP)

The Sites Southwest team developed scoring criteria and an evaluation matrix based on improvements identified in the City of Santa Fe's Transition Public Right-of-Way Update (PROW, 2017), The Santa Fe Metropolitan Bus Stop and Sidewalk Connectivity Assessment (2016), and the Santa Fe Metropolitan Pedestrian Master Plan (PMP) 2015-2040 (2015).



Sidewalks

As more pedestrian improvement projects are identified they can be added to the GIS data, which then can be used to rate them based on the same criteria identified in the previous task. The map can then be updated to reflect any new or completed projects.



Intersections

[NEXT STEPS](#)

[SCORING CRITERIA](#)



[PEDESTRIAN IMPROVEMENT PROGRAM OVERVIEW](#)

The total 2022 recommended spending is \$348.6 million, an 11 percent increase over the FY21 budget. Public Works is \$50,751,529 or 15 percent of total budget

The mission of the Engineering Division is to develop multi-modal transportation and stormwater infrastructure to support resilience, mobility and safety.

### **Description of Services**

\$5,613,091

The Division oversees:

- Traffic engineering and operations.
- Roadway and trail planning design and construction.
- Storm water infrastructure design, construction and maintenance.
- ADA sidewalk infrastructure planning, design and construction.

## **STREETS AND DRAINAGE**

THOMAS MARTINEZ, ACTING STREETS AND DRAINAGE DIVISION DIRECTOR

### **Mission**

The Streets and Drainage Division's mission is to ensure safe mobility for the citizens of Santa Fe through maintenance and rehabilitation of public streets, sidewalks, trails and drainage ways.

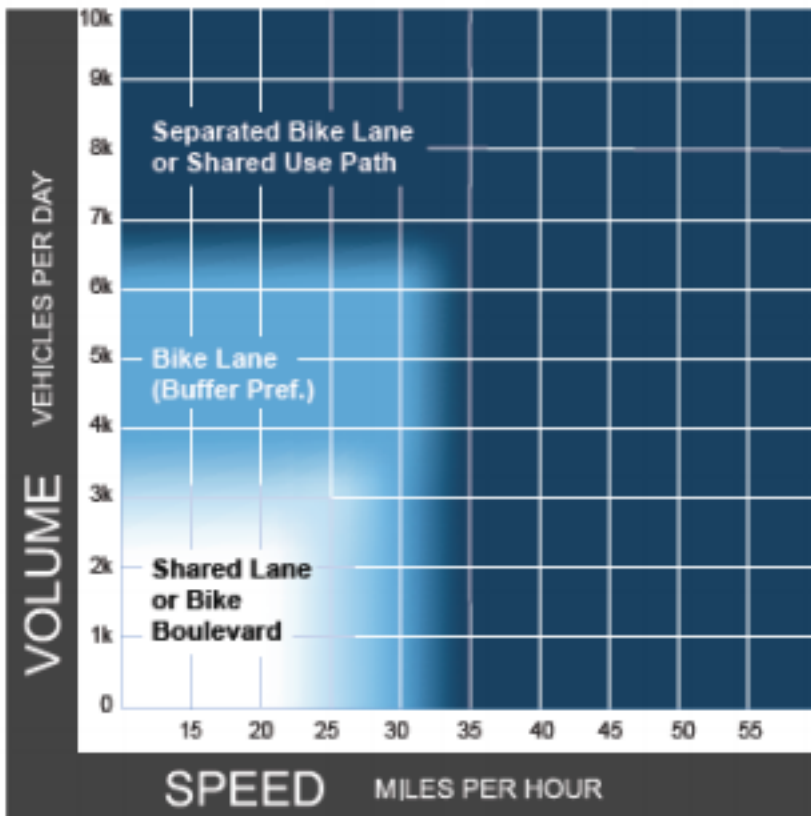
### **Description of Services**

Maintenance of the streets, sidewalk, trails and drainage infrastructure of the City of Santa Fe. The tasks include snow removal, concrete construction, grading, sweeping, pavement maintenance, engineering/inspection, drainage maintenance, and administration.

\$4,691,965

Bicycle Master Plan Appendix A, Bicycle Design Toolkit, p10

## TRAFFIC VOLUMES AND SPEEDS

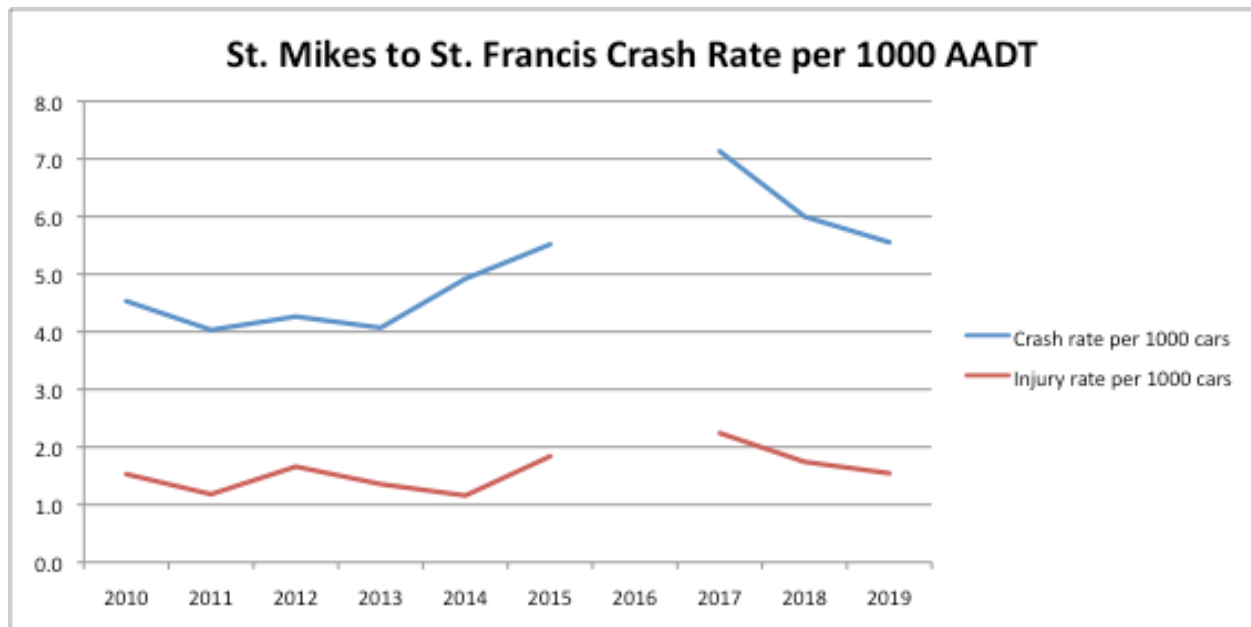
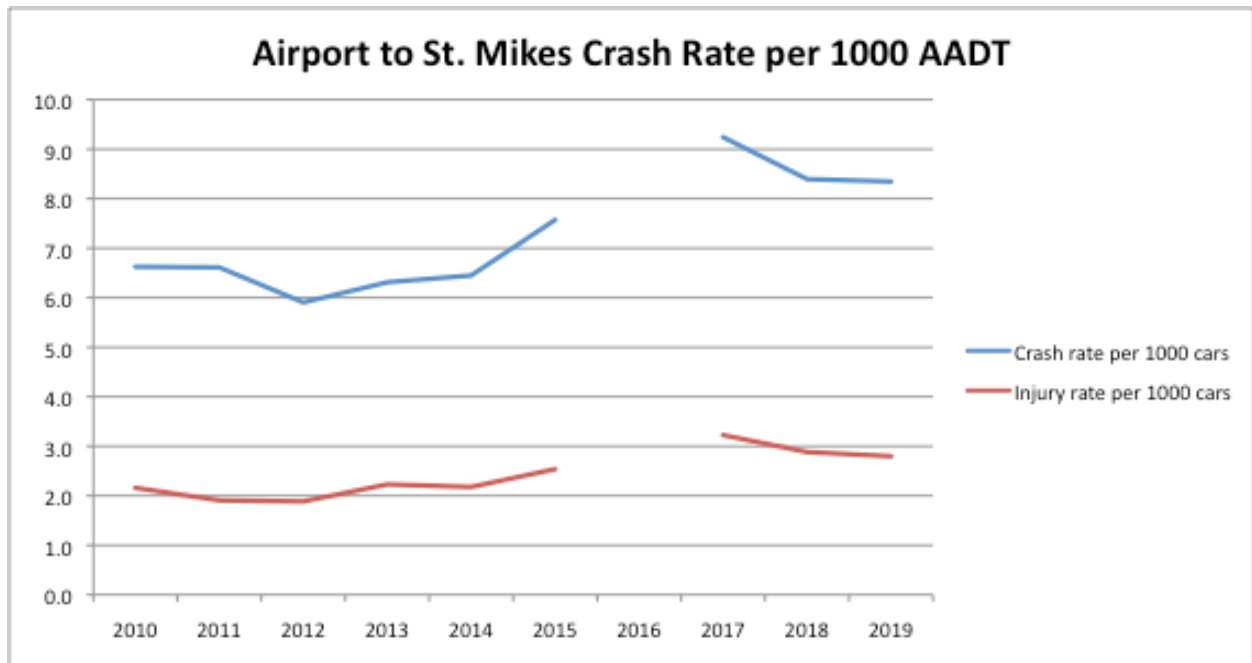


### Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
- 3 See Section 4.4 for a discussion of alternatives if the preferred bikeway type is not feasible.

*Preferred Bikeway Types for Urban and Suburban Contexts*

Crash analysis of Cerrillos Road from Airport to St. Michaels post reconstruction with Cerrillos Road from St. Michaels to St. Francis as a comparison.





# MINUTES

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SEPTEMBER 09, 2021  
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## 1. CALL TO ORDER

The meeting was called to order by Chair Michael Garcia at 5:31 pm.

## 2. ROLL CALL

### **Members Present:**

Member Terence Foreback  
Member Judith Gabriele  
Member Michelle Hoffman  
Chair Michael Garcia  
Member Khal Spencer  
Member Yolanda Eisenstein  
Member Tony Gerlicz  
Member Phil Lucero

### **Members Excused:**

Member Ben Pingilley

### **Others Attending:**

Romella Glorioso-Moss, Project Administrator

## 3. APPROVAL OF AGENDA

**MOTION:** Member Eisenstein moved, seconded by Member Gabriele, to approve the as presented.

**VOTE:** The motion was on the following Roll Call vote:

**For:** Member Foreback, Member Gabriele, Member Hoffman, Chair Garcia, Member Spencer, Member Eisenstein, Member Gerlicz, Member Lucero

**Against:** None

**Abstain:** None

## 4. APPROVAL OF MINUTES



# MINUTES

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- a. August 12, 2021

**MOTION:** Chair Garcia moved, seconded by Member Eisenstein, to postpone the approval of August 12<sup>th</sup>, 2021 minutes until the next meeting in October.

**VOTE:** The motion was approved on the following Roll Call vote:

**For:** Member Foreback, Member Gabriele, Member Hoffman, Chair Garcia, Member Spencer, Member Eisenstein, Member Gerlicz, Member Lucero

**Against:** None

**Abstain:** None

## 5. COMMUNICATIONS FROM THE PUBLIC

## 6. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, SFMPO Officer)

Hannah Burnham, SFMPO Planner Tech, Senior

SFMPO received an AARP grant earlier this summer to do a pop-up bike lane. Part of the grant is we need to implement this 3 times. We are going to do this at the SF Century. For Friday and Saturday, we're only doing pop-up bike lane on one side of the road because we don't have enough materials. But on Sunday, there will be bike lanes on both sides of the road because SF Century will also provide pop-up bike lanes.

Prior to the event, we are going to do a speed study to see how bike lanes impact speeding.

We will need some volunteers to help us set up pop-up bike lanes because the bollard weigh more than a ton.

Q & A:

Member Hoffman: I don't know what pop-up bike lanes are so you can start with that.

Ms. Burnham : Sorry, I should have said that a pop-up buffered bike lane. We are going to put the bollard down on the way to Paseo de Peralta. It's basically a make shift bike lane that creates space for bikers. It will be visible and looks like a road construction material. The point is to see if there is an



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interest in the public for a bike lane. As you know, Paseo de Peralta has ample sidewalks but no bike lanes. It's a share a road and we know bikers use that area so we're looking for feedback on narrowing the road and give bikers more space or does it make more sense to share the road. The pop up nature allows us to do it in other places.

- b. Santa Fe Conservation Trust (Tim Rogers, Trails Manager)

## 7. SUBCOMMITTEE COMMUNICATIONS

- a. Introductions (Yolanda Eisenstein, Terence Foreback, Michelle Hoffman)

Member Yolanda Eisenstein, District 1, Member Terence Foreback District 4 and Member Michelle Hoffman gave brief introductions.

- b. Request to Re-name and Re-purpose 2 BPAC Sub-committees:
  - 1. Planning and Funding to Technical Review Subcommittee
  - 2. Law and Policy to Planning and Policy

(Romella Glorioso-Moss, BPAC Staff Liaison)

**MOTION:** Member Eisenstein moved, seconded by Member Spencer, to rename and repurpose Planning and Funding Subcommittee to Technical Review Subcommittee..

**VOTE:** The motion was on the following Roll Call vote:

**For:** Member Foreback, Member Gabriele, Member Hoffman, Chair Garcia, Member Spencer, Member Eisenstein, Member Gerlicz, Member Lucero

**Against:** None

**Abstain:** None

**MOTION:** Member Spencer moved, seconded by Member Gabriele, to rename and repurpose Law and Policy Subcommittee to Law, Planning and Policy Subcommittee..

**VOTE:** The motion was on the following Roll Call vote:



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**For:** Member Foreback, Member Gabriele, Member Hoffman, Chair Garcia, Member Spencer, Member Eisenstein, Member Gerlicz, Member Lucero

**Against:** None

**Abstain:** None

c. Appointments:

1. BPAC Subcommittee: Planning & Funding or Technical Review (depending on the action taken on previous Agenda Item #)

- Terence Foreback, PE (Chair, BPAC Member)
- Tony Gerlicz (BPAC Member)
- Michelle Hoffman (BPAC Member)
- Ben Pingilley (BPAC Member)
- Tim Rogers (Public)

2. Public Safety Committee

- Khalil Spencer (BPAC Vice Chair)

3. Safe Route to School Project Planning Committee

**MOTION:** Member Spencer moved, seconded by Member Gabriele, to approve the appointments as amended. Amendment includes the appointment of Ms. Lara Miller to Law, Planning and Policy Subcommittee.

**VOTE:** The motion was on the following Roll Call vote:

**For:** Member Foreback, Member Gabriele, Member Hoffman, Chair Garcia, Member Spencer, Member Eisenstein, Member Gerlicz, Member Lucero

**Against:** None

**Abstain:** None



# MINUTES

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ADVISORY COMMITTEE  
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- d. Request to Install Bicycle Striping on Calle Mejia (Nick Stofocik, The Reserve at Santa Fe General Manager with Erick Aune, SFMPO Officer)

Mr. Nick Stofocik, General Manager of The Reserve at Santa Fe presented his request to add bicycle striping on Calle Mejia. Striping is especially needed when the City constructs the Canada Rincon Trail. It's safer for bicyclists and pedestrian to add bicycle striping on Calle Mejia. They requested for central striping for a few years and they finally got it two years ago.

Ms. Hannah Burnham, SFMPO showed a Powerpoint presentation in support of Mr. Stofocik's request (see attached). The presentation detailed segment by segment how to stripe Calle Mejia.

Member Eisenstein asked how to implement this recommendation. Staff Liaison said she will reach out to Public Works' Traffic Operations Manager to implement BPAC's recommendation. Member Eisenstein also asked about funding. Staff Liaison responded that she doesn't think this would be a major expense.

Mr. Tim Rogers added that the bicycle striping on Calle Mejia was included in the Bicycle Retrofit plan of BPAC's On-Road Subcommittee several years ago.

**MOTION:** Member Eisenstein moved, seconded by Member Spencer, to recommend to Public Works to install bicycle striping on Calle Mejia as requested by Mr. Nick Stofocik, General Manager of The Reserve of Santa Fe and endorsed by the SFMPO.

**VOTE:** The motion was on the following Roll Call vote:

**For:** Member Foreback, Member Gabriele, Member Hoffman, Chair Garcia, Member Spencer, Member Eisenstein, Member Gerlicz, Member Lucero

**Against:** None

**Abstain:** None



# MINUTES

BICYCLE AND PEDESTRIAN  
ADVISORY COMMITTEE  
SEPTEMBER 09, 2021  
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- e. Consideration of a Resolution Regarding Maintenance and Installation of On-Road Bicycle and Pedestrian Facilities (Judith Gabrielle, Promotion, Education and Programming Subcommittee Chair)

**MOTION:** Member Spencer moved, seconded by Member Gerlicz, to approve the draft resolution as presented and send it over to Legal Services for final draft and approval of the Governing Body.

**VOTE:** The motion was on the following Roll Call vote:

**For:** Member Foreback, Member Gabriele, Member Hoffman, Chair Garcia, Member Spencer, Member Eisenstein, Member Gerlicz, Member Lucero

**Against:** None

**Abstain:** None

The Chair asked what's the inspection schedule will be pertaining to line 22 to 23 on page 2 "Establish a regular inspection schedule to assess the condition of the city's bicycle and pedestrian infrastructure". Staff Liaison replied that this is a perfect example where planning follows the policy. In this case, the city asking Public Works to establish a regular inspection schedule .... With the help of BPAC's Law, Planning and Policy subcommittee, and perhaps SFMPO, Public Work's Traffic Operations Division will establish that schedule based on availability of staff, etc.

- f. Consideration of Amending Various Sections of the Uniform Traffic Ordinance Related to Bicycling (E-Bikes Task Force: Yolanda Eisenstein, Judith Gabriele, Gary Schiffmiller, and Khal Spencer)

**MOTION:** Member Spencer moved, seconded by Member Eisenstein, to approve the draft amendments to the various sections of the Uniform Traffic Ordinance related to bicycling as presented. Send the draft amendments to appropriate Staff for review, send back to BPAC for review and approval before sending to Legal Services for final draft.



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**VOTE:** The motion was on the following Roll Call vote:

**For:** Member Foreback, Member Gabriele, Member Hoffman, Chair Garcia, Member Spencer, Member Eisenstein, Member Gerlicz, Member Lucero

**Against:** None

**Abstain:** None

- g. BPAC Presentation to the Governing Body (Judith Gabriele, Promotions, Education and Programming Subcommittee Chair)

February presentation to the Governing Body. Staff Liaison to request City Clerk to schedule BPAC's presentation in February. PEP to prepare presentation.

- h. Staff Liaison Report

Staff Liaison reported that for this fiscal year, Roadway and Trails are managing 18 projects, of which 14 are road projects, 3 are trails projects and 1 wayfinding project. Total project cost estimate is \$66M; of which \$33M has been secured. 6 road projects and 1 trail project will go to construction. Also included in the 18 projects is the engineering design of Bishop's Lodge Reconstruction project. Public Works will be receiving \$800,000 for the design. We are anticipating to start this project in Feb/Mar 2022. This project is direct result of Mr. Jim Taylor's request last year. Mr. Taylor requested BPAC for this project. Staff Liaison was directed to find funding for this project.

8. **MATTERS FROM STAFF**

9. **MATTERS FROM THE COMMITTEE**

10. **MATTERS FROM THE CHAIR**

11. **NEXT MEETING: October 14 2021**

12. **ADJOURN**



City of Santa Fe

# MINUTES

**BICYCLE AND PEDESTRIAN  
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*Romella Glorioso-Moss*

Liaison 10/01/2021

Chair

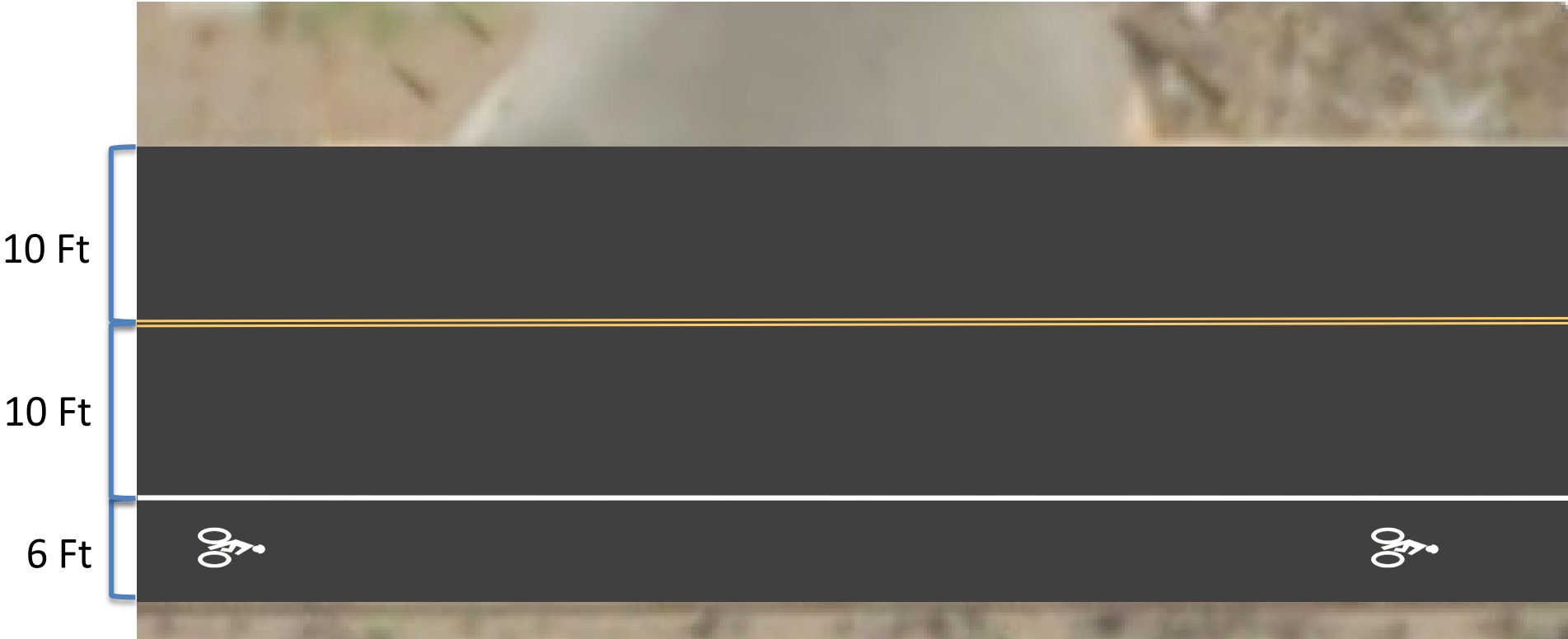
Existing Calle Mejia; Alamo to Viento; 26ft road

13 Ft

13 Ft



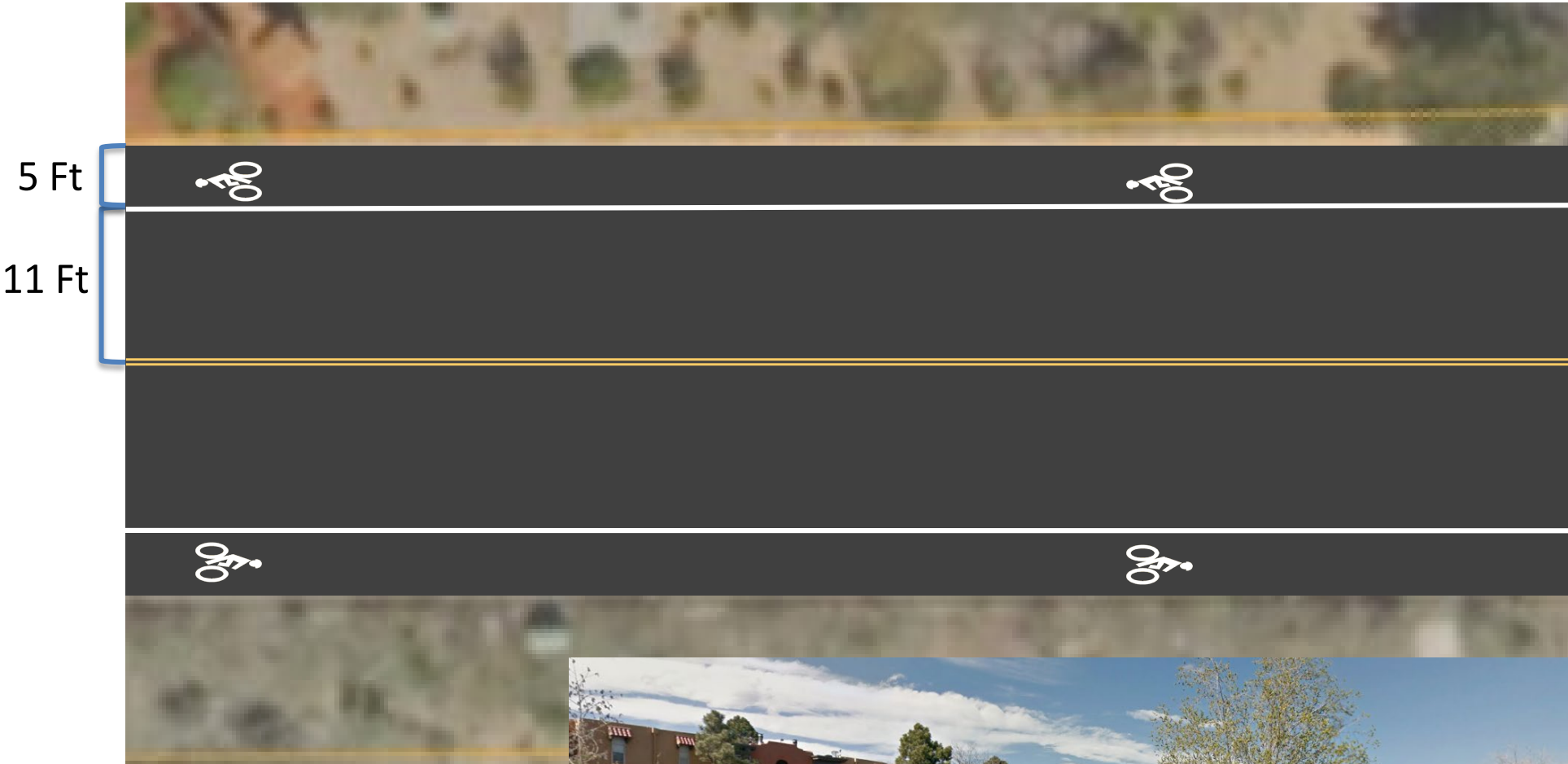
# Calle Mejia; Alamo to Viento with climbing bike lane



Existing Calle Mejia; Viento to the Reserve; 32ft road



# Calle Mejia; Viento to the Reserve with bike lanes





# Santa Fe Metropolitan Planning Organization



## Memo

October 1st, 2021

**Re: MPO Staff Draft of Inclusion of E-Bike Language in 2018 Uniform Traffic Ordinances Supporting the City's Bicycle Pedestrian Advisory Committee's Desire to Amend this Law**

## BACKGROUND

A review of all current state regulations sees a fairly consistent pattern of states using the "three tiered classification system" and are regulated like traditional bicycles. The recommended language found below follows this trend and we support this approach.

Reveiw: 3-Class eBike System & Senate Bill 369

On February 11, 2021, Senator Antoinette Sedillo Lopez introduced [Senate Bill 369](#), which includes the PeopleForBikes 3-Class eBike System, defines electric bikes, and provides regulations and use guidelines for cities and state agencies.

Quick Facts about Senate Bill 369:

- It calls for eBikes to be classified as bicycles
- It includes the [PeopleForBikes 3-Class eBike System](#)
- All eBikes distributed (or manufactured) in New Mexico must have a permanently affixed label visible on the eBike showing the eBike classification, top assisted speed, and wattage of the motor

This is what passing Senate Bill 369 allows for:

- eBikes on multi-use trails (way safer than the street)
- People to enjoy the benefits of eBiking legally in New Mexico
- Cities, counties, and state agencies can choose to prohibit the operation of any or all classes of eBikes on specific bike paths, multi-use paths or dirt/natural paths within their jurisdiction

**It is our recommendation that City ordinances mirror this legislative language.**

## City of Santa Fe Ordinances

The following two ordinances (23-5.1 and 23-5.4) fall outside the 2018 Uniform Traffic Ordinances but pertain to the use of bicycles.

### 23-5.1 Definitions

C. *Bicycle* means every device propelled by human power, upon which any person may ride, having two or three wheels, except scooters and similar devices. a vehicle with two (2) wheels tandem, a steering handle, a saddle seat, and pedals by which it is propelled.

***New Proposed Ordinance after "H. Community Days Festival" I. Electric Bicycle*** means every

device propelled upon which a person may ride that is equipped with two or three wheels, pedals for human propulsion, and a motor of no more than seven hundred fifty {750} watts and meets the requirements of one of three classes:

- (1) *Class 1 Electric Bicycle* means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of twenty miles per hour {20 mph}.
- (2) *Class 2 Electric Bicycle* means a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of twenty miles per hour (20 mph).
- (3) *Class 3 Electric Bicycle* means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of twenty-eight miles per hour (28 mph).

#### **23-5.4 Plaza Prohibited Uses**

A. No person shall:

- (2) Ride a bicycle, electric bicycle, or unicycle within the Plaza Park, as defined;

#### **2018 Uniform Traffic Ordinances**

##### **Article I Definitions**

**12-1-6 BICYCLE.** "Bicycle" means every device propelled by human power, upon which any person may ride, having two or three wheels, except scooters and similar devices. (66-1-4.2 NMSA 1978) (Ord. #2011-23, § 1)

**New Proposed Ordinance 12-1-11 ELECTRIC BICYCLE.** "*Electric Bicycle*" means every device propelled upon which a person may ride that is equipped with two or three wheels, pedals for human propulsion, and a motor of no more than seven hundred fifty (750) watts and meets the requirements of one of three classes:

- (1) *Class 1 Electric Bicycle* means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of twenty miles per hour (20 mph).
- (2) *Class 2 Electric Bicycle* means a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of twenty miles per hour (20 mph).
- (3) *Class 3 Electric Bicycle* means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of twenty-eight miles per hour (28 mph).

**12-1-40** **MOTOR VEHICLE.** "Motor Vehicle" means every vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from batteries, except electric bicycles, or from overhead trolley wires, but not operated upon rails; but for the purposes of the Mandatory Financial Responsibility Act [66-5-201] to 66-5-239 NMSA 1978], "motor vehicle does not include "special mobile equipment." (66-1-4.11 NMSA 1978)

**Commented [MK1]:** 12-1-37 Motorcycle and 12-1-38 Motor Driven Cycle should probably also exclude Electric Bicycle

**12-1-88** **VEHICLE.** "Vehicle" means every device in, upon, or by which, any person or property is or may be transported or drawn upon a street, including any frame, chassis, body or unitized frame and body of any vehicle or motor vehicle, except devices moved by human power or used exclusively upon stationary rails or tracks. An electric bicycle is not a vehicle. (66-1-4.19 NMSA 1978)

## ARTICLE VIII OPERATION OF BICYCLES

**Commented [MK2]:** 12-6-2.16 Restrictions on Use of Controlled Access Streets – include electric bicycle ?

### **12-8-1** **EFFECT OF REGULATIONS**

~~B.~~ These regulations applicable to bicycles and electric bicycles shall apply whenever a bicycle or electric bicycle is operated upon any street, bicycle lane, or upon any path set aside for the use of bicycles subject to existing laws and those exceptions stated herein.

**Commented [MK3]:** 12-8-1 and 12-8-2 should work together to ensure references to bicycle means bicycles and/or electric bicycle, I'm pretty sure the attorney review will clean up any inconsistencies with the language

C. Except as specifically provided herein, all classes of electric bicycle or operators of electric bicycles shall be afforded all of the rights and privileges and all of the duties and provisions of a bicycle or operator of a bicycle.

~~B.~~D. These provisions apply to the operation of bicycles and electric bicycles in the City of Santa Fe. Federal or state law, which may differ from these provisions, is the controlling law on streets, paths, and trails owned and managed by the federal government or the State of New Mexico.

#### 12-8-7      LAMPS AND OTHER EQUIPMENT ON BICYCLES AND ELECTRIC BICYCLES

A. Every bicycle and electric bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred feet to the front and with a red reflector on the rear which shall be visible from all distances from fifty feet to three hundred feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred feet to the rear may be used in addition to the red reflector. A lamp or light emitting white light and attached to the helmet of the bicyclist may also be used in lieu of a light attached to the bicycle.

B. Every bicycle and electric bicycle shall be equipped with a brake or other means which will enable the operator to bring the bicycle promptly to a stop on dry, level, clean pavement. {66-3-707 NMSA 1978} {Ord. #2011-23, §11}

C. No person under the age of sixteen (16) may operate a Class 3 Electric Bicycle. A person under the age of sixteen (16) may ride as a passenger on a Class 3 Electric Bicycle that is designed to accommodate passengers.

D. Operators of electric bicycles shall follow existing laws regarding the use of helmets.

#### 12-8-10      SPEED.

No person shall operate a bicycle or electric bicycle at a speed greater than is reasonable and prudent under the conditions then existing. (\*)

B. Where riding on sidewalks, not designated as multiuse trails, is allowed, bicycles and electric bicycles shall be limited to five (5) miles per hour.

#### 12-8-15      RIDING ON SIDEWALKS

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

B. When signs are posted requiring bicycles to use sidewalks or paths adjacent to a street, no person shall ride a bicycle on the street adjacent to the sidewalks or paths.

~~C.~~B. If the bicyclist dismounts, the bicyclist is subject to the laws that apply to pedestrians.

~~D.~~C. Whenever any person is riding a bicycle upon a sidewalk, the person shall yield the right of way to any pedestrian. (\*)

(Ord. #2011-23, §§ 22, 23)

**12-8-17.1 BICYCLE SERIAL NUMBER/ELECTRIC BICYCLE MODIFICATION**

D. It is an offense for a person to knowingly modify an electric bicycle so as to change the speed capability of the electric bicycle and not appropriately replace, or cause to be replaced, the label indicating the class required in these regulations.

**12-8-23 PENALTIES.** Every person convicted of a violation of any provision of Section 12-8-1 through 12-8-23 shall be punished by a fine of not more than **one hundred dollars (\$100.00)** ~~or twenty five dollars (\$25.00).~~

**Commented [MK4]:** Does licensure of operator need to be addressed:  
  
Electric Bicycles, Traffic Law Application. Vehicle registration and driver's license shall not be required for operation of an electric-assisted bicycle. Traffic regulations applicable to bicycles shall apply to electric bicycles

For Agenda Item 7.d

[The Idaho Stop Law: What Is It And What Do You Need To Know? | Bicycle Universe](#)

# The Idaho Stop Law: What Is It And What Do You Need To Know?

Written by [Sarah Flowers](#)



When it comes to bikes, traffic signals, and the road, it's generally assumed that bikes are treated as vehicles (or riders are at least expected to uphold the same rights and duties as drivers), all traffic signals are to be obeyed, and riders should stay as far to the right as possible.

But humans are a fickle, strange bunch and there are always instances where things get changed to throw a wrench in the way things are done. A good case in point? The Idaho Stop law.

The Idaho Stop has caused minor clashes between cyclists, police, and the courts has prompted spirited arguments for and against, and is one of those things which has been around a lot longer than people think but only in small areas with a very slow outward growth.

What is the Idaho Stop and what should you know about it?

## The Idaho Stop: Origins

The Idaho Stop law has its origins in Idaho in 1982, making it close to thirty years old! It was part of a broader package to modernize bicycle laws in order to free up time in the courts (minor traffic offenses were downgraded to civic public offenses so that they wouldn't have to go through a criminal court).

The modernization package was part of the broader traffic code changes and included things like allowing cyclists to take a lane or merge left and to treat a stop sign as a yield sign, thus freeing up the courts from the tedium of dealing with a zillion violations from bikes rolling through stop signs.

The Idaho Stop law also grew to cover red lights which would be treated as stop signs.

The goal of the Idaho stop is two-fold: free up court time and energy from being tangled up in minor traffic violations and to focus on yielding right-of-way rather than stopping and starting based on lights.

This way, cyclists aren't frozen in place by a stop light that didn't pick them up when there's no traffic to worry about anyway, and the courts don't have to deal with piles of tickets from cyclists accidentally going through stop signs or going through them when it's quiet anyway.

The Idaho Stop was put into Idaho law in 1982, but it took many decades for it to be adopted elsewhere. In 2017, Delaware adopted a limited version of this law and in 2018, Colorado took on pieces of it as well.

## The Idaho Stop Spreads

Several states have now taken on [limited versions of the Idaho stop law](#) with an eye towards keeping traffic flowing smoothly. However, they don't all observe the same thing and it's important to know the differences.

The following states observe some form or another of the Idaho Stop:

- Arizona
- Colorado
- Delaware
- Idaho
- Illinois
- Indiana
- Kansas
- Minnesota
- Missouri
- Nevada
- Oregon

However, *what* is covered can vary.

State	Treat Stop Signs as Yields	Proceed Through a Red Light	Proceed through a light that is inoperative or malfunctioning	Enter an intersection	Notes
Arizona	No	No	Yes	When it's safe	
Colorado	There are no state laws. Summit County, Breckenridge, and Dillon have stop as yield local laws.				
Delaware	Yes	No	No	Must yield first	Stop signs are only treated as yield signs on roads with two or fewer lanes.
Idaho	Yes	Yes	No	After Yielding	
Illinois	No	No	Yes	After 120 seconds	Only applies in municipalities with fewer than 2 million people
Indiana	No	Yes	No	Must wait at least 120 seconds	Must exercise due caution when treating a red light as a stop sign
Kansas	No	No	Yes	After a reasonable period of time*	

State	Treat Stop Signs as Yields	Proceed Through a Red Light	Proceed through a light that is inoperative or malfunctioning	Enter an intersection	Notes
Minnesota	No	No	Yes	After a reasonable period of time	
Missouri	No	No	Yes	After a reasonable period of time	
Nevada	No	No	Yes	After two complete cycles of the lights or lighted arrows	
Oregon	No	No	Yes	After one complete cycle	Signal must be controlled by a detection device.

Table 1-Information from <https://bikeleague.org/sites/default/files/IdahoStop-DelawareYield 8 2018.pdf>

\*A reasonable period of time is quite vague. 120 seconds seems to be the safe norm but is hard to fight in court.

As you can see, the Idaho Stop in the states which have adopted it largely covers going through a traffic light that doesn't seem to be working properly to 'pick up' the presence of a cyclist.

The reason for this is to keep traffic moving so that bike riders don't get snarled up in each other, other pedestrians, and other traffic.

It's far rarer to be allowed to treat stop signs as yield signs and be allowed to just go through red lights.

## The Idaho Stop Controversy

**The Idaho Stop is not without its controversies.** The fight basically boils down to two sides: Cyclists who see that the law codifies what is already being done by cyclists anyway and that by doing so, they are helping to move traffic along faster; and drivers who see this as giving cyclists special and unfair privileges.

It's muddled by the fact that most drivers don't know it exists and cyclists abuse it by thinking they have the right to simply blow through all intersections. All in all, it leads to increased tension between drivers and cyclists.

Layered on top of that is that there has not been enough research done on whether observing the Idaho stop makes roads safer, although that is changing the more the law is being implemented.

Anecdotally, it appears that the Idaho stop generally makes roads safer, assuming it's observed properly. The idea is that it allows for freer flow of traffic (particularly for cyclists who don't prompt the traffic lights to change which is why states that have a modified version of this law tend to at least allow cyclists to go through a 'stale' red light).

It also frees up the courts from dealing with a million tiny infractions from cyclists going through stop signs.

However, many cyclists forget that they aren't supposed to blow through the red light or stop sign; they are supposed to *yield* and only go through when it's safe to do so.

And [the Idaho stop law does not apply to cyclists on sidewalks](#). If they are on the sidewalk, they are treated as pedestrians and must follow the traffic lights again.

If these things aren't done, the Idaho Stop is no safer than any other law and causes drivers to get very unhappy.

## Conclusion

The Idaho Stop may be slowly making its way around the country, in one form or another, but it's still not widely known about or understood by cyclists, traffic, or police.

If you're going to observe it, it's important to ensure you know what your state and local law cover (and don't cover) and be able to back it up if you are given a citation. And even if the law is on your side, you may *still* be cited because the law is vague in many places.

All in all, it's worth keeping track of the Idaho Stop law and how it impacts your ability to navigate the roads. Above all, remember that you still must yield to traffic at stop lights and signs even where you are allowed to go through them, and be polite and aware while on the roads. Stay safe!



# BICYCLE FRIENDLY STATE

## “IDAHO STOP” AND “DEAD RED” LAWS

An “Idaho stop” law allows a bicyclist to treat a stop sign as a yield sign. Therefore, rather than being required to come to a stop, the bicyclist is required to slow down, stop if required for safety, and yield the right of way to any approaching vehicle or pedestrian before proceeding through an intersection controlled by a stop sign. This is an “Idaho stop” because it has been the law in Idaho since 1982, but may also be referred to as a “stop-as-yield” or “yield-stop” law.

“Dead Red” laws provide limit exceptions to the rules regarding red lights as a reaction to the inability of traffic lights to detect small vehicles, such as motorcycles and bicycles. These laws allow certain vehicles to proceed through a red light after stopping for a specified amount of time. Learn more at [bikeleague.org/bike-law-university](http://bikeleague.org/bike-law-university).

State	Statute	Can Treat Stop Signs as Yields	Can proceed through a red light	Can proceed through an inoperative and/or malfunctioning light	Can enter intersection ...	Notes
Arizona	28-645			Yes	when it is safe to do so	
Colorado	No state law, but Summit County, Breckenridge, and Dillon have stop as yield local laws.					
Delaware	§4196A	Yes			after yielding	Can only treat stop signs as yield signs on roadways with 2 or fewer lanes. Law expires Oct. 5, 2021
Idaho	49-720	Yes	Yes		after yielding	
Illinois	11-306(3.5)			Yes	after a reasonable period of time (not less than 120 seconds)	Only applies in municipalities with less than 2m inhabitants
Indiana	9-21-3-7(b)(3)(D)		Yes		after at least 120 seconds	Must exercise due caution, treating the red light as a stop sign
Kansas	8-1508(c )(4)			Yes	after a reasonable period of time	
Minnesota	169.06(9)			Yes	after a reasonable period of time	
Missouri	304.285			Yes	after a reasonable period of time	
Nevada	484B.307			Yes	after a two complete cycles of the lights or lighted arrows	
Oregon	811.36			Yes	after one complete full cycle	Signal must be controlled by a vehicle detection device

# “IDAHO STOP” AND “DEAD RED” LAWS



[pedbikeimages.org/danburden](http://pedbikeimages.org/danburden)

State	Statute	Can Treat Stop Signs as Yields	Can proceed through a red light	Can proceed through an inoperative and/or malfunctioning light	Can enter intersection ...	Notes
South Carolina	56-5-970		Yes		after 120 seconds	
Tennessee	55-8-110(8)(d)			Yes	when safe to do so	Signal must actually be controlled by vehicle detection device
Utah	41-6a-305(7)		Yes		after a reasonable period of time of not less than 90 seconds	Only applies to persons 16 years of age or older
Virginia	§ 46.2-833(B)		Yes		after a two complete cycles or two minutes, whichever is shorter	
Washington	46.61.184			Yes	after one cycle of the traffic signal and exercising due care	Signal must actually be controlled by vehicle detection device
Wisconsin	346.37(1)(c )		Yes	Yes	after not less than 45 seconds	Must have reasonable belief that signal is controlled by vehicle detection device

## The “Delaware Yield”

The “Idaho Stop” was enacted in 1982. For more than 30 years Idaho was the only state to allow bicyclists to treat stop signs as yield signs. Evidence about the safety of stop-as-yield behavior has not been widely researched, but Idaho has the third best safety record in terms of bicyclist fatalities per 10,000 bicycle commuters in the United States based upon fatality and commuter data from 2011-2015. This is despite spending fewer federal transportation funds on biking and walking than all but three states.

In 2017, the state of Delaware enacted the Bicycle Friendly Delaware Act. Among many legal reforms, this Act made Delaware the second state in the nation to legalize stop-as-yield behavior. The “Delaware Yield” allows bicyclists to treat stop signs on two-lane roads as yield signs - meaning that they can proceed through an intersection after yielding without coming to a complete stop. If another vehicle is at the intersection and has the right of way then a bicyclist must yield to them and stop. This law will help bicyclists in Delaware conserve energy, practice a safe behavior, and make lower speed routes with frequent stop signs more appealing. To learn more about the Bicycle Friendly Delaware Act visit: <http://www.bikedelaware.org/bfda/>.



*We're leading the movement to build a Bicycle-Friendly America for Everyone*

1612 K STREET NW, SUITE 1102, WASHINGTON, DC 20006

| phone 202-822-1333 | fax 202-822-1334 |

WWW.BIKELEAGUE.ORG

March 1, 2019

Dear Senate Transportation, Technology & Legislative Affairs Committee:

I am writing in support of Senate Bill 388, An Act Concerning Bicycle Safety. This Act is likely to improve the safety of bicyclists by promoting the use of side streets and lessening the time that bicyclists are exposed to dangers at intersections. It would do so by allowing bicyclists to make safe decisions about how to proceed at stop signs and red lights when traffic is not present or does not pose a hazard. This is particularly useful where neighborhood streets have numerous stop signs to slow motor vehicle traffic, discouraging their use as alternative routes.

The League of American Bicyclists (League) initially opposed the “Idaho Stop” law that is substantially similar to the laws proposed by Senate Bill 388. In 1982, when this type of law was proposed in Idaho, the League was concerned about how the law would affect bicyclist safety and culture.

Over the last 37 years, experience has shown that there have not been negative effects for bicyclists in Idaho. Today, under laws similar to those proposed in Senate Bill 388, Idaho had one of the 5 highest rates of biking to work and one of the 10 lowest rates of bicyclist fatalities over the last decade. While studies are limited, a review of research included in a 2017 article published in the Chicago-Kent Law Review, “[Roll On, Cyclist: The Idaho Rule, Traffic Law, and the Quest to Incentivize Urban Cycling](#),” shows that evidence points to positive safety and cultural effects.

In the last 37 years, numerous states have adopted laws to deal with red lights that do not detect bicyclists or make bicyclists wait an unreasonable time. In recent years, Delaware and numerous local jurisdictions in Colorado have taken steps towards “Idaho stop” laws. Senate Bill 388 would continue this trend of recognizing the benefits of this type of legislation and the ability of people who bike to choose how to safely yield at intersections.

The League is glad to support Senate Bill 388. We strongly urge the members of the Transportation, Technology & Legislative Affairs Committee and all legislators in Arkansas to support this bill. Please contact me at [ken@bikeleague.org](mailto:ken@bikeleague.org) if you have any questions.

Sincerely,

Ken McLeod  
Policy Director

**BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE MEETING SCHEDULE (2022)**

**EVERY 2<sup>ND</sup> THURSDAY OF THE MONTH @ 5:30 PM**

JANUARY 13

FEBRUARY 10

MARCH 10

APRIL 14

MAY 12

JUNE 9

JULY 14

AUGUST 11

SEPTEMBER 8

OCTOBER 13

NOVEMBER 10

DECEMBER 8

CHAIR: COUNCILOR MICHAEL GARCIA, District 2

Email: [mjgarcia@santafenm.gov](mailto:mjgarcia@santafenm.gov)

Office: (505)955-6816

Cell: (505)469-7488

STAFF LIAISON: ROMELLA GLORIOSO-MOSS, Public Works – Roadway & Trails

E-mail: [rsglorioso-moss@santafenm.gov](mailto:rsglorioso-moss@santafenm.gov)

Office: (505) 955-6623

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# BPAC Members

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BPAC members consist of a member of the City Council who serves as its chair, along with nine members of the public, of whom eight are residents of the city and one who may be a resident of Santa Fe County.



**Councilor  
Michael Garcia**

- ❖ Committee Chair
- ❖ District 2

**Khalil Spencer**

- ❖ Committee Vice Chair
- ❖ District 1



**Yolanda  
Eisenstein**

- ❖ Chair - Law, Policy & Planning Subcommittee
- ❖ District 1

**Michelle Hoffman - Not Pictured**

- ❖ District 3

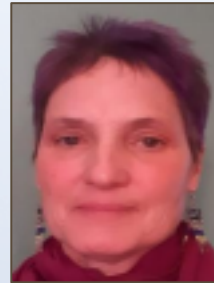
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# BPAC Members

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**Judith Gabriele**

- ❖ Chair - Promotion, Education & Programming Subcommittee
- ❖ District 2



**Terrence  
Foreback**

- ❖ Chair - Technical Review Subcommittee
- ❖ District 4

**Ben Pingilley**

- ❖ District 3



**Tony Gurlicz**

- ❖ District 3

**Phil Lucero**

- ❖ District 4



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# CITY OF SANTA FE

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Photo by Phil Lucero

## Bicycling and Pedestrian Advisory Committee (BPAC)



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# Our Purpose

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To advise the City of Santa Fe on matters related to making bicycling and walking safe, equitable, viable, and comfortable modes of transportation.

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# Major Projects

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- ❖ Acequia Trail Extension
  - ❖ Agua Fria/Cottonwood Intersection Improvements
  - ❖ Agua Fria/South Meadows Intersection Improvements
  - ❖ Arroyo Chamisos Crossing
  - ❖ Camino Entrada Roundabout
  - ❖ Cañada Rincon Trail
  - ❖ Guadalupe Street Reconstruction
  - ❖ Guadalupe Bridge Rehabilitation
  - ❖ Sandoval/Montezuma Intersection Improvements
  - ❖ Tierra Contenta Trail Extension
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# Our Partners

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# Our Work

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1. Assist in the prioritization of bicycle and pedestrian infrastructure projects.
2. Review preliminary designs for new Public Works projects involving public roadways and trails to ensure designs comply with the City's commitment to support safe biking and walking in Santa Fe.
3. Advise on policies, programs, and ordinances as they relate to bicycle and pedestrian infrastructure safety, design, construction, and operation and maintenance.
4. Develop, review, and advise on media and educational campaigns providing information and promoting bicycle and pedestrian related activities and education.
5. Work with other agencies for the enhancement of city and country trail systems.
6. Seek one time and reoccurring funding from city, state, and federal sources to implement the City-led projects identified in the SFMPO's 2019 Bicycle Master Plan and 2020 Metropolitan Transportation Plan to be applied to the implementation of policies, programs, and other projects that are supported by the plans.
7. Pursue the League of American Bicyclists Diamond-level Bicycle Friendly Community designation for the City of Santa Fe, as well as other local, state or national awards.



Photo by Leroy Pacheco



Photo by Phil Lucero



Photo by Khalil Spencer

## Contact us:

BPAC Staff Liaison: Romella Glorioso-Moss - [rsglorioso-moss@santafenm.gov](mailto:rsglorioso-moss@santafenm.gov) - 505-955-6623



## Bicycling and Pedestrian Advisory Committee

The City of Santa Fe has a Bicycling and Pedestrian Advisory Committee (known as BPAC), whose purpose is to assure implementation of the city's plan and policies related to bicycle and pedestrian trails and to advise the Governing Body on such matters.

BPAC is seeking input from cyclists attending the Santa Fe Century to find out if they're aware of our existence, how often they use streets and trails as pedestrians and bikers, and what they think of our bicycling and pedestrian infrastructure.

### 1. Are you a resident or a second homeowner in Santa Fe?

- Yes
- No (Proceed to question #9)

### 2. What Council District do you live in?

- District 1
- District 2
- District 3
- District 4
- Santa Fe County Resident
- I don't know

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

- Yes
- No

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

	Weekly	Monthly	Annually	Never
River Trail				
Rail Trail				
Acequia Trail				
Chamisa Trail				
La Tierra Trails				
Dale Ball Trails				
Spur Trail				
Other (pls. specify)				
Other				
Other				
Other				

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

- I don't feel safe.
- They're in bad shape.
- They're inconvenient to access, not in my neighborhood, are hard to get to, and/or they don't go where I want to go (connectivity).
- They're too crowded.
- Other (please specify)

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

	Never	Rarely (less than twice a month)	Sometimes (once a week)	Frequently (4 times a week)
<i>Exercise</i>				
<i>Entertainment</i>				
<i>Work</i>				
<i>School</i>				
<i>Shopping</i>				
<i>Social visits</i>				
<i>Other (pls. specify)</i>				
<i>Other</i>				

**7. If you would like to bike more (for trips to school, work, errands, recreation) but don't, what is the biggest barrier or constraint that keeps you from doing so? Select all that apply.**

- I am not interested in bicycling more
- Traffic safety concerns
- Lack of bike paths or bike lanes
- Don't feel safe biking in bike lanes
- Personal safety concerns
- Destinations are too far away
- Things I need to carry are too heavy
- Takes too much time
- I have a bike I want to use but it needs to be repaired
- Concerned about bicycle theft/my bike was stolen
- Disability/Health Issues
- Weather
- Other (please specify)

8. Please tell us if you agree or disagree with the following statements regarding a bike share and/or scooter share program in Santa Fe. If you agree, please indicate how often you would use it:

	Yes, daily	Yes, weekly	Yes, monthly	Yes, annually	No
I would use it to make more common trips.					
I would use it for recreational purposes.					
I would be more inclined to use bicycle share bikes if electric bikes were available.					
I would use it to access public transit, like Santa Fe Trails or the Rail Runner.					
I would be more inclined to use it if helmets were provided with the bike or scooter.					
Other (pls. specify)					
Other					

9. What kind of bike/pedestrian infrastructure does Santa Fe need that we don't currently have? Check all that apply.

- Bike sharing systems
- Physically separated bike lanes
- Easily navigable bikeways to the southside
- Universal user activated blinking stop signals at crosswalks

- Bike boxes (designated space for bikes at intersections to direct them through the intersection)
- Streets closed to motorized traffic/cycling with pedestrian access only
- Other (please specify)

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**10. Do you have any concerns or suggestions related to the city's bicycling and walking infrastructure, including both trails and streets?**

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**11. Are there other cities with a bicycle and pedestrian infrastructure you think is outstanding? What are those places and what do they have that Santa Fe does not?**

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**12. Did you experience the pop-up protected bike lane on Paseo de Peralta October 9th or 10th?**

- Yes
- No (Proceed to question #15)

**13. Did you experience the pop-up protected bike lane while you were:**

- Walking
- Biking
- Driving
- Other (please specify)

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**14. Please describe your experience with protected bike lane compared to unprotected bike lane (white stripe).**

	<b>Strongly Disagree</b>	<b>Disagree</b>	<b>Neutral</b>	<b>Agree</b>	<b>Strongly Agree</b>
It made me feel safer					
It made me feel more comfortable					
I would use this more					

**15. What age group best describes you?**

- Younger than 18
- 18-24
- 25-35
- 36-50
- 51-60
- 61 and older
- Prefer not to answer

**16. What gender identity best describes you?**

- Female
  - Male
  - Prefer not to answer.
  - Other (please specify)
- 
- 

**17. What level best describes your household income?**

- Less than \$10,000/yr
- \$10,001- \$30,000/yr
- \$30,001-\$70,000/yr
- \$70,001-\$120,000/yr
- > \$120,000/yr
- Prefer not to answer

**18. If you would like to volunteer with BPAC, please provide your name and email address or telephone number and we will contact you. Volunteer opportunities include: being a County Representative, joining a BPAC sub-committee.**

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*Thank you for your time and effort for completing our survey. Your opinions matter to us and will help us develop policies, programs and projects that will help ensure our City provides safe and convenient on- and off-road bicycling and pedestrian infrastructure.*