



AGENDA

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
FEBRUARY 10, 2022
5:30 PM
ATTEND VIRTUALLY

SPECIAL PROCEDURES FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE MEETING

Attendance: In response to the State's declaration of a Public Health Emergency, the Mayor's Proclamation of Emergency, and the ban on public gatherings in excess of those permitted in the current Public Health Order, and the need to incorporate technology and practices to re-institute in-person meetings consistent with the limitations established by the Order, the 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/7891823684?pwd=K2pEOGpNa0p2NmhvS0d2ajdpOTR4Zz09>.

Passcode: 8j5kRn

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: 789 182 3684 - Passcode: 8j5kRn**
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**



AGENDA

**BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
FEBRUARY 10, 2022
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ATTEND VIRTUALLY**

4. APPROVAL OF MINUTES

- a. January 13, 2022

5. COMMUNICATIONS FROM THE PUBLIC

6. COMMUNICATIONS FROM OTHER AGENCIES

- a. Santa Fe Metropolitan Planning Organization, Erick Aune, SFMPO Officer
- b. Santa Fe Conservation Trust, Tim Rogers, Trails Program Manager

7. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Tierra Contenta Ph 3 A Development Plan, Jennifer Jenkins, Principal at JenkinsGavin
- b. Draft Resolution on Complete Streets, Erick Aune, AICP, SFMPO Officer
- c. BPAC Strategic Plan FY22-27, Yolanda Eisenstein, Planning, Policy & Law Subcommittee Chair
- d. City of Santa Fe Bicycle Friendly Community Application to League of American Bicyclists, Khalil Spencer, BPAC Vice Chair
- e. BPAC Presentation to Public Works Committee and Governing Body, Judith Gabriele, Promotion, Education and Programming Subcommittee Chair
- f. Staff Report

8. SUBCOMMITTEE COMMUNICATIONS

- a. Technical Review Committee, Terence Foreback, Technical Review Subcommittee Chair

9. MATTERS FROM STAFF



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10. **MATTERS FROM THE COMMITTEE**
11. **MATTERS FROM THE CHAIR**
12. **NEXT MEETING: Thursday, March 10, 2022**
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

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1. CALL TO ORDER

The Chair, Councilor Michael Garcia, called the meeting to order at 5:30 pm.

2. ROLL CALL

Members Present:

Chair Michael Garcia
Member Yolanda Eisenstein
Member Terence Foreback (joined at 6 pm)
Member Judith Gabriele
Member Tony Gerlicz (joined at 5:45 pm)
Member Phil Lucero
Member Khal Spencer
Member Erik Aaboe

Members Excused:

Member Michelle Hoffman
Member Ben Pingilley

Others Attending:

Romella Glorioso-Moss, Staff Liaison
Erick Aune, SFMPO Officer
Nathan Lemons, Technical Review Subcommittee Member
Lara Miller, Planning, Policy and Law Subcommittee Member
Gary Schiffmiller, Planning, Policy and Law Subcommittee Member
Tim Rogers, SFCT Trails Program Manager
Leah Yngve, SFMPO Transportation Planner

3. APPROVAL OF AGENDA

MOTION: Member Gabriele moved, seconded by Member Eisenstein,



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to recommend approval of the Agenda as presented.

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

For: Chair Garcia, Member Eisenstein, Member Gabriele, Member Lucero, Member Spencer, Member Aaboe

Against: None

Abstain: None

4. APPROVAL OF MINUTES

a. December 16, 2021

MOTION: Member Aaboe moved, seconded by Member Lucero, to approve the minutes of December 16, 2021 as amended.

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

For: Chair Garcia, Member Eisenstein, Member Gabriele, Member Lucero, Member Spencer, Member Aaboe

Against: None

Abstain: None

Member Erik Aaboe's name was misspelled – Erik not Erick.

5. COMMUNICATIONS FROM THE PUBLIC



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Nathan Lemons (BPAC Technical Review Subcommittee Member)

Expressed his support for the Paseo de Peralta striping project that Mr. Tim Rogers has submitted to the Committee for evaluation and inclusion in Strategic Plan.

6. COMMUNICATIONS FROM OTHER AGENCIES

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

Will bring back the draft Resolution on Complete Streets to the Committee for consideration at the next meeting.

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

SFCT worked with trail volunteers on several trails for a total of 940 volunteer hours – the highest volunteer time ever.

Vamanos Santa Fe Walks program will be expanded to include Winter Walks. Schedule is on sfct.org. Schedules: Jan 22 – County Rail Trail (Rabbit Rd Trail); Feb 26 – Galisteo Basin; Mar 26 – La Tierra Trails.

SFCT also working on the draft of the Safe Route to School Plan which the Coalition will review in February.

- c. City of Santa Fe Public Safety Committee, Khalil Spencer, BPAC Representative and Vice Chair

Member Spencer reported that the PSC met in Dec but the Jan meeting was canceled. Most of the meeting had nothing to do with bike and ped. It was about the formation of two alternative response units for emergency purposes. Units are made up of Fire Dept, Police Dept (low key) and Community Social Services Dept. The intended use of these teams are to respond to non-violent situation such as wellness checks, homeless related issues, etc.



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Chair Garcia added that these units are currently being deployed very frequently. It's an ongoing process. One objective is to free-up the Police to respond to more appropriate situations. These teams although new are showing success.

d. Santa Fe Conservation Trust's Safe Route to School Planning Committee, Phil Lucero, BPAC Representative

There are number of schools taking part on the SRTS program. Example is Aspen when walk to school event happened on a super cold day and yet 22 children participated. The Committee is now planning for May 4th bike to school event. He is expecting participation from Aspen, Nina Otero, El Camino Real, etc.

7. DISCUSSION AND POSSIBLE ACTIONS

a. BPAC Strategic Plan (Yolanda Eisenstein, Planning, Policy and Law Subcommittee Chair)

This was 7.c in the original agenda. Member Eisenstein recommended to have 3 main goals: 1) Safety; 2) Outreach which includes communication, education and partnership development; and 3) Data-driven or Information-driven that ensures information the Committee produces is accurate and useful.

Member Gabriele – Very supportive of simplifying the goals. Suggested that “infrastructure” might be another goal based on the survey results. It seems “Data” could be a priority.

Member Spencer – Like the idea of having 3 goals. One result of this process could be the need to restructure our subcommittees to fit the 3 goals.

MOTION: Member Eisenstein moved, seconded by Member Spencer, for the Committee to approve Planning, Policy and Law Subcommittee to move forward with revising the Strategic Plan



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based on 3 main goals of Safety, Outreach and Data at this point.

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

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

Against: None

Abstain: None

b. Idaho Stop Law for Santa Fe (Khalil Spencer, BPAC Vice Chair)

This was 7.a in the original agenda.

MOTION: Member Spencer moved, seconded by Member Gerlicz, to create a Task Force made up of 5 members namely, Members Eisenstein, Spencer, Lucero and 2 other Committee Members to evaluate the appropriateness of Idaho Stop in Santa Fe.

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

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

Against: None

Abstain: None

c. League of American Bicyclists City of Santa Fe Report Card and its Implications (Khalil Spencer, BPAC Vice Chair)



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This was 7.b in the original agenda.

MOTION: Chair Garcia moved, seconded by Member Spencer, to ensure to include completing the necessary information for updating the Santa Fe Report Card in the Strategic Plan.

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

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

Against: None

Abstain: None

- d. BPAC Survey Results Implications (Judith Gabriele, Promotion, Education and Programming Subcommittee Chair)
- a) Which responses stood out the most?
 - b) How might the results help inform our strategic plan and priorities?
 - c) Are there specific issues that might be most pertinent to one or more of our subcommittees?
- Please refer to the December 16, 2021 minutes for discussion of this agenda item.*

This was 7.d in the original Agenda.

Takeaways:

Member Gerlicz – Suggested to include the Survey Results in our application of Bicycle Friendly Community and watch out for similar events where we can conduct same survey or similar survey because these data are useful/helpful.

Member Spencer – Results that stood out for him:



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- 1) The seemingly bias to District 1.
- 2) Lack of safe routes to places one wants to go.

Member Lucero – No. 1 concern is safety. These are the data we need to improve bicycling in Santa Fe.

Member Gabriele –

- 1) Bias to Districts 1 & 2. Either District 3 or 4 (she can't remember exactly) doesn't get appropriate infrastructure that other Districts have or enjoy.
- 2) 90% of respondents mentioned the need for protected bike lanes.
- 3) Connectivity, access and safety are major issues which bring back to Member Spencer's point – bicycling is not a primary mode of transportation. People are bicycling for fun and exercise but not to go to work or school.

Member Spencer – Maybe it is important to have a different perspective to solving these issues such as are we building streets or roads? Are we building the roads for vehicles or for people? Are we prioritizing safety or numbers of cars that can travel on roads faster? Maybe we need to look at these issues in an integrated manner such as land use, transportation planning, etc. This is a bigger issue than bicycling or BPAC.

MOTION: Member Gerlicz moved, seconded by Member Lucero, to refer the BPAC Survey Results to the Planning, Policy and Law Subcommittee for further analysis.

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

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

Against: None



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Abstain: None

- e. Staff Report (Romella Glorioso-Moss, BPAC Staff Liaison)
 - a) BPAC Subcommittee Memberships
 - b) Public Works Budget Preparation
 - c) Roadway and Trails Project Priorities

8. MATTERS FROM STAFF

The Field Visit to SWAN Park is scheduled on January 27 at 11:30 am. Details to follow.

Member Michelle Hoffman, District 3 representative has resigned.

BPAC can make presentation to Governing Body. We just need to inform City Clerk.

9. MATTERS FROM THE COMMITTEE

10. MATTERS FROM THE CHAIR

11. NEXT MEETING: January 27 2022

12. ADJOURN : 7:56 pm

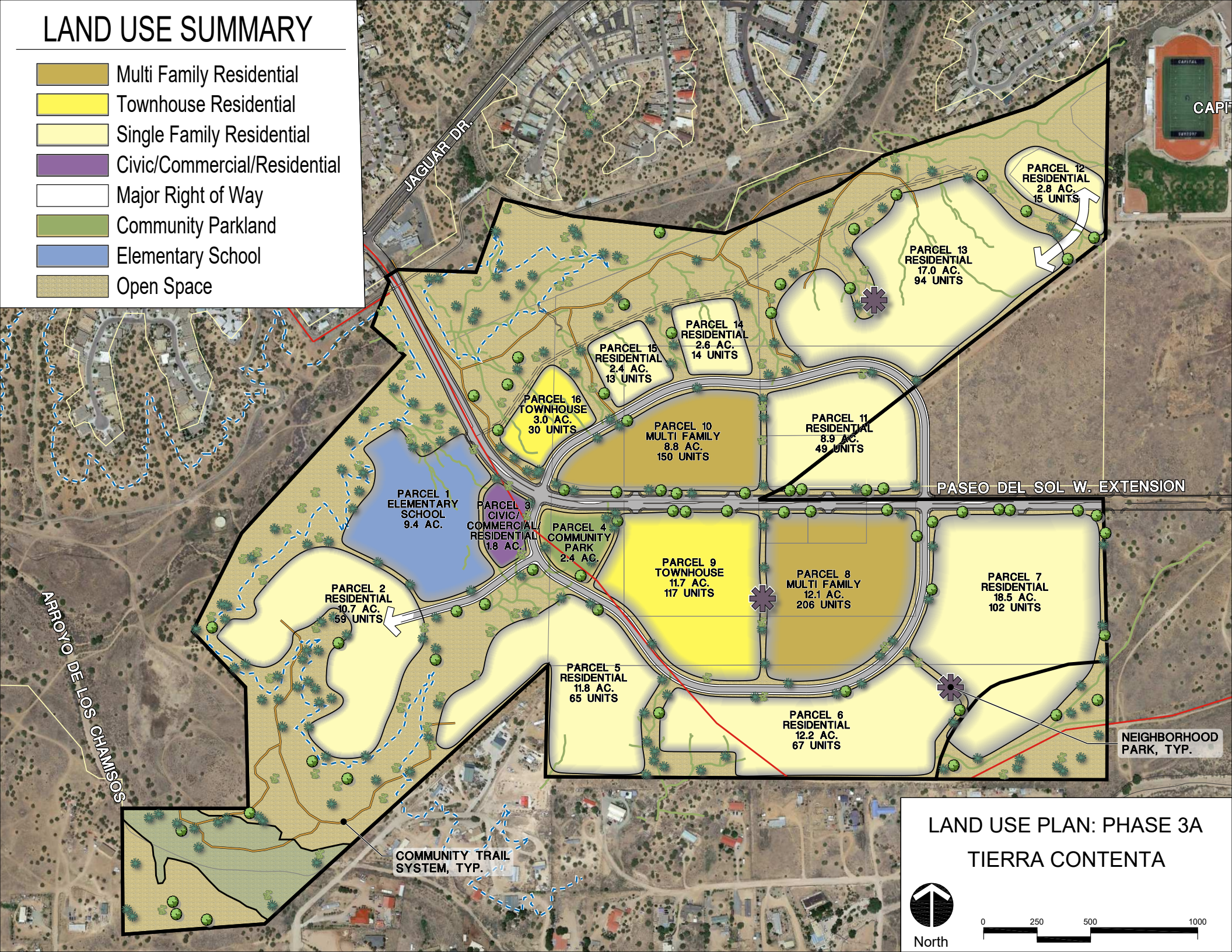
Romella Glorioso-Moss

Liaison

Chair

LAND USE SUMMARY

- Multi Family Residential
- Townhouse Residential
- Single Family Residential
- Civic/Commercial/Residential
- Major Right of Way
- Community Parkland
- Elementary School
- Open Space



LAND USE PLAN: PHASE 3A
TIERRA CONTENTA



North



**RESOLUTION ADVANCING COMPLETE STREETS AS A PROVEN
COUNTERMEASURE TO ADVANCE SAFER AND MORE EQUITYABLE
TRANSPORTATION IMPROVMENTS IN THE SANTA FE METROPOLITAN
PLANNING AREA WHILE REDUCING THE IMPACTS OF
CLIMATE CHANGE.**

WHEREAS the Santa Fe MPO's members have been supporting the principles of Complete Streets since 2007 including the belief that ALL TRIPS HAVE EQUAL VALUE and acknowledge the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation; and

WHEREAS for eight years (2012-2019), the National Highway Traffic Safety Administration (NHTSA) has ranked New Mexico in the top four states nationwide with the highest rates of pedestrian fatalities per 100,000 population; and

WHEREAS designing streets for speeds over 25 miles per hour dramatically increases the likelihood that a person struck while walking will be killed where designs that self-enforce lower speeds save lives and reduce both speed and driver error; and

WHEREAS Complete Streets are a comprehensive, integrated transportation network with infrastructure and design that supports safe and well managed travel along and across streets for all users, including pedestrians, users and of public transit, bicyclists, persons with disabilities, seniors, children, motorists, shared mobility services and movers of commercial goods; and

WHEREAS the Santa Fe MPO promotes transportation improvements that encourages walking, bicycling and transit use and see them as equal mobility options to the automobile; and

WHEREAS Complete Streets support the health and wellbeing of residents and the environment by creating and improving sustainable transportation options, providing opportunities for physical activity through improved access to active transportation, improving air quality through reduced vehicle emissions, mitigating the urban heat island effect, utilizing stormwater runoff and decreasing stormwater pollutants, and maximizing shade trees and vegetation; and

WHEREAS Complete Streets are essential in providing safe routes to schools and parks for children and parents; and

WHEREAS the encouragement of diverse and comprehensive public engagement and participation in community decisions concerning street design is critical to community context and to date, public engagement results have revealed a commanding desire for a more walkable, bikeable and transit accessible transportation network; and

WHEREAS streets ought to be designed to not only accommodate safe access for all users, but in a manner in which we create vibrant, attractive and sustainable public places that advance ambitious but reasonable environmental and social equity goals; and

WHEREAS the implementation of complete streets helps to shift toward carbon neutrality and is a sustainable planning practice, both of which are consistent with Santa Fe’s Sustainability Plan and Climate Impact Reduction Goals”; and

WHEREAS streets designed for all users and not for commuter convenience offers long-term cost savings for local and state governments, provide public health benefits and provide financial benefits to property owners and businesses; and

WHEREAS there is a continued and urgent recognition that impacts of climate change are occurring more frequently and with added severity where the further design and promotion of a multi-modal, regional transportation system contributes to a comprehensive strategy to reduce greenhouse gas emissions; and

WHEREAS the MPO and members agree to prioritize the inclusion of complete streets in the review of new developments, new road construction or retrofits of existing roads, project funding priorities, and in other instances involving a potential change to the design of any street; and

WHEREAS the Santa Fe MPO and members therefore, in light of the foregoing benefits and considerations including more urgent safety needs and climate change impacts, wishes to improve its commitment to Complete Streets and desires for its streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, sustainability and social equity and using design guidelines and standards that support best practices;

WHEREAS that the attached graphic summary of the benefits of complete streets within the Santa Fe Metropolitan Planning Area articulate a vision of how roads and streets may be repurposed to advance multiple goals of member agencies around sustainability, community, affordable housing, safety, economic development and public health and are representative of our commitment to further advance these goals.

NOW, THEREFORE, BE IT RESOLVED by the [City, County, Santa Fe MPO], as follows: That the [City/County/Santa Fe MPO] affirms its commitment to Complete Streets and desires that its streets form a comprehensive, safe and integrated transportation network for all road users and recognizes that Complete Streets, as a core value, is not just a responsibility of one department but has critical elements and implications found across local jurisdictions and multiple departmental and division functions.



Santa Fe Complete Streets

What they are. Why they're important, How they benefit the community.



WHAT ARE COMPLETE STREETS?

COMPLETE STREETS ARE STREETS FOR EVERYONE.

Complete Streets are an approach that integrate people and place in the planning, design, construction, operation, and maintenance of transportation networks.

WHAT IS A COMPLETE STREET?



Complete Streets:

MAKE OUR
STREETS
SAFER

HELP OUR
COMMUNITY BE
HEALTHIER

ARE SUPPORTED BY
THE COMMUNITY

PROVIDE SAFER
ACCESS FOR FAMILIES
TO SCHOOLS AND
PARKS

SUPPORT ALL
AGES AND
ABILITIES

IMPROVE SOCIAL
EQUITY

CREATE ECONOMIC
BENEFITS

SUPPORT
ENVIRONMENTAL,
CLIMATE CHANGE,
AND SUSTAINABILITY
GOALS

HOW DO COMPLETE STREETS BENEFIT SANTA FE AND THE REGION?

They support all modes.

GOAL: MULTIMODAL MOBILITY & ACCESSIBILITY: An accessible, connected, and integrated transportation system.



GOAL: CONNECTIVITY - Provide critical connections for bicyclists and pedestrians of all ages and abilities that link destinations, transit, and neighborhoods.



Complete streets balance the needs of multiple modes in the right-of-way and across the transportation network – creating space for convenient and efficient transit, ensuring complete sidewalks, and providing safe bicycling infrastructure. **Complete streets prioritize more than the traditional vehicle throughput and speed – and instead elevate safety and convenience across all modes and abilities** as the most important elements of a street.

In Santa Fe, large arterial roads bisect the city and create barriers for pedestrians and people on bikes. These streets (like Airport Road and Cerrillos Road) contain many of the commercial and employment destinations in the city but they lack safe, low-stress bike infrastructure, are difficult to cross, and are unpleasant to walk along. This leads 87.5% of people in Santa Fe to drive or carpool to work.

But, by building complete streets on key corridors, and developing additional multimodal routes that connect neighborhoods and important destinations (like schools and grocery stores), Santa Fe can create a community that offers a variety of transportation options.

They make our streets safer.

GOAL: SAFETY: a safe and secure transportation system for motorized and non-motorized users.



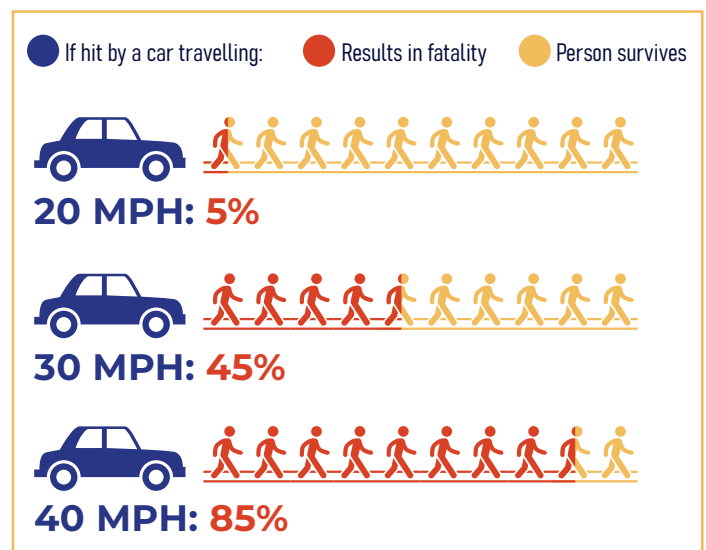
GOAL: Improve pedestrian safety through well-designed facilities along and across roadways, and by promoting safe driving, walking, and bicycling behaviors.



Between 2010 and 2019, New Mexico had the highest rate of pedestrian fatalities per 100,000 people of all states.¹ 58.8 percent of those deaths were on arterials.² This is during a time period where, nationwide, the number of pedestrians struck and killed by drivers increased by an astonishing 45 percent.

However, designing a street with pedestrians in mind – sidewalks, raised medians, traffic-calming measures, and treatments for travelers with disabilities – can reduce pedestrian risk by as much as 28%.¹

In many cases, reducing speeding will be paramount to increasing safety. At 20 miles per hour, there's a 5% fatality rate for people struck by a car. That fatality rate rises to 85% at 40 MPH.³ Complete streets incorporate the treatments above – and many more – to provide cues to drivers to slow down.



They support mobility for all ages and abilities.

VISION: Santa Fe is a place where people of all ages and abilities can safely and comfortably have bicycle and pedestrian access along a comprehensive network of multi-use trails and complete streets, connecting residential neighborhoods with employment centers, parks, open space, schools, retail centers, and other public and private services throughout the metropolitan area.

SANTA FE METROPOLITAN
BICYCLE MASTER PLAN
2019

GOAL: SAFETY - Create a bicycle network that is safe and comfortable for bicyclists of all ages and abilities, particularly at schools and surrounding neighborhoods.

SANTA FE METROPOLITAN
BICYCLE MASTER PLAN
2019

Incomplete streets are often primarily designed for able-bodied adults who can walk quickly, easily interpret road risks, or confidently navigate on a bicycle. Alternatively, complete streets improve transportation options and safety for everyone – extra consideration is given to children, the elderly, and the physically impaired in complete street designs.

In Santa Fe, 13% of residents have some form of disability, 25% are over 65 years of age, and 16% are under the age of 16.⁴

Despite the number of people in Santa Fe that face these challenges, many sidewalks in Santa Fe are extremely narrow (too narrow for wheelchairs or strollers) missing curb ramps, or contain physical obstacles (like light posts and signs). Other streets lack sidewalks altogether. Removing these barriers can make it easier to navigate our streets and community.

Children also deserve a transportation system that serves their needs. Complete Streets provide children with opportunities to walk, bike and play in a safe environment - allowing them to stay active and gain independence.⁵ By slowing traffic and providing additional safety improvements, complete streets can make streets safe for kids (and their parents) to view walking or biking to school as viable options.

They help our community be healthier.

GOAL: Develop a pedestrian network that promotes active, healthy lifestyles and sustains a healthy environment.

SANTA FE METROPOLITAN
PEDESTRIAN
MASTER PLAN

GOAL: PUBLIC HEALTH: A transportation system that supports healthy lifestyles.

Santa Fe MPO
Metropolitan
Transportation
Plan 2020-2045

Engaging in physical activity for as little as 30 minutes a day can prevent or help treat conditions such as diabetes, breast and colon cancer, depression, dementia, anxiety, osteoporosis, cardiovascular disease, obesity, and high blood pressure.⁶

Providing opportunities for people to integrate walking or biking into their daily routines can help them meet daily and weekly exercise recommendations and stay healthy and fit. According to a study released in 2014 by the American Journal of Public Health, there is a direct and significant correlation between how close people live to biking and walking infrastructure and the amount of weekly exercise they get.⁷ By providing complete streets throughout Santa Fe, many more residents can live near facilities that allow them to incorporate exercise into their everyday routine.

In Santa Fe County, obesity affects 18.4% of adults and more than 14% of those ages 10-17. Only 24.1% of adolescents in Santa Fe were physically active for at least 60 minutes per day.⁸ As stated in the Santa Fe Metropolitan Bicycle Master Plan, "Given Santa Fe's educational budget restrictions and declining offerings in physical education, promoting walking to school and establishing a safe and reliable bicycle network is a logical strategy for children's health that can benefit the entire community"



They are good for the community and are supported by the community.

During public outreach that was conducted during the development of Santa Fe's many transportation plans – Bicycle, Pedestrian, Transit, Multimodal Transition, and Metropolitan Transportation – the public has repeatedly requested the implementation of complete streets infrastructure and the improvement of multimodal networks.

Across all these plans, when Santa Fe residents were asked during transportation planning efforts what their top priorities were for improvement to the transportation network, the top for responses were:

1. Expanded bus and train service
2. Better connected and safer bicycle and pedestrian networks
3. Improved quality of infrastructure for all modes
4. Target improvements for those populations who need it most

The responses above can all be addressed through the implementation of complete streets within Santa Fe.

Additionally, as part of the development of the Santa Fe Metropolitan Transportation Plan, when asked, "If you had \$5 million available to spend on the transportation network, where would you spend it?" **73% of residents chose to allocate their funds to transit, bike/pedestrian, or road safety improvements.**⁹ Complete streets would improve the transportation network in relation to each of these categories.



They support environmental, sustainability goals, climate goals.

GOALS: *Plan for and invest in a safe, modernized transportation system that supports low-emission, active, and equitable mobility options for all users.*

Achieve annual reductions in daily vehicle miles traveled. Achieve annual increases in the total miles of sidewalks, on-road bicycle lanes and multi-use paths. Increase public transit ridership annually..

**Sustainable Santa Fe
25-Year Plan**

October 2018

In the Sustainable Santa Fe Plan, and other city and MPO plans, sustainability and mitigating climate change have been expressed as a major priority of the city and region. With transportation accounting for the largest share of carbon emissions in the U.S., achieving ambitious climate targets and creating more livable communities requires us to build streets and transportation networks that allow people to get around outside of a car.

In the Santa Fe Metropolitan Planning Area, transportation is the economic sector responsible for the majority of carbon dioxide emissions – at 41% of all emissions. Complete streets can help cut these emissions, as households located in a network of complete streets make significantly fewer of their daily trips by car.¹⁰

And, due to its compact size, almost all trips within Santa Fe have the potential to be completed by active transportation or transit. **48 percent of all trips in Santa Fe are within a mile, which would be about a 20-minute walk.** And 81% of all trips taken are within five miles, which would be up to a 30-minute bike ride.¹¹ Replacing these short trips currently taken by car can greatly reduce harmful emissions.

Driving related emissions for households living in non-car-dependent neighborhoods can be up to half of what they are for households in the car-dependent neighborhoods.¹² By implementing complete streets, Santa Fe can help make every neighborhood a neighborhood that doesn't necessitate car use.

They create economic benefits.

GOAL: Enhance economic vibrancy by creating safe and aesthetically pleasing walking environments with easy connections to commercial centers and attractive and enjoyable public places

SANTA FE METROPOLITAN
**PEDESTRIAN
MASTER PLAN**

GOAL: ECONOMIC & COMMUNITY VITALITY:
A transportation system that supports economic and community vitality

Santa Fe MPO
Metropolitan
Transportation
Plan 2020-2045

What do communities get for their investments in complete streets? Compared to conventional transportation projects, complete streets projects are remarkably economical - for the most part, costing significantly less than conventional transportation projects.¹³

Dollar for dollar, bicycling is by far one of the cheapest transportation modes to support. Often bicycle facilities utilize existing roadway space, and only require relatively low-cost pavement markings and/or signage.

By installing infrastructure that increases the rates of biking, walking and transit use, the carrying capacity of a street can be increased for a fraction of the cost of acquiring additional right-of-way and installing additional lane miles – miles that would also eventually require repaving and maintenance in the future.

Complete streets aren't just cheaper to build, they grow the economy where they all installed. Complete streets projects lead to broader economic gains like increased employment, higher property values, and increased net new businesses.⁴



They improve social equity.

GOAL: SOCIAL EQUITY:
Equitable investments in transportation that enable quality of life for all residents

Santa Fe MPO
Metropolitan
Transportation
Plan 2020-2045

Everyone deserves the opportunity to achieve their full potential regardless of where they live, how they travel, who they are, or what social position they occupy. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational activities - no matter the mode used for transportation.

In a study of upward mobility, commuting time has emerged as the single strongest factor in the odds of a household escaping poverty. **The longer the average commute is in a given county, the worse the chances a low-income family there has of moving up the socioeconomic ladder.**¹⁴ Those without access to a car (or unable to drive), who rely on public transit, are likely to suffer from the longer commute times. By ensuring good transit service and access through complete streets elements, commute times can be reduced and access to jobs and opportunity improved.

People in Santa Fe spend 22% of their household income on transportation each year, or about \$11,718.¹⁵ When people have the opportunity to walk, bike, or take transit, they have more control over their expenses and aren't forced to consider purchasing a car they may not be able to afford.

While those with vehicles can choose to avoid unsafe streets and walking conditions, those without (3.5% of households in Santa Fe) are forced to walk or bike along streets that aren't designed with them in mind.

Because of this, people die while walking at much higher rates in lower-income communities compared to higher-income areas. However, low-income communities are significantly less likely to have sidewalks, marked crosswalks, and street design to support safer, slower speeds.¹⁶

Complete streets distributed equitably throughout Santa Fe can remove the safety risks of walking along our streets, bringing safety equity between those who walk, bike, or use transit as a means of transportation, and those who drive.

HOW DOES IT ALL FIT TOGETHER?

The City, County, and Metropolitan Planning Organization of Santa Fe are working together to advance complete streets and reduce the impacts of climate change in order to help meet their overlapping community goals.



Sources

1. "Dangerous by Design 2021." Smart Growth America. <https://smartgrowthamerica.org/resources/dangerous-by-design-2021-2/>
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3. National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>
4. <https://htaindex.cnt.org/map/>
5. U.S. Census, American Community Survey 2019, 5-year estimates.
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Bicycle and Pedestrian Advisory Committee
Strategic Plan 2022-2027

BPAC's Purpose: Provide input and advice that supports the ongoing development and maintenance of 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, plan, and policies that impact both on-road and off-road bicycle and pedestrian infrastructure, and to advise the Governing Body on such matters. (Resolution No. 2021-8, Section 2)

- (a) Assist in the prioritization of bicycle and pedestrian infrastructure projects to be completed using city, state, and federal funds, through the development of the Santa Fe Metropolitan Planning Organization ("SFMPPO") Bicycle Master Plan and the SFMPPO Pedestrian Master Plan
- (b) Review preliminary designs for new Public Works projects involving public roadways and trails funded out of city, state, or federal sources to ensure designs comply with the City's commitment to make bicycling and walking safe, equitable, viable, and comfortable modes of transportation. Design plan reviews shall take place at 30% design and before plans are presented to the public for comment or submitted for review to New Mexico Department of Transportation NMDOT;
- (c) Advise on policies, programs, and ordinances as they relate to bicycle and pedestrian infrastructure safety, design, construction, and operation and maintenance;
- (d) Develop, review, and advise on media and educational campaigns that provide information and promoting bicycle- and pedestrian-related activities and education;
- (e) Work with other agencies for the enhancement of city and county trail systems;
- (f) Review and recommend updates to Bicycle Master Plan, Pedestrian Master Plan, Metropolitan Transportation Plan, Parks Master Plan related to trails, and the City's Land Use Development code as they pertain to bicycle and pedestrian infrastructure and associated regulations;
- (g) Seek funding from city, state, and federal sources to implement the City-lead projects identified in the SF 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. (Resolution No. 2021-8, Section 2)

Bicycle and Pedestrian Advisory Committee
Strategic Plan 2022-2027

BPAC Subcommittees

Planning, Policy & Law Subcommittee – Ensure 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.

Yolanda Eisenstein, Chair

Erick Aaboe, Committee

Two Member Vacancies

Lara Miller, Member-at-Large

Gary Schiffmiller, Member-at-Large

Promotion, Education & Programming Subcommittee – Develop, review, and advise on communications that inform and educate Santa Feans and visitors on bicycling and pedestrian rules and regulations, BPAC, relevant events, and safety issues that support the BPAC’s purpose.

Judith Gabriele, Chair

Tony Gerlicz, Committee

Phil Lucero, Committee

Khalil Spencer, Committee

Rachel Wexler, Member-at-Large

Two Vacant Member-at-Large

Technical Review Subcommittee – Ensure that Santa Fe’s infrastructure projects include elements that contribute to the safety of bicyclists and pedestrians.

Terence Foreback, Chair

Ben Pingilley, Committee

Two Vacant Committee Members

Nathan Lemons, Member-at-Large

Tim Rogers, Member-at-Large

One Vacant Member-at-Large

Bicycle and Pedestrian Advisory Committee
Strategic Plan 2022-2027

Policies, Laws, Regulations <i>Planning, Policy & Law Subcommittee</i>	Outreach & Communications <i>Promotion, Education & Programming</i>	Infrastructure <i>Technical Review Subcommittee</i>
Ensure 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.	Develop, review, and advise on communications that inform and educate Santa Feans and visitors on bicycling and pedestrian rules and regulations, BPAC, relevant events, and safety issues that support the BPAC’s purpose.	Ensure that Santa Fe is infrastructure projects include elements that contribute to the safety of bicyclists and pedestrians.
STRATEGIES		
Strategy 1: Support the adoption of the 2022 Complete Streets Resolution, and its subsequent implementation.		
a.		
Strategy 2: Ensure that Santa Fe’s new website that supports BPAC information is kept current. (2021 Strategy 10)		
	a.	
Strategy 3: Establish annual Santa Fe Custom Bike Rack Acquisition fund and maintenance program. (2021 Strategy 4)		
		a.
Strategy 4: Follow e-bike ordinance review and passage.		
a.		
Strategy 5: Develop and capitalize on partnership opportunities.		
	a.	
Strategy 6: Conduct evaluation of downtown traffic warrants. (2021 Strategy 7)		
		a.
Strategy 7: Ensure that the development and maintenance of signage – roadway, wayfinding – is included in projects. (2021 Strategies 11 & 12)		
		a.
Strategy 8: Create a bicycle and pedestrian infrastructure that is safe and comfortable for people of all ages. *** this is placeholder for an overarching safety goal. We talked about traffic calming, focusing on redesign of St. Michaels or Cerrillos Rd.		
Strategy 9: Educate motorists and bicyclists about traffic laws and safe operating behavior. *** this is placeholder for a more general outreach goal. We discussed contacting city councilors for more information about constituent needs.		
Strategy 10: Promote bicycle and pedestrian safety in the media.		

a. Indicates the committee that would initially start the work on that strategy

Bicycle and Pedestrian Advisory Committee
Strategic Plan 2022-2027

The following 2021 strategies reflect projects/programs that continue to be considered or implemented by the City or the MPO.

Strategy 1. Update the City of Santa Fe Design Guidelines and Design Criteria for Street Types to include design standards detailed in the BMP (Bicycle Master Plan) include new street “typicals.”

Strategy 2. Prepare for May 2021 Transportation Alternatives Program (TAP) “Call for Projects” by the NMDOT.

Strategy 3: Evaluate Green Bicycle Lane Pilot Project (2015).

Strategy 5: Evaluate, Design, and Fund Santa Fe’s First Protected Bike Lane. (Assuming the MPO/City/County will adopt the 2022 Complete Street Resolution.)

DRAFT




BICYCLE FRIENDLY AMERICA

UPDATING WHAT IT TAKES TO BE A BICYCLE FRIENDLY COMMUNITY

The Bicycle Friendly Community application is currently offline while we make updates to our BFC application and related materials. Among the changes advocates and communities can expect to see after these updates will be a stronger 5th E: Equity, Diversity, and Inclusion (EDI), to better guide communities on policies, programs, and infrastructure that will bring about safe, equitable and just transportation options for all.

There will also be updates to the Engineering section that ask about on- and off-road bike infrastructure, to better capture the quality, reach, and distribution of a community's entire bikeway network, rather than just a simple sum of facility mileage that the application previously asked for.

The BFC application will be offline through Summer 2022 to give the BFA team time to lay work with local advocates, partners, and program users on these changes.

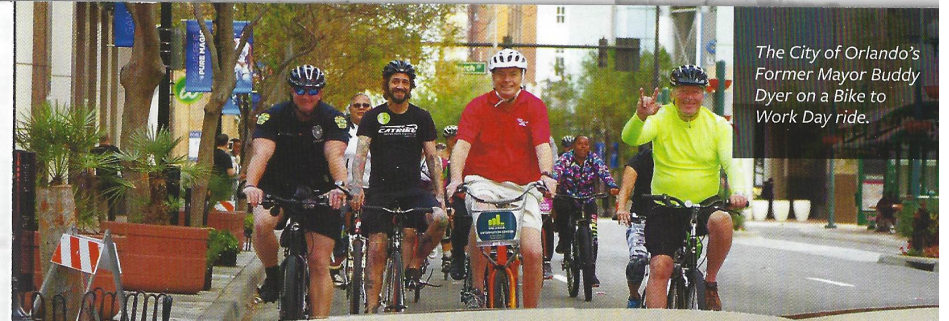
We recognize that many aspiring Bicycle Friendly Communities would normally be using the BFC application right now to get ideas for activities, plans, programs, and facilities to improve bicycling in their community. While the BFC application itself is offline, the BFC Resource Library will continue to provide a wealth of information, case studies, examples, and ideas for current and aspiring Bicycle Friendly Communities. 

 **LEARN MORE:**
<https://bit.ly/BFAResource>

2021 LCI Seminar in Washington, D.C. Photo Credit: Shalia Watts.



Father and son participants in 2019 Bike East Bay.



The City of Orlando's Former Mayor Buddy Dyer on a Bike to Work Day ride.

TEN KEY STRATEGIES FOR NEW BICYCLE FRIENDLY COMMUNITIES

For communities at the start of their BFC journey, we're encouraging them to focus their energy on 10 key strategies to the foundation for a stronger BFC application in the future:

- Adopt the BFC Action Plan Charter
- Form a Bicycle Advisory Committee
- Conduct a Bike Parking Audit downtown or across the community
- Have City Hall apply for Bicycle Friendly Business designation as an employer
- Encourage other local businesses to become BFBs
- Host a League Cycling Instructor Seminar
- Create or improve the inventory of on-road bike infrastructure
- Conduct a manual bike count
- Organize a local bicycling event such as a Bike to Work Day or Bike Rodeo
- Host a community bike ride with the mayor or city council

