



AGENDA

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
SEPTEMBER 08, 2022
5:30 PM
COUNCIL CHAMBERS
CITY HALL
200 LINCOLN AVENUE

PROCEDURES FOR BYCICLE AND PEDESTRIANS COMMITTEE MEETING

Written Public Comment: Members of the public may submit written comments on legislation by clicking on the comment bubble to the right of the meeting on the public portal at <https://santafe.primegov.com/public/portal> three hours prior to the start of the meeting.

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 11, 2022
5. **COMMUNICATIONS FROM THE PUBLIC**
6. **COMMUNICATIONS FROM OTHER AGENCIES**
 - a. Santa Fe Metropolitan Planning Organization, Erick Aune, AICP, SFMPO Officer



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- b. Santa Fe Conservation Trust, Tim Rogers, Trails Program Manager
- c. Public Safety Committee, Khalil Spencer, BPAC Representative
- d. St. Michael's Drive – Rail Trail Underpass Project, Judith Gabriele, BPAC Representative

7. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Bishop's Lodge Road Reconstruction Project Presentation, Steve Harris, NV5 Project Manager
- b. Land Use Code Rewrite Update, Daniel Alvarado, AICP, Senior Planner, Land Use Department
- c. BPAC Strategic Plan FY2023-2033, Yolanda Eisenstein, Policy, Planning and Law Subcommittee Chair
- d. Draft E-Bike Resolution Update, Romella Glorioso-Moss, Staff Liaison
- e. BPAC Representative to Acequia Trail Extension Project Stakeholders/Focus Group, Romella Glorioso-Moss, Staff Liaison

8. MATTERS FROM STAFF

9. MATTERS FROM THE COMMITTEE

10. MATTERS FROM THE CHAIR

11. NEXT MEETING: Thursday, October 13, 2022

12. ADJOURN



AGENDA

**BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
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5:30 PM
COUNCIL CHAMBERS
CITY HALL
200 LINCOLN AVENUE**

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 11, 2022
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

1. CALL TO ORDER

The meeting was called to order by Vice Chair, Khalil Spencer at 7:05 pm.

2. ROLL CALL

Members Present:

Chair Michael Garcia
Member Yolanda Eisenstein
Member Khal Spencer
Member Erik Aaboe
Member Paloma Sanchez

Members Excused:

Member Judith Gabriele
Member Tony Gerlicz
Member Ben Pingilley

Others Attending:

Romella Glorioso-Moss, Staff Liaison
Erick Aune, SFMPO Officer
Gary Schiffmiller, BPAC Subcommittee Member

3. APPROVAL OF AGENDA

MOTION: Member Spencer moved, seconded by Member Eisenstein, to approve the agenda as presented.

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

For: Chair Garcia, Member Eisenstein, Member Spencer, Member Aaboe, Member Sanchez



MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
AUGUST 11, 2022
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

Against: None

Abstain: None

4. APPROVAL OF MINUTES

a. July 14, 2022

MOTION: Member Spencer moved, seconded by Member Aaboe, to approve the July 14, 2022 minutes as presented.

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

For: Chair Garcia, Member Eisenstein, Member Spencer, Member Aaboe, Member Sanchez

Against: None

Abstain: None

5. COMMUNICATIONS FROM THE PUBLIC

6. DISCUSSION AND POSSIBLE ACTION ITEMS

Continuation of the Review of BPAC Strategic Plan FY2023-2033 (Yolanda Eisenstein, Policy, Planning and Law Subcommittee Chair)

7. SUBCOMMITTEE COMMUNICATIONS

8. MATTERS FROM STAFF



MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
AUGUST 11, 2022
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

9. MATTERS FROM THE COMMITTEE
10. MATTERS FROM THE CHAIR
11. NEXT MEETING: September 08, 2022
12. ADJOURN 7:15 pm

Romella Glorioso-Moss

Liaison

Chair

S100470, St. Michael's Drive Rail Trail Underpass

August 30, 2022, 6:00pm to 7:30pm

Virtual Public Meeting

City of Santa Fe Public Works Department

VIRTUAL MEETING PROTOCOL

- During the "presentation" you will be muted with camera off
- During "questions" you will be invited to participate
 - Type questions in the Q&A Icon
 - Raise your hand to speak

S100470, St. Michael's Drive Rail Trail Underpass

August 30, 2022, 6:00pm to 7:30pm

Virtual Public Meeting

City of Santa Fe Public Works Department

Agenda

Introductions

Project Overview and Schedule

Proposed Conceptual Design

- ADA Objectives
- Aesthetic Objectives
- Landscaping Objectives
- Lighting Objectives
- Security Objectives
- Other Design Objectives
- Construction Objectives

Comments & Questions

Introductions

Design Team



Richard Rotto
Project Engineer



Denise Aten
Public Involvement



Romella Glorioso-Moss
Project Manager

Meet our team



Regina Wheeler
City of Santa Fe
Public Works
Director



Carol Romero-Wirth
City of Santa Fe
District 2
Councilor



Michael Garcia
City of Santa Fe
District 2
Councilor



Sharon Cruz
NMDOT
Tribal/LPA
Coordinator

Focus Group



Focus Group Key Take-Aways

- Prefers a unique aesthetic for this trail, but still complementary to the Acequia Trail Underpass
- Ensure aesthetics and comfort for the trail users is prioritized
- Prefer to keep fencing and wall separate
- Prioritize lighting (natural and electric) to support safety and comfort for trail users



St. Michael's Drive
Rail Trail Underpass

Focus Group Key Take-Aways

- Support skylight and blue lights in the underpass
- Request to keep (and improve) the at-grade crossing, in same location
- Consider connection to future nearby neighborhood trails



Public Meeting Objectives

- Project Introduction
- Conceptual Design
- Public Comment
- Next Steps



Project Introduction

Existing Condition



St. Michael's Drive
Rail Trail Underpass

Project Development

NMDOT Road Safety Audit (2014)

Significant operational issues identified.

Studied six alternatives:

1. Median refuge modifications
2. Rail Trail detour routes
3. Pedestrian hybrid beacon
4. Median modifications with signal
5. Overpass
6. Underpass



Project Development

NMDOT Road Safety Audit (2015)

Additional RSA conducted to refine the analysis of the initial RSA.

1. Additional traffic analysis performed of roadway and rail operations.
2. More detailed analysis of three alternatives: 3A) hybrid beacon; 3B) pedestrian signal, and 6) underpass
3. Underpass was recommended



St. Michael's Drive
Rail Trail Underpass

Request for Proposal (2020)

In 2020, City received federal funding of \$4,984,999 from Highway Safety Improvement Program (HSIP) under CN S100470 / CIP #501.

City issued an RFP in 2021 to select an engineer to design the underpass. The project would prioritize:

1. Safety
2. Maintenance
3. Aesthetics

AECOM as the selected consultant and executed a contract in November 2021.



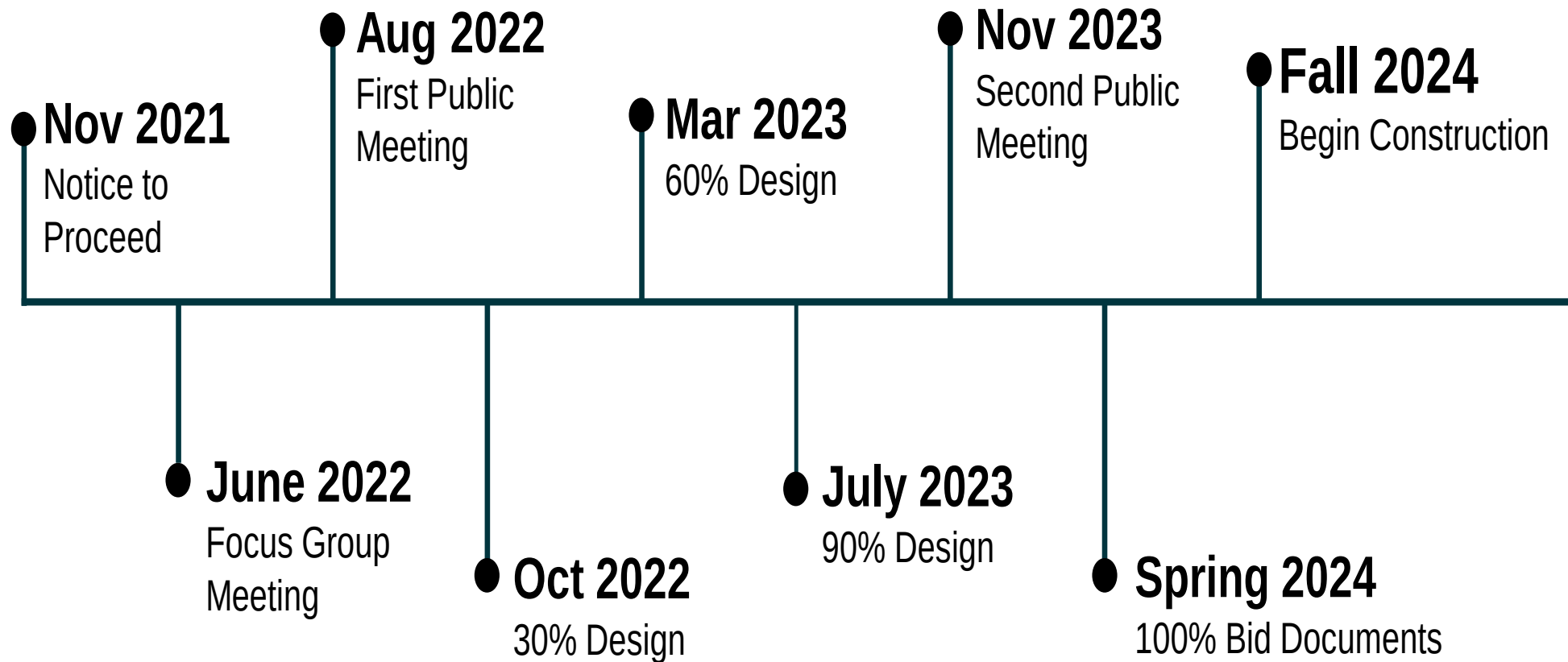
AECOM's Pre-Design Activities

- Topographic Survey
- Subsurface Utility Engineering
- Conceptual Design
- Initial Focus Group Meeting
- Initial Public Meeting
- NMDOT Consultation
- Environmental Level of Effort
- Geotechnical Investigations



St. Michael's Drive
Rail Trail Underpass

Project Schedule



Proposed Conceptual Design

Early Concept (Looking South)



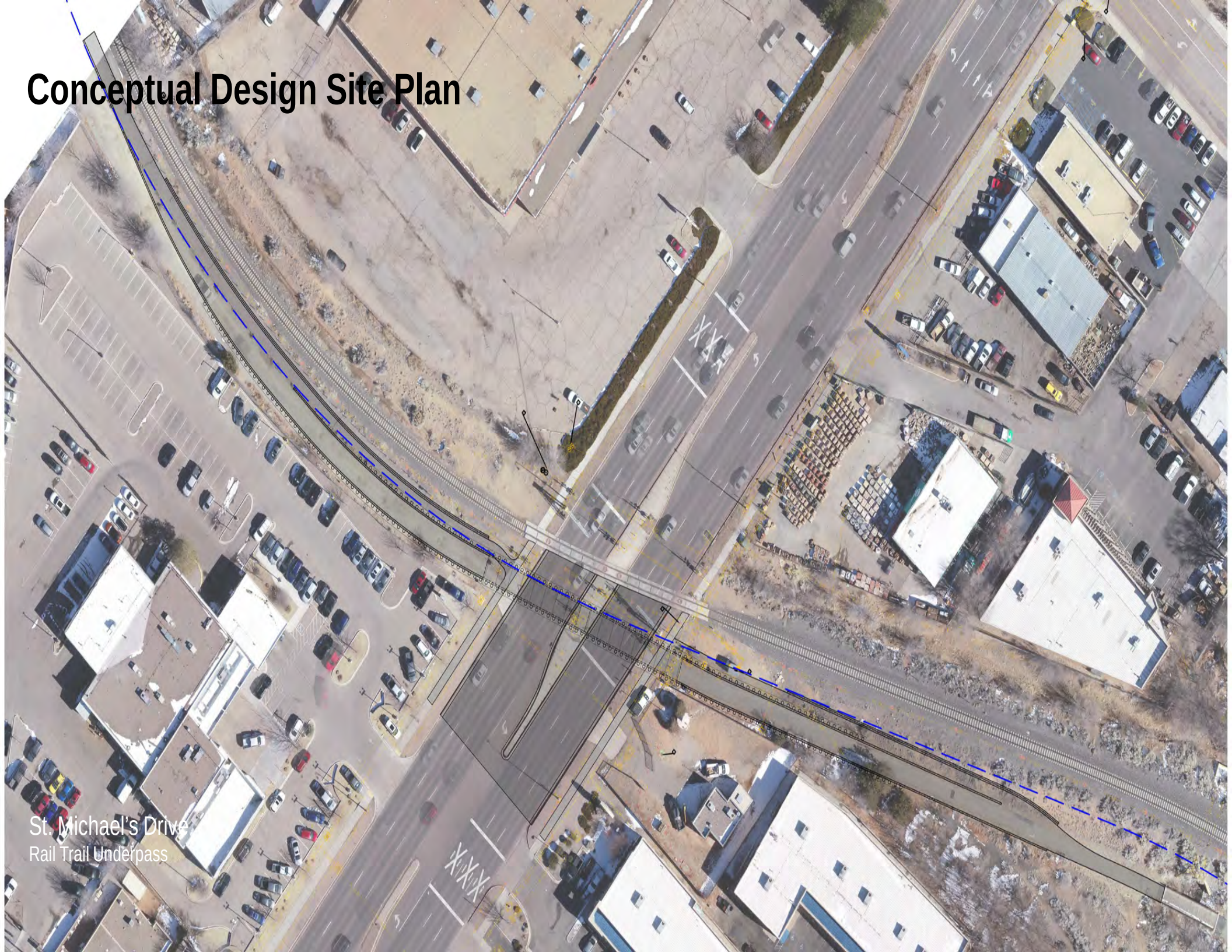
St. Michael's Drive
Rail Trail Underpass

Early Concept (Looking North)



St. Michael's Drive
Rail Trail Underpass

Conceptual Design Site Plan



St. Michael's Drive
Rail Trail Underpass

A photograph of a white and red high-speed train, labeled 'RAIL RUNNER' and 'NIRX 1106', stopped at a railroad crossing. The crossing has a 'RAILS IN CROSSROAD' sign and flashing lights. A large dark teal circle is overlaid on the center of the image, containing the text 'Project Objectives'.

Project Objectives

ADA Objectives

- Trail Longitudinal Slope
 - 5% max without handrail
 - 8% max with handrail
- Trail Transverse Slope
 - 1.5% to 2%
- Sidewalk ADA Ramps (PROWAG)



Project Title
Project description

Aesthetics Objectives

- Prefer unique aesthetics for this underpass but still complementary to the Acequia Trail Underpass
- Aesthetic pedestrian railings
- Safety fence between trail and railroad tracks – Prioritize aesthetics and comfort for trail users
- Retaining wall aesthetics – artistic design and treatments
- Underpass aesthetics – prioritize lighting to support safety and comfort of trail users
- Anti-Graffiti Treatments/Mitigation



Project Title
Project description

Landscaping Objectives

- Along Rail Trail within Project Limits
- Median Landscaping
- Sidewalk buffer landscaping
- City water supply
- Landscaping north of project up to Second Street under consideration



Project Title
Project description

Lighting Objectives

- St. Michael's Drive Lighting
(City/NMDOT Standard)
- Trail Lighting
(Blue Lights on Timber Light Poles)
- Underpass Lighting
(LED lighting and Natural Lighting)



St. Michael's Drive
Rail Trail Underpass

Security Objectives

- Trail Lighting in Project Area
- Closed Circuit Security TV/Video
- Safety Fencing Between Trail and NMRX Railrunner
- 911 Emergency Call Boxes (Kiosks)



St. Michael's Drive
Rail Trail Underpass

Other Design Objectives

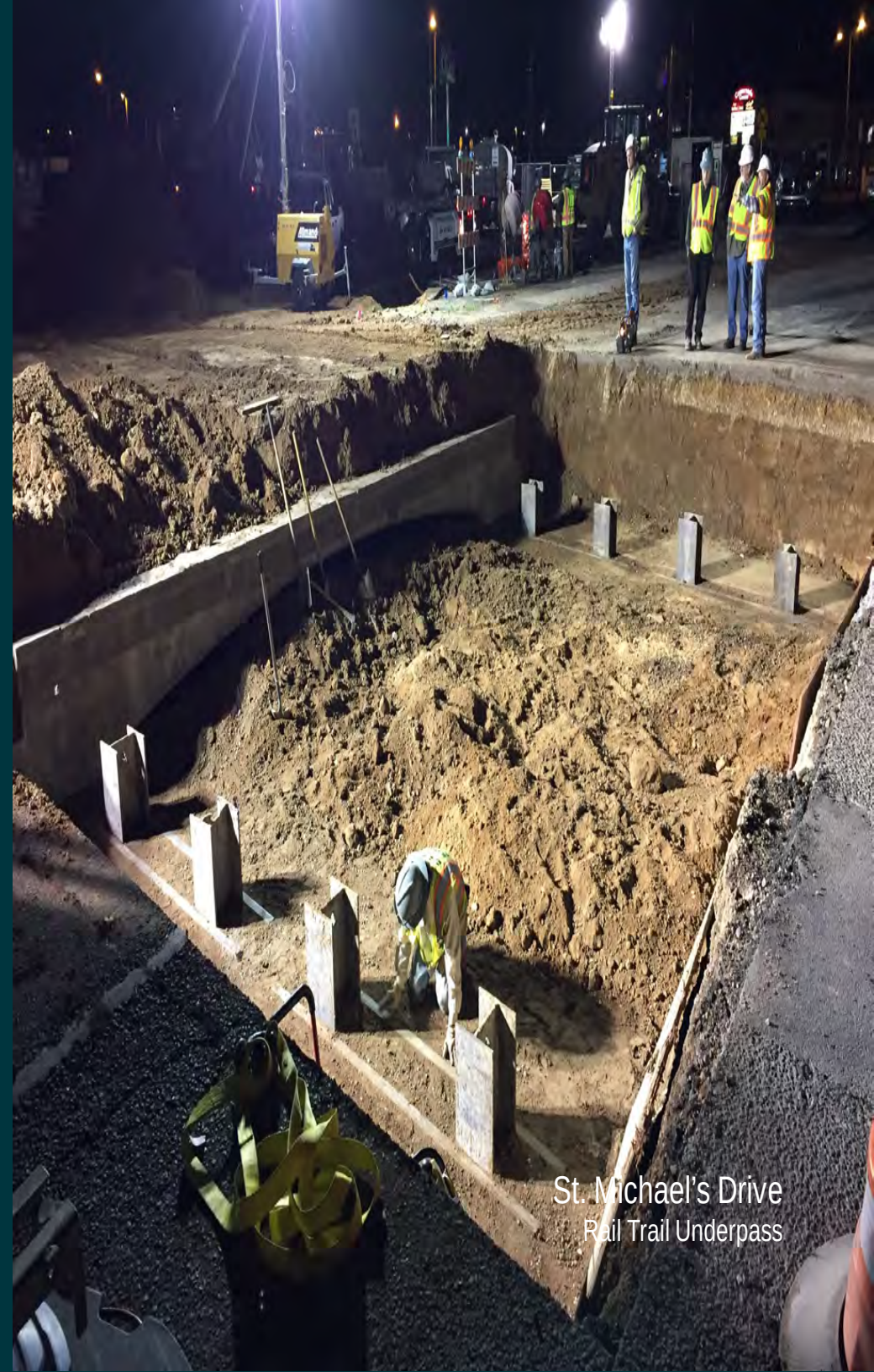
- Intentional landscaping
- Green infrastructure
- Maximize artistic and aesthetic treatments to discourage graffiti and vandalism
- Maximizing open feeling
- Minimize maintenance from drainage issues



Construction Objectives

Minimize impacts to public during construction

- Top-down construction in lieu of bottom-up construction
- Nighttime construction in lieu of daytime construction
- Soldier pile foundation in lieu of shallow foundation
- Nighttime lane closures in lieu of daytime lane closures or detours
- Maintain all lanes open during the daytime peak hours



Questions/Comments

- Online Attendees

- Type questions via the “Q&A” icon
- Raise your hand to speak and host will unmute you

- Phone Attendees

- Host will ask if you want to speak
- Or text your input to 505-980-6065



St. Michael's Drive
Rail Trail Underpass

Comments after the Meeting

Please share comments / questions with Denise Aten (by September 16th)

- **Email:** StMichaelsRailTrailUnderpass@bhinc.com
- **Phone:** 505-980-6065
- **Mail:** Attn: St. Michael's Rail Trail Underpass
Bohannon Huston, Inc.
7500 Jefferson Street NE
Albuquerque, NM 87109

City of Santa Fe

Romella Glorioso-Moss, PhD, AICP

rsglorioso-moss@santafenm.gov

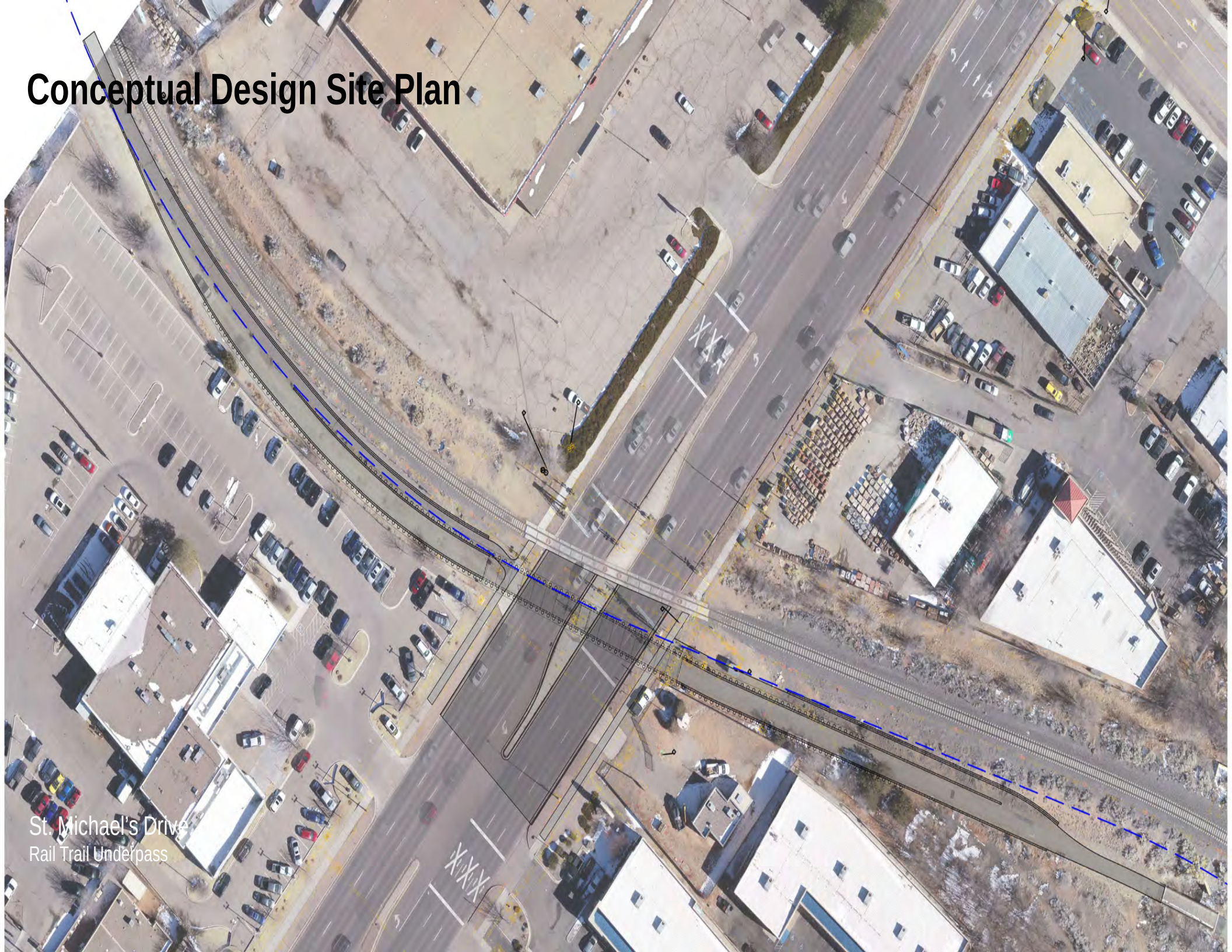
AECOM

Richard Rotto, PE

richard.rotto@aecom.com

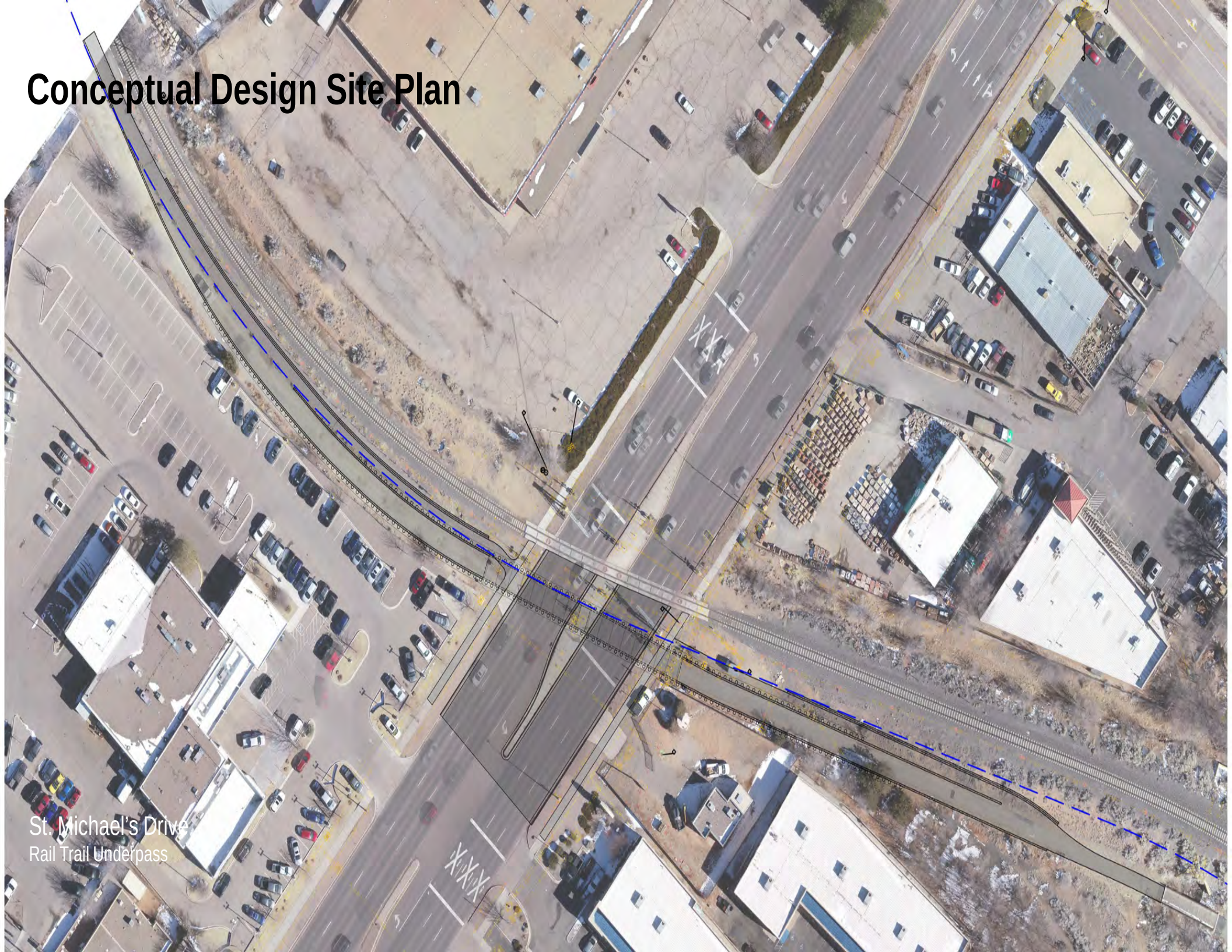
Thank you!

Conceptual Design Site Plan



St. Michael's Drive
Rail Trail Underpass

Conceptual Design Site Plan



St. Michael's Drive
Rail Trail Underpass

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

STRATEGIC PLAN (FY2023-2033)

MEMBERS

COUNCILOR MICHAEL GARCIA, MPA, CHAIR, DISTRICT 2

KHALIL SPENCER, PhD, VICE CHAIR, DISTRICT 1

YOLANDA EISENSTEIN, Esq., POLICY, PLANNING, & LAW SUBCOMMITTEE CHAIR, DISTRICT 1

JUDITH GABRIELE, MPH, PROMOTION, EDUCATION & PROGRAMMING SUBCOMMITTEE CHAIR, DISTRICT 2

TONY GERLICZ, DISTRICT 2

BEN PINGILLEY, TECHNICAL REVIEW SUBCOMMITTEE CHAIR, DISTRICT 3

PALOMA SANCHEZ, DISTRICT 4

ERIK AABOE, COUNTY REPRESENTATIVE

SUBCOMMITTEE CITIZEN MEMBERS

POLICY, PLANNING & LAW: LARA MILLER & GARY SCHIFFMILLER

PROMOTION, EDUCATION & PROGRAMMING: GABRIEL GAARDEN , JON PYLE & RACHEL WEXLER

TECHNICAL REVIEW: NATHAN LEMONS & TIM ROGERS

STAFF LIAISON

ROMELLA GLORIOSO-MOSS, PhD, AICP

INTRODUCTION

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

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

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

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

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

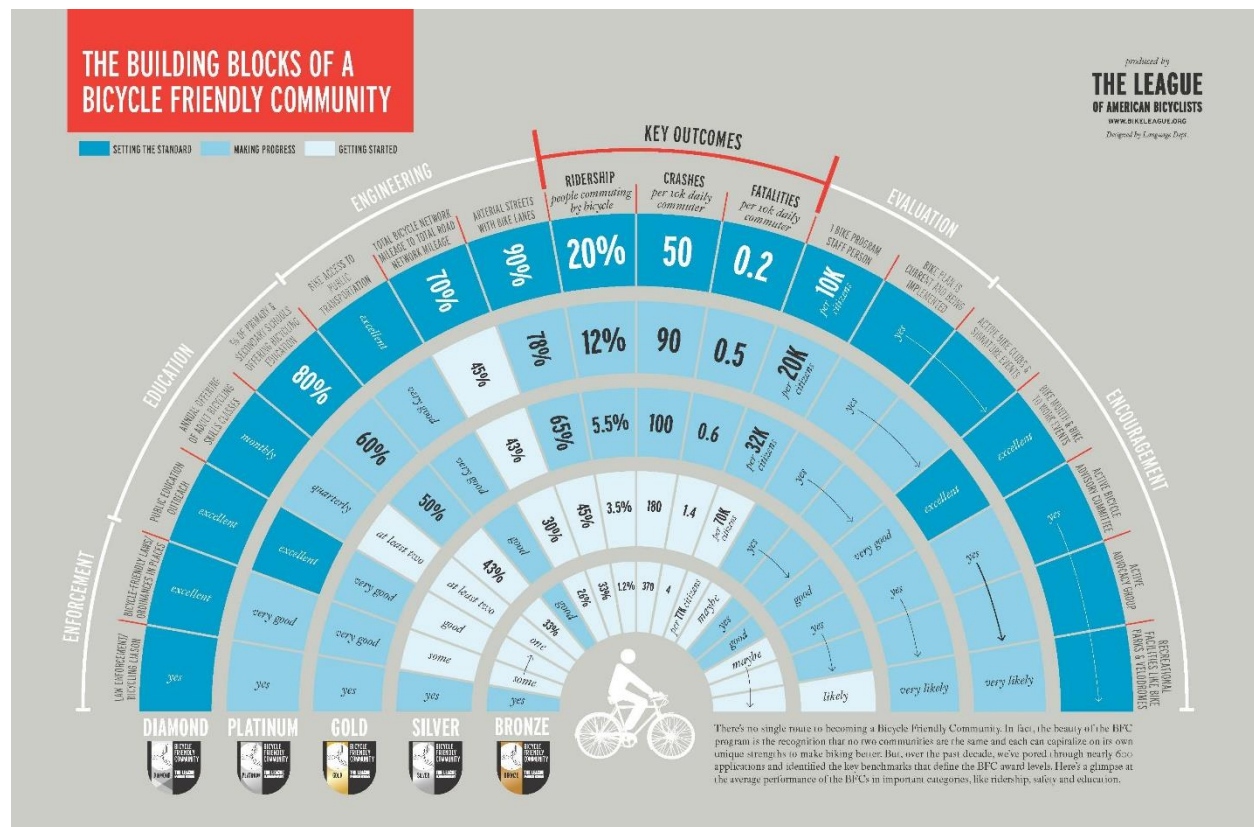
In more recent years, BPAC has partnered with a few organizations such as the Santa Fe Metropolitan Planning Organization, Santa Fe Conservation Trust, City of Santa Fe Public Safety Committee and the Santa Fe Safe Route to Schools Program, whom they can rely on to implement parts of the Strategic Plan.

It is also important to note that the survey undertaken in October, 2021 conducted by the Promotion, Education and Programming subcommittee, has been a rich resource for formulating the strategy and action plan. Key survey results are attached as Appendix C.

VISION – A COMMUNITY’S DESIRED IMAGE OF THE FUTURE

By 2050, the City of Santa Fe has achieved the League of American Bicyclists Diamond-level Bike Friendly Community designation where 20% of Santa Feans are commuting by bicycle with 0.2 fatalities and 50 crashes per 10,000 daily commuters. This is achieved through following the Complete Streets design guidelines resulting to 90% of Santa Fe arterial streets have bicycle lanes. See Fig. 1, *The Building Blocks of A Bicycle Friendly Community*, The League of American Bicyclists.

Figure 1 The Building Blocks of A Bicycle Friendly Community



MISSION STATEMENT

Ensure that bicycling and walking in the City of Santa Fe are safe, equitable, viable, and comfortable modes of transportation, commuting, and recreation. Within 10 years, by the end of this planning period (FY2033), the City of Santa Fe has successfully obtained the League of American Bicyclists Gold-level Bicycle Friendly Community designation, increasing City's

bicycle ridership from 1% to 5.5%; and 65% of City's arterial streets have bicycle lanes. See Fig. 1, *The Building Blocks of A Bicycle Friendly Community*, The League of American Bicyclists.

DUTIES & RESPONSIBILITIES

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

- a) Assist in the prioritization of bicycle and pedestrian infrastructure projects to be completed using city, state, and federal funds, through the development of the Santa Fe Metropolitan Planning Organization ("SFMPO") Bicycle Master Plan and the SFMPO Pedestrian Master plan;
- b) Review preliminary designs for new Public Works projects involving public roadways and trails funded out of city, state, or federal sources to ensure designs comply with the City's commitment to make bicycling and walking safe, equitable, viable, and comfortable modes of transportation. Design plan reviews shall take place at 30% design and before plans are presented to the public for comments 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 providing information and promoting bicycle- and pedestrian- related activities and education;
- e) Work with other agencies for the enhancement of city and county trail systems;
- f) Review and recommend updates to 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-led projects identified in the SFMPO's 2019 Bicycle Master Plan and 2020 Metropolitan Transportation Plan and consider reoccurring funding sources from the City to be applied to the implementation of policies, programs, and other projects that are supported by the plans;
- h) Pursue the League of American Bicyclists Diamond-level Bicycle Friendly Community designation for the City of Santa Fe, as well as any other local, state, or national awards or designations that the City deems worthy of pursuit;
- i) Advise on policies, projects, ordinances, and funding as they relate to bicycling and walking as safe, equitable, viable, and comfortable modes of transportation; and
- j) Educate the public on the work of the Committee.

EXTERNAL ANALYSIS: FORMULATING ALTERNATIVE FUTURES (2023-2033)

As described in Appendix B, the next step in the MSSP is the External Analysis referring to the formulation of multiple scenarios that begins with the identification of key opportunities and threats that BPAC has no control over but would likely impact BPAC's mission achievement. These opportunities and threats, called *key decision factors*, are listed in Table 1 below, and are categorized as socio-cultural, economic, political, technological/infrastructure and environmental factors.

Table 1: Key Decision Factors (Opportunities and Threats)

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
1) Federal funding (Infrastructure and Investment Jobs Act)	Eco	+
2) Numerous organizations with bicycle and pedestrian focus (SFMPO, Santa Fe Conservation Trust, Earth Care, Bike Santa Fe, Chainbreaker Collective, Local Bike Shops, etc.)	S, Env	+
3) Supportive City Council	P	+
4) League of American Bicyclist Silver Level Bike Friendly Community Designation	S	+
5) High fuel prices, which means more income for the state but which makes driving less affordable to much of the public.	Eco	+/-
6) E-bikes (game changer especially for older adults and longer trips but expensive. However prices are coming down)	TI, Eco, Env	+
7) Aging population (does not have the stamina to bicycle; older drivers have higher accident rate (crashes and fatality) compared to younger drivers; no longer active in the workforce therefore bicycle/walk for recreation; superior purchasing power)	S, Eco, Env	+/-

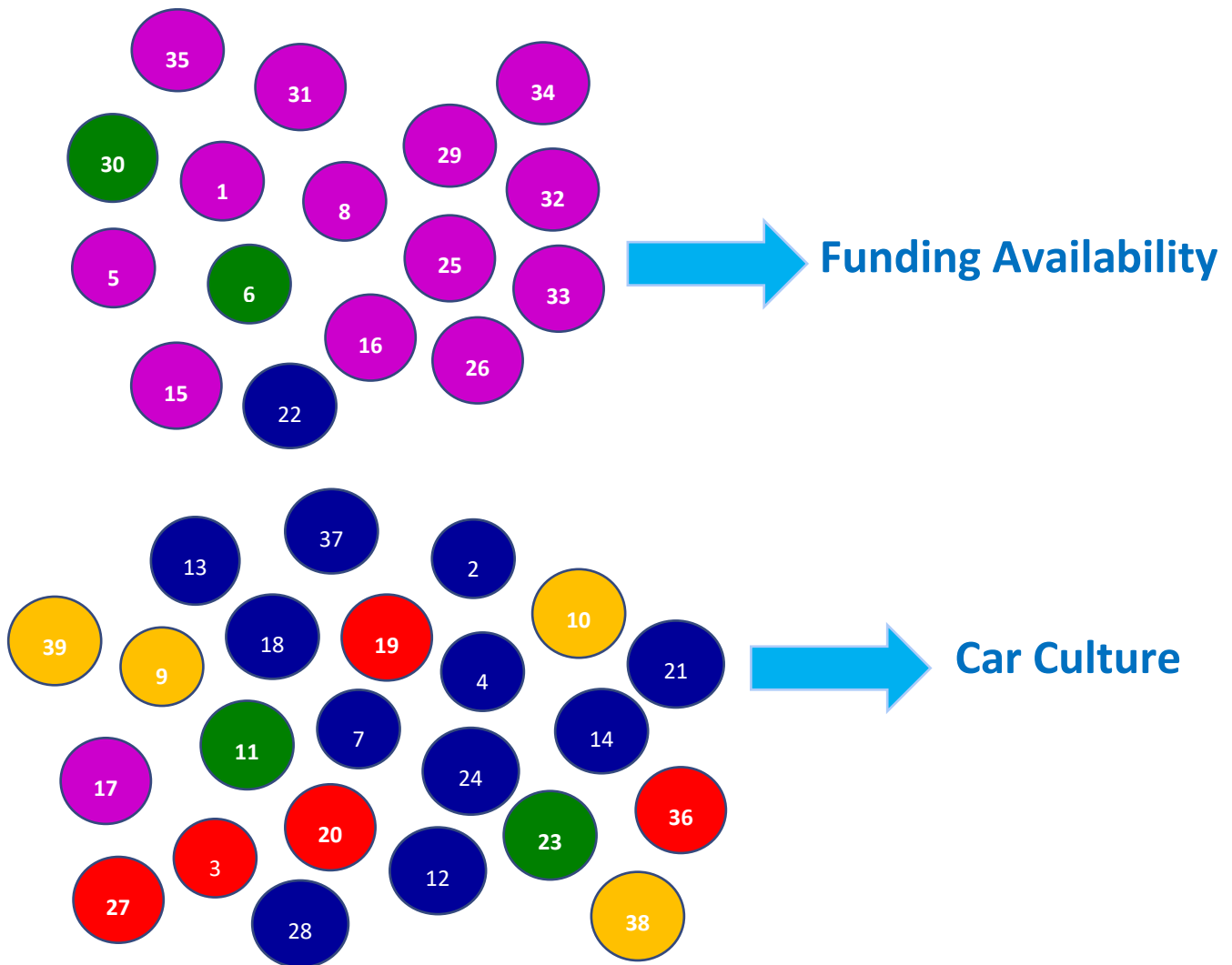
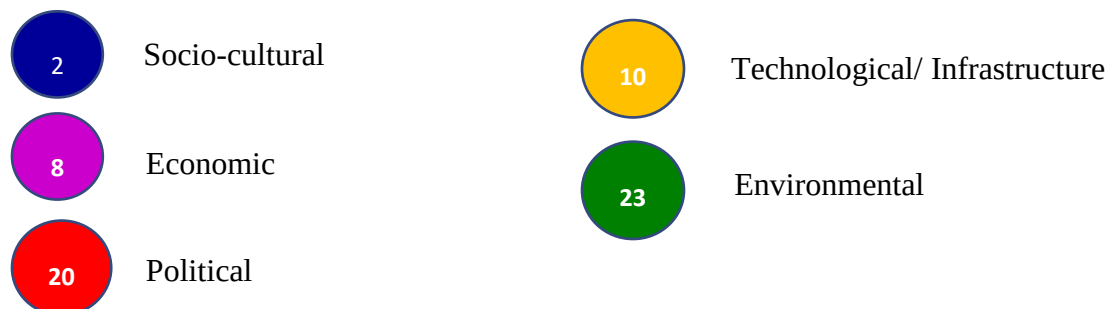
Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
8) No grants funding for maintenance of trails, sidewalks, roads/streets, etc. Funded via GRT or operational funds therefore many trails, roadways, sidewalks, etc. are not in good condition.	Eco, P	-
9) Limited connectivity particularly in Districts 3 & 4.	TI	-
10) Unsafe roads to bicycle and walk	TI	-
11) Sprawl/Land use pattern – long distances to bicycle/walk to work, school, shopping or entertainment	S, TI	-
12) Insufficient resource for effective traffic enforcement	Eco	-
13) Strong car culture/ weak bicycle culture	S	-
14) Lack of educational/ environmental awareness	S, Eco, Env	-
15) Less bicycle and pedestrian infrastructure (especially bicycle trails) in Southwest of the City where growth is the fastest and poverty rate the highest.	S, Eco, TI	-
16) Competing priorities	Eco, P	-
17) Open space vs housing (rise of gated communities where wealthy people live in neighborhoods with excellent, well-maintained streets, sidewalks, trails, open space and parks)	S, Eco	-
18) Tourists' needs and wants vs residents' needs and wants	S, Eco, P	-/+
19) Lack of pro-bicycle and pedestrian policy implementation (i.e. Complete Streets, Smart Growth, Infill)	S, P	-
20) Lack of political will	S, P	-

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
21) High crashes and fatality (State level particularly)	TI	-
22) Infrastructure that favors cars over bicycles and pedestrians.	S, TI	-
23) Sidewalks are too narrow and inappropriate for bicycles, but often the only safe route; majority are not ADA compliant; majority are not well maintained because maintenance is the responsibility of homeowners.	TI, S	-
24) Stigma towards people riding transit; therefore unwilling to make first and last mile (FLM) of the trip via bicycle or walking.	S	-
25) More funding for roadways compared to bicycle trails.	Eco	-
26) High real estate value downtown where work is more available.	Eco	-
27) Lack of recognition of the work of BPAC	S, P	-
28) Differing goals between design engineers who have an interest in moving motor vehicles quickly and transportation planners who encourage multiple modes of travel sharing facilities; engineers currently have more influence in project outcomes.	S, TI	-
29) High cost of living	Eco	-/+
30) Undependable public transit system – running too hot/ too cold; not enough drivers; buses not in good condition; routes too long and not direct to places of work, lack of a grid system that makes buses efficient.	S	-
31) High inflation rate	Eco	-/+
32) Looming economic recession (may be global due to Russian-Ukraine war)	Eco	-/+

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
33) Perceived high cost of construction and maintenance of bicycle and pedestrian infrastructure per user compared to cost of roadways per motor vehicles user resulting in lower Cost-Benefit Ratio for walking/ bicycling investments.	Eco, P	-
34) Local funding such as Gross Receipts Tax (GRT), and Roads Impact Fees collected to fund roads and trails infrastructure all-time high	Eco	+
35) Reducing climate change impacts and increasing resiliency and adaptation (high cost with huge impact to economy; how committed is City government to Carbon Neutrality by 2040; is 2040 too late?).	Env	-/+
36) Will state or Federal government pass law that will force a shift to emission-free vehicles (e-vehicles, bicycles, mass transit), or will resource depletion do the same, thus controlling events?	P, Env	-+/
37) BPAC Survey shows that Santa Feans bicycle and walk for recreation (exercise and entertainment); not to work, school or shopping.	S, TI	-
38) BPAC survey indicates that 72% of Santa Feans don't bicycle or walk to work, school, etc. because bicycle and pedestrian facilities are "inconvenient to access, not in their neighborhood, hard to get to, and/or they don't go where they want to go." While 23% of survey respondents stated "they don't feel safe."	TI	-
39) BPAC survey respondents identified the following infrastructure is needed in Santa Fe to increase bicycling and walking:	TI	-

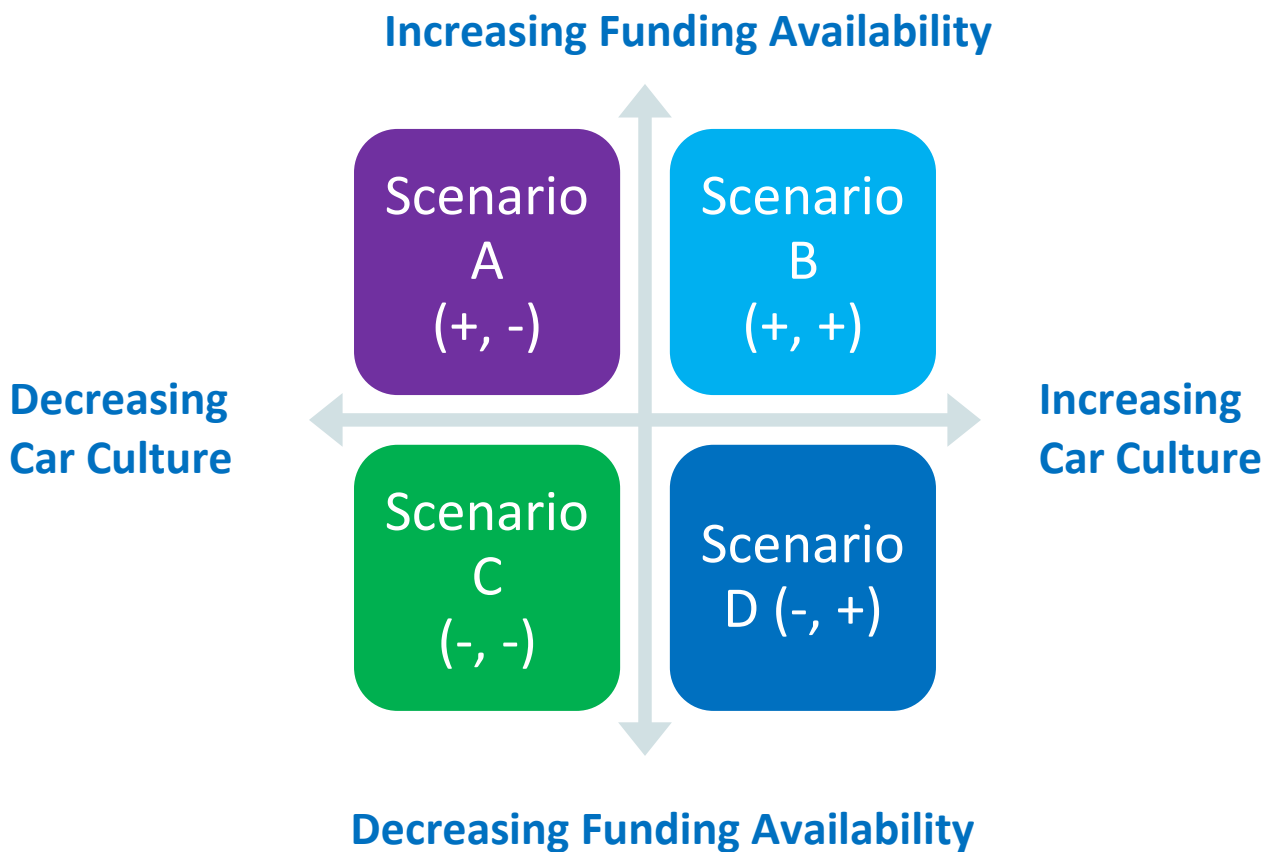
Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
a. Physically separated/protected bike lane (90%) b. Easily navigable bikeways to the southside (74%) c. Streets closed to motorized traffic/cycling with pedestrian access only (61%) d. Universal user activated blinking stop signals at crosswalks (58%) e. Bike boxes (designated space for bikes at intersections to direct them through the intersection) (53%)		

The next step in MSSP is to coalesce or cluster the 39 key decision factors identified in Table 1 above into two or three groups which are called *societal driving forces*. As shown in Figure 1, the key decision factors coalesced into two (2) societal driving forces, namely: 1) availability of funding from federal, state and City to build safe, accessible, and convenient bicycle and pedestrian infrastructure; and 2) prevailing car culture defined as a way of life characterized by a prioritization of cars over other modes of transportation, and excessive use of or reliance on motor vehicles in American society. This is in part, a result of land use and transportation decisions that often lock society into an auto-dependent paradigm, and in part, due to Society's higher valuing of convenience, speed and social status over equity and environmental considerations.

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

The next step in MSSP's External Analysis is the formulation of alternative future *scenarios*. This step is done by first making the societal driving forces neutral, or non-directional, then positioning them in axial relationship, or what is called *scenario formats*. Their number will depend on the number of societal driving forces. For example, 2 societal driving forces generate 4 scenario formats as shown in Figure 2 below.

Figure 3: Scenario Formats



The combination of the 2 societal driving forces forms the scenario logics that will define the characteristics of each scenario. For example, in Figure 3, Scenario B has increasing (+) *Funding Availability* and increasing (+) *Car Culture*. With the logics of Scenario B (+,+), one expects that the percentage of the total federal, state and city funding allocated for multi-modal transportation especially for bicycle and pedestrian infrastructure is much higher in Scenario B compared to Scenario C and D with decreasing (-) *Funding Availability* but much less than Scenario A where Society's valuing of *Car Culture* is decreasing (-). See Figure 3 for key characteristics of each scenario.

Figure 4: Scenarios Key Characteristics (2023-2033)

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

Scenario Key Indicators*	Scenario A “Our Vision” (+, -)	Scenario B “Our Planning Period Mission” (+, +)	Scenario C (-, -)	Scenario D “Most Likely Future to Unfold” (-, +)
Bike access to public transportation	Excellent	Average	Above Average	Poor

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

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

INTERNAL ANALYSIS: BPAC’S STRENGTHS & WEAKNESSES

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

STRENGTHS

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

WEAKNESSES

- Little direct power to mandate meaningful changes; is dependent on others in government (Public Works, SFMPO)

- Lack of diversity - gender, racial, some districts not represented, etc.
- Lack of volunteers
- Silos of committees – except for Public Safety Committee BPAC does not interact or coordinate their activities with other City Committees or Commissions such as Public Transit or Planning Commission
- Long meetings - dissuading participation or discouraging volunteers
- Limited Staff support – only support from Staff Liaison. No Stenographer; no full-time bike and ped coordinator with Civil Engineering or similar degree to provide clout
- No strategic plan
- Duties & responsibilities in the resolution exceed what members have the power to do due to lack of resources: funding and staff
- Lack of clarity in members' mind – is BPAC a City Advisory Committee or Roadway and Trails Advisory Committee? Is there a difference? Is BPAC advising the City or Public Works Department?
- Where is the responsibility for City's bicycle and pedestrian planning lies? Is it with BPAC, SFMPO, or Public Works Department's Roadway and Trails? What is the process for prioritizing projects?

SWOT ANALYSIS – KEY ISSUES IDENTIFIED

This step brings together the separately identified strengths (S) and weaknesses (W) of BPAC to achieve the mission in the context of Scenario D – the most likely future to unfold in FY2023-2033– opportunities (O) and threats (T) for mission achievement. This will result in identification of *key issues* that need to be addressed for achieving the mission.

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

- Shift the prevailing car culture towards a more multi-modal transportation culture. Included in this shift is finding a way to a) reduce stigma towards people who ride public transit; and 2) create a community where walking and bicycling live safely and comfortably with faster, longer-distance modes.
- Integrate Land Use and Transportation Planning to create bicycle and pedestrian-friendly communities that will in connect neighborhoods and places with accessible, convenient, and safe bicycle and pedestrian facilities.
- Develop a meaningful public involvement process in road and street design that includes respect for all user input into the project. The enabling Resolution authorizes review and input when plans are at 30% and final design stages. Involvement at the conceptual stage for both the public and BPAC will result in designs that better accommodate all future users.
- Need for paradigm shifts including:

- a. from roadways to streets. Roads are thoroughfares designed to speed travel between two points, streets have homes or shops on both sides to facilitate public interaction;
- b. moving cars to moving people so all modes have equal value;
- c. limiting choice to multiple choice;
- d. from traffic signals to roundabouts;
- e. street landscaping important component of Complete Streets;
- f. counting all trips; not only vehicles miles traveled (VMT); and
- g. from Gray Infrastructure to Green Infrastructure.

THE STRATEGY FOR CHARTING A DIFFERENT FUTURE

Shift City policies, programs and practices including those of Land Use and Public Works, toward bicycle and pedestrian friendly infrastructure to help people feel safe and more comfortable about traveling by bicycle or walking with other traffic. Substantial increases in bicycling and walking require an integrated package of many different, complementary interventions, including infrastructure provision and pro-bicycle and pedestrian programs, supportive land use planning, and restrictions on car use. Both the Strategy and the Action Plan below need top-down buy-in from all levels of city government.

ACTION PLAN (FY2023-2027)

The Action Plan developed to implement the strategy is a three-pronged approach that addresses distance; providing appropriate bicycle and pedestrian infrastructure; and the integration of public transport, education and marketing programs. Although the Strategy developed is for 10 years, the Action Plan below is focused on the first five years of strategy implementation (2023-2027).

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

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

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

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

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

Task 1.1: Work with Land Use Department in Code Rewrite. Advocate for bicycle and pedestrian-friendly land use codes. Examples are:

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

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

Complete By: December 2026

Lead Subcommittee: PPL (Coordinate work with Land Use Department Senior Planner Daniel Alvarado, AICP, djalvarado@santafenm.gov, (505) 955-6670.)

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

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

Complete By: December 2022

Lead Subcommittee: PPL (If needed, work with City’s Legal Services Staff Liaison, Jesse Guillen, jbg Guillen@santafenm.gov, 505-955-6518.)

Task 1.3: Assess bicycle and pedestrian connectivity defined as the ability to reach important destinations, such as work places, schools, grocery stores, and banks, via pathways or roads with low vehicle volumes and low speed limits. Include in analysis first and

last mile connectivity defined as the beginning or end of an individual trip made primarily by public transportation.

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

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

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

Complete By: December 2026

Lead Subcommittee: TR with PEP (Work with SFMPO Officer, Erick Aune, AICP, ejane@santafenm.gov, (505) 330-8483.)

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

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

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

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

Complete By: December 2023

Lead Subcommittee: TR

Task 2.2: Develop relationships with relevant City staff to encourage more diverse input into the conceptual designs of new or upgraded developments and transportation facilities. Urge City leadership to develop procedures that include and encourage neighbors and interested parties, including BPAC, in meaningful participation during the early stages of projects.

Rationale: Early public participation will result in outcomes that better reflect the priorities and interests of the community. Most neighborhood opposition to projects include concerns that traffic will increase and make their neighborhoods less safe. By involving neighborhood and bike / ped advocates early in, and throughout the process of project design, the resulting project will be welcomed, rather than opposed, by the Community.

Complete By: Continuous

Lead Subcommittee: PEP

Public Works: Complete Streets: Regina Wheeler, Department Director

(rawheeler@santafenm.gov, (505) 955-6622)

Land Use: Jason Kluck, Department Director (jmkluck@santafenm.gov, (505) 955-6729)

SFMPO: Erick Aune, SFMPO Officer (ejayne@santafenm.gov, (505) 330-8483)

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

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

Complete By: June 2023

Lead Subcommittee: PPL (If needed, work with City's Legal Services Staff Liaison, Jesse Guillen, jbg Guillen@santafenm.gov, 505-955-6518.)

Task 2.4 Facilitate the adoption and codification of Vision Zero.

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

Vision Zero aims at reducing and eventually eliminating all serious injuries and deaths related to traffic crashes and the transportation system. Vision Zero proponents argue that our roads are currently built to optimize motor vehicles'

speed and convenience over safety. Vision Zero asserts that traffic deaths are preventable when streets and roads are re/designed to anticipate user error and protect all users, especially the most vulnerable.

Complete By: December 2026

Lead Subcommittee: PPL (Work with: a) SFMPO Officer, Erick Aune, AICP, ejaune@santafenm.gov, (505) 330-8483; and b) Land Use Department Senior Planner Daniel Alvarado, AICP, djalvarado@santafenm.gov, (505) 955-6670.

Task 2.5: Update the City's Traffic Calming Program

Rationale: The last time the City's Traffic Calming Program has been updated was in 2013. Since then, technologies, design standards, policies, and social behaviors and conditions have significantly changed but the program has not changed and implementation by the citizen is difficult. No programs or plans should be static.

Complete By: December 2023

Lead Subcommittee: TR & PPL (Work with: a) City Traffic Engineer Jeanne Wolfenbarger, PE, jawolfenbarger@santafenm.gov; b) Traffic Calming Consultant Leroy Pacheco, PE, engineer@leroypacheco.com, (505) 423-4068; and c) SFMPO Officer, Erick Aune, AICP, ejaune@santafenm.gov, (505) 330-8483.)

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

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

Complete By: Continuous

Lead Subcommittee: TR

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

A) Roadway and Sidewalk Improvements:

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

- 2) Buckman Road Pavement Rehabilitation – Project Termini: Cattle guard to Camino de las Crucitas (1.32 mi). Engineering design funded via Local Government Road Fund (\$73,000). Cooperative Agreement not yet executed.
- 3) Add curb cut/bulb out at the end of Acequia Trail and Montezuma Avenue.

B) Trail Improvements

- 1) Acequia Trail - Otowi to La Cieneguita via Maclovio and Hermanos Rodriguez Parks with connection to Cielo Vista Park. ~\$1,650,000
- 2) Tierra Contenta Arroyo Chamiso Trail – design: Along South Meadows and to Camino Entrada, via school crossing and city-owned corridor to Camino Estrada (design) ~\$425,000
3. NM Central Rail Trail -Pinon Elementary School to Pueblos del Sol Trails - Safe Routes to School. ~\$650,000
4. MID-TOWN CAMPUS TRAIL: Using east boundary easement, from Siringo to driveway near St. M's Dr., w/connections to LaFarge Library, Middle School, St. Michael's Village W. shopping center. ~ \$1,400,000
5. Arroyo Chamisos Trail Extension Linking East and West Zia and connect to Botulph Road or Gail Ryba Trail ~ \$1,500,000
6. Mutt-Nelson Rd Trail to connect to Tierra Contenta Trail & SWAN Park

C. Signage/Striping Improvements

- 1) Wayfinding Project (Phase 1-3) (Phase 1 for implementation FY2023)
- 2) Sharrows Maintenance (Submitted to Traffic Operations Manager; for implementation FY2023)
- 3) Striping on Calle Mejia (Submitted to Traffic Operations Manager and City Traffic Engineer for evaluation)
- 4) Tierra Contenta Wayfinding (To be constructed with Tierra Contenta Trail Extension from Buffalo Grass to South Meadows in FY2023)
- 5) Striping on Paseo de Peralta on Canyon Rd (To be submitted to City Traffic Engineer and Traffic Operations Manager for evaluation)

ACTION 3: *Integrate public transport, education and marketing programs.*

Task 3.1: Propose to the *Santa Fe New Mexican* to include a regular column on biking and walking in Santa Fe.

Rationale: Can reach wider audience.

Complete By: June 2023

Lead Subcommittee: PEP

Task 3.2: Lobby other key City Committees/Commissions to have a seat on them, particularly on Mayor's Committee on Disability, Parks and Trails, Planning Commission, Public Transit and Recreation.

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

Complete By: June 2027

Lead Subcommittee: PEP

Task 3.3: Develop partnerships with other government entities, NGOs, and private entities to overcome lack of financial and human resources. See Table 3 for list of entities to partner with.

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

Complete By: June 2027

Lead Subcommittee: PEP

Task 3.4: Develop promotional or marketing program with Santa Fe Trails, Rail Runner, and North Central Regional Transit District focusing on First and Last Mile (FLM).

Rationale: The neighborhoods in the City is quite fragmented with low connectivity and equity. Many are dependent on cars. Although this condition can be corrected via road reconstructions, land use policy implementation such as Smart Growth, the most likely scenario indicates otherwise. There is neither resources nor desire to change this condition. Further, a huge percentage of work force live outside Santa Fe such as Espanola, Albuquerque, Bernalillo, and Rio Rancho. Therefore, BPAC needs to focus on encouraging more people to use Public transportation in tandem with bicycling/walking the first and last mile.

Complete By: June 2027

Lead Subcommittee: PEP (Need to work with Santa Fe Trails Division Director Thomas Martinez, tamartinez@santafenm.gov, (505) 955-2006; and Michaela Beggins, Communications Manager, (505) 469-0946.)

Task 3.5: Develop key information needed for providing safe, equitable, viable and comfortable bicycle and pedestrian infrastructure via surveys or other means.

Rationale: To implement this Action Plan effectively, BPAC will need information from residents and visitors alike. Examples are information on how do people think about connectivity or equity; what do they think about the quality of our streets, roadways and trails; what do they want to see; what services do they need; etc.

Complete By: Continuous

Lead Subcommittee: PEP (Work with SFMPO Officer, Erick Aune, AICP, ejayne@santafenm.gov , (505) 330-8483.)

Table 3 List of Possible Organizations BPAC Can Partner With

Santa Fe Organizations/Entities

- Santa Fe Public Schools
- Santa Fe Conservation Trust
- Chainbreaker
- Railyard Park Conservancy
- Santa Fe Community College
- Christus Community Health
- Santa Fe Community Foundation
- Girls, Inc.
- Earthcare
- Homewise
- NM Techworks
- Institute of American Indian Arts

Retail

- BTI (Bicycle Technologies International)
- Sirius Cycle
- Broken Spoke
- Second Street Brewery
- REI

Biking Groups

- Bike Santa Fe
- Santa Fe Fat Tire Society

Hiking Groups

-

Events

- Santa Fe Century

Other

- Food Depot
- AARP
- The Green Chamber of Commerce

APPENDIX A

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2021-8

INTRODUCED BY:

Councilor Michael J. Garcia

Councilor JoAnne Vigil Coppler

Councilor Carol Romero-Wirth

A RESOLUTION

RE-ESTABLISHING THE BICYCLE AND TRAIL ADVISORY COMMITTEE.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 regulations;

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

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

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

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

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

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

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

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

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

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

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

10
11
12 

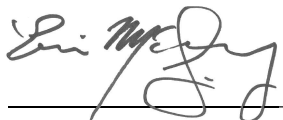
13 ALAN WEBBER, MAYOR

14 ATTEST:

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

17 KRISTINE MIHELICIC, CITY CLERK

18 APPROVED AS TO FORM:

19 
20

21 ERIN K. McSHERRY, CITY ATTORNEY

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

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

Mayor and Members of the City Council:

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

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

Respectfully submitted,

Renee Villarreal

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

Renee Villarreal, Councilor

Approved as to Form:

Erin McSherry

Erin K. McSherry, City Attorney

ADOPTED: _____

NOT ADOPTED: _____

DATE: _____

Kristine Mihelcic

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

Kristine Mihelcic, City Clerk

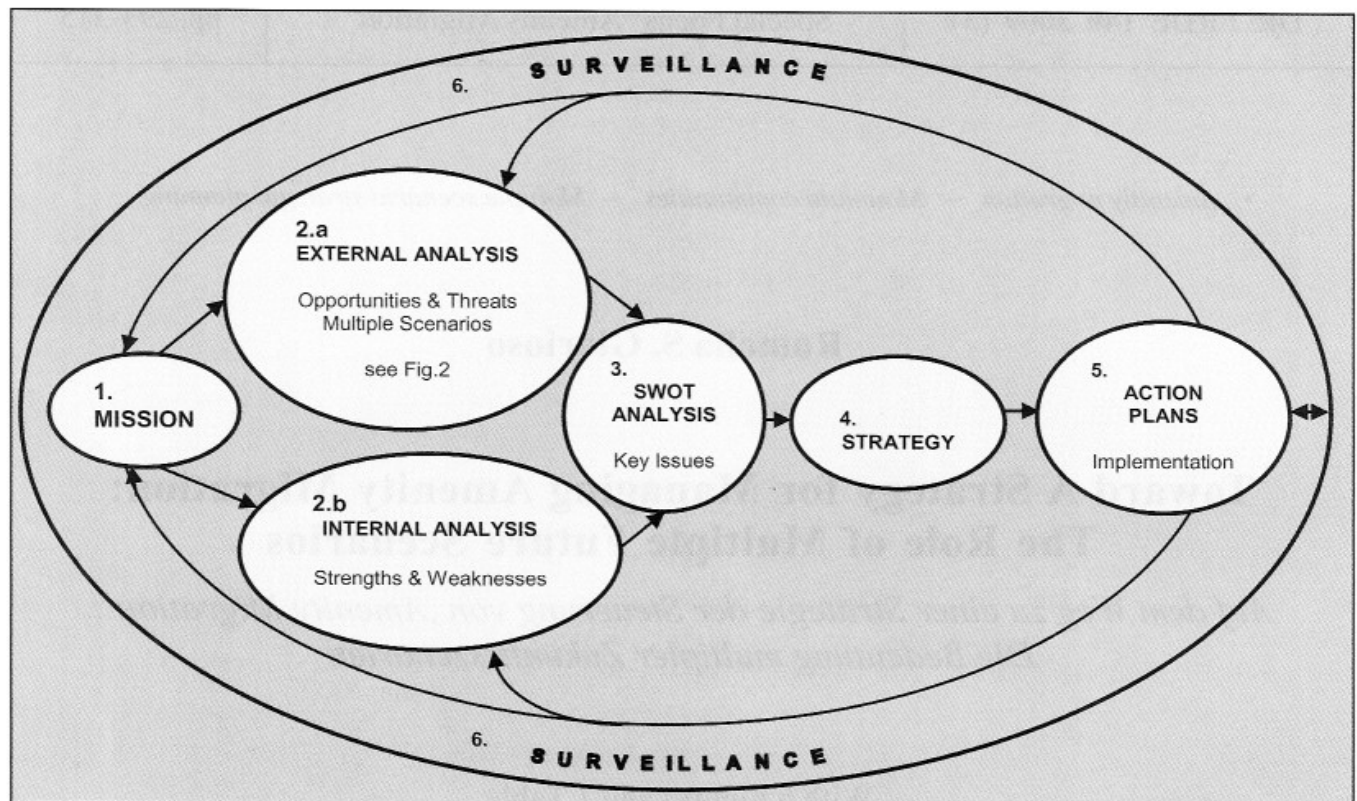


Fig. 1 Multiple scenarios strategic planning process (MSSP); source: Glorioso and Moss 2006: 88
Strategischer Planungsprozess mit multiplen Szenarien; Quelle: Glorioso und Moss 2006: 88

Travis 2007). In this process socio-cultural, political-economic and environmental conditions have been transforming (Beale 1999, Clark et al. 2006, Glorioso and Moss 2007, Jobes 2000, Löffler and Steinicke 2006, Moss 1994, 2006b, Rudzitis 1996, 1999, Travis 2007).

Although information about this change is most available for the US New West, a similar amenity-led migration pattern and effects are reported elsewhere in the USA, in Australia and New Zealand (Buckley et al. 2006, Hall 2006), Canada (Chipeniuk 2004, Glorioso and Moss 2008, McIntyre 2009, Moore et al. 2006, Robinson and Stark 2006, Stefanick 2008), and in high-amenity mountain areas of transitioning and developing countries (Bartoš et al. 2009, Borsdorf and Hidalgo 2009, Chaverri 2006, 2009, Glorioso 1999, 2006, Otero et al. 2009, Tonderayi 1999). Particularly with the

inclusion of the multiple residence type of amenity migration (see especially Hall and Müller 2004, McIntyre 2009, McIntyre et al. 2006), some western European high amenity mountain places also exhibit similar characteristics (Arnensen 2009, Flognfeldt 2006, Hall and Müller 2004, Müller 2006, Perlik 2006).

In principle, amenity migration, with its many wealthier, more educated migrants, offers opportunities, such as economic growth and diversification, new community services and facilities, along with new ideas and experiences (Booth 2002, Chipeniuk and Rapaport 2009, Glorioso 2006, Howe et al. 1997, McGranahan and Wojan 2007, Moss 2006b, Power 1996, Rasker 2009, Rudzitis 1999). However, to date, the opportunities appear to remain mainly yet to be realised, while the phenomenon's negative impacts generally outweigh

positive ones in high-amenity mountain places. Socio-economic negative effects include lack of affordable housing, increasing cost of living, widening income disparity between earlier inhabitants and amenity migrants, while the most common biophysical outcomes are sprawl, land fragmentation, depleting water resources and an increasing urban-wildland interface (*Glorioso and Moss 2007, Howe et al. 1997, Gobster and Haight 2004, Moss 2006a, Power 1996, Travis 2007, UNESCO 2005*). Lack of a focus on, and understanding of, amenity migration, along with inadequate and inappropriate analysis, planning and management skills are typical (*Babbitt 2005, Chipeniuk 2008, Gill and Clark 2006, Glick and Alexander 2000, Glorioso and Moss 2007, Moss 1994, 2006a, 2008, 2009, Moss et al. 1999, Power 1996, Price et al. 1997, Rasker and Alexander 1997, Travis 2007, Williams and Gill 2006*).

The use of multiple scenarios strategic planning (MSSP) methodology (*Fig. 1*) to understand and plan for amenity migration has been particularly advanced by *Glorioso (2009), Glorioso and Moss (2006), Kruger et al. (2009), Moss (1994), Moss et al. (1999), Price et al. (1997)*. When used skilfully it can provide a framework for analysing complex and highly uncertain conditions through understanding behavioural patterns of open systems (*Moss et al. 1999*). Embedded in MSSP, through external analysis (*Fig. 1*) is the use of multiple scenarios to represent alternative futures based on the intuitive logics approach (*Fig. 2*) – in which both rationality and intuition are used to identify and explain patterns or relationships among the key socio-cultural, political-economic, environmental and technological factors that will drive the future of the subject of analysis.

According to the influential 20th c. social scientist *Herbert Simon*, intuition and rationality are two essential complementary components of decision-making systems and must both be used by serious thinkers (*Frantz 2003*). Further, *Barnard (1982)* suggests the appropriateness of

intuition as a basis for decision-making when data is either of poor quality or very limited, or when there are too many unknowns, which is a common governing condition in public planning. Intuitive logic scenarios makes MSSP an effective analytical and planning tool compared to traditional planning methodology, such as comprehensive or master planning.

The typical process for using MSSP is exhibited in *Figures 1* and *2* and proceeds from Step 1 through 6 (*Fig. 1*), as briefly described below:

Step 1: Mission Formulation – clearly stated, agreed upon reason for a task, be it planning or analysis.

Step 2a: External Analysis – refers to the formulation of multiple scenarios (*Fig. 2*) that begins with the identification of key opportunities and threats in the external environment of the entity for whom the mission is formulated. These opportunities and threats, called *key decision factors*, are then coalesced into *key societal driving forces* that will drive the unfolding futures of the mission. This process uses both intuition and rationality (discussed above) earning its name *intuitive logics approach scenarios*. Subsequently the *key societal driving forces* are made neutral or non-directional and positioned in an axial relationship called *scenario logics*. *Scenario logics* are the skeleton upon which are hung the flesh and muscle details of scenarios. The number of multiple (alternative) scenarios that will be formulated depends on the number of *scenario logics* generated. For example, two scenario logics generate four scenarios, while three scenario logics generate eight (*Figs. 4-6*). After a set of scenarios is elaborated, the *most likely scenario* to unfold is usually chosen, with its opportunities and threats then being used for the SWOT Analysis (Step 3).

Step 2b: Internal Analysis – refers to the identification and evaluation of the strengths and weaknesses of the entity for which the mission is formulated.

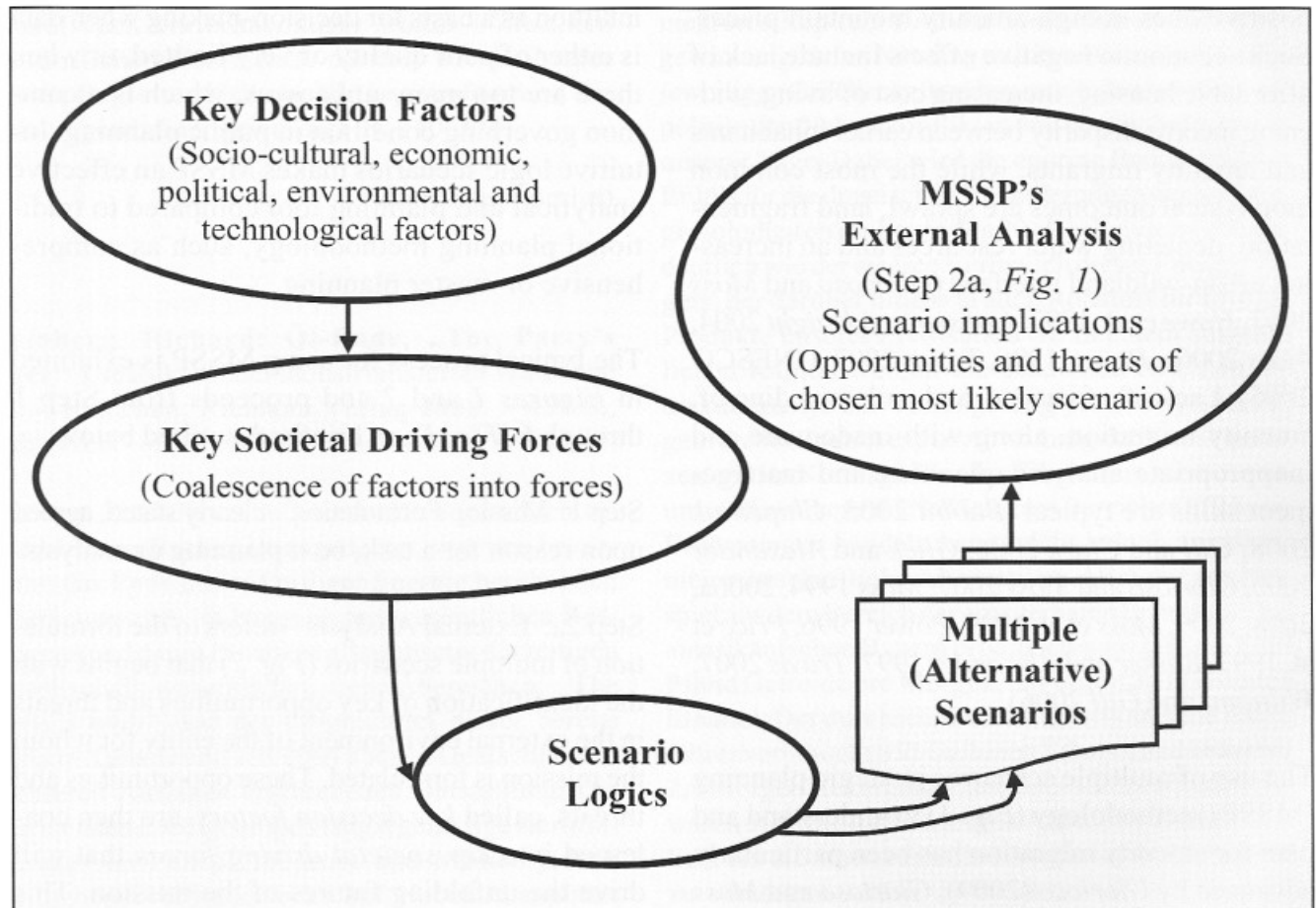


Fig. 2 Multiple scenarios formulation / Formulierung multipler Szenarien

Step 3: SWOT Analysis – refers to bringing together the strengths (S) and weaknesses (W) of the entity to achieve the mission in the context of the chosen scenario and its opportunities (O) and threats (T). Key issues for mission success are usually identified at this stage.

Step 4: Strategy – resolves the issues identified in SWOT analysis and is the sum of all products of the previous strategic analysis. It serves as the foundation for tactical action in the context of the mission's external environment and the entity's internal resources.

Step 5: Action Plan – refers to the tactical level of the process, or how strategy is to be implemented, detailing who, when, how, and what

financial resources are required to carry out the strategy.

Step 6: Surveillance – carried on throughout the whole strategic planning process, with emphasis given to the external analysis and to the chosen scenario. This assists in assessing the validity of the chosen scenario through time by monitoring its characteristics and in judging if and when the chosen scenario, or an alternative one, is the actual environment of the mission.

However, using MSSP in public planning is not without concerns. In the public sector, numerous key stakeholders, need for fair access to planning and decision-making processes, the more qualitative than quantitative nature of plan-



APPENDIX C

BPAC KEY SURVEY FINDINGS

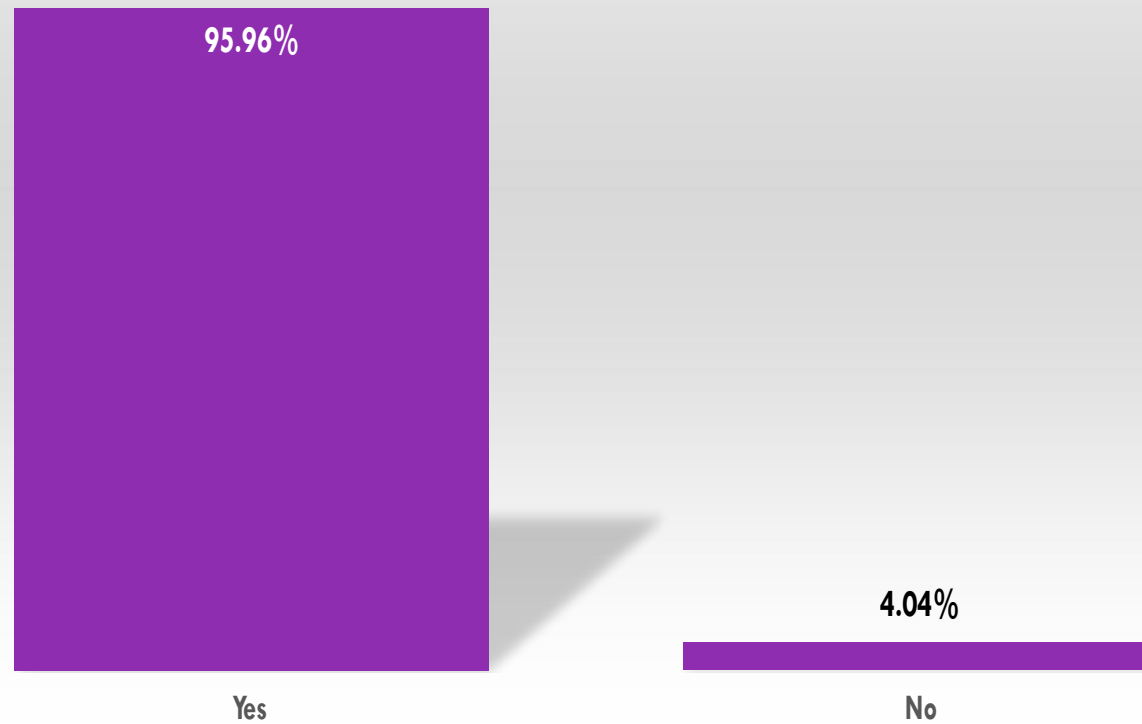
PROMOTION, EDUCATION & PROGRAMMING

JUDITH GABRIELE, SUBCOMMITTEE CHAIR

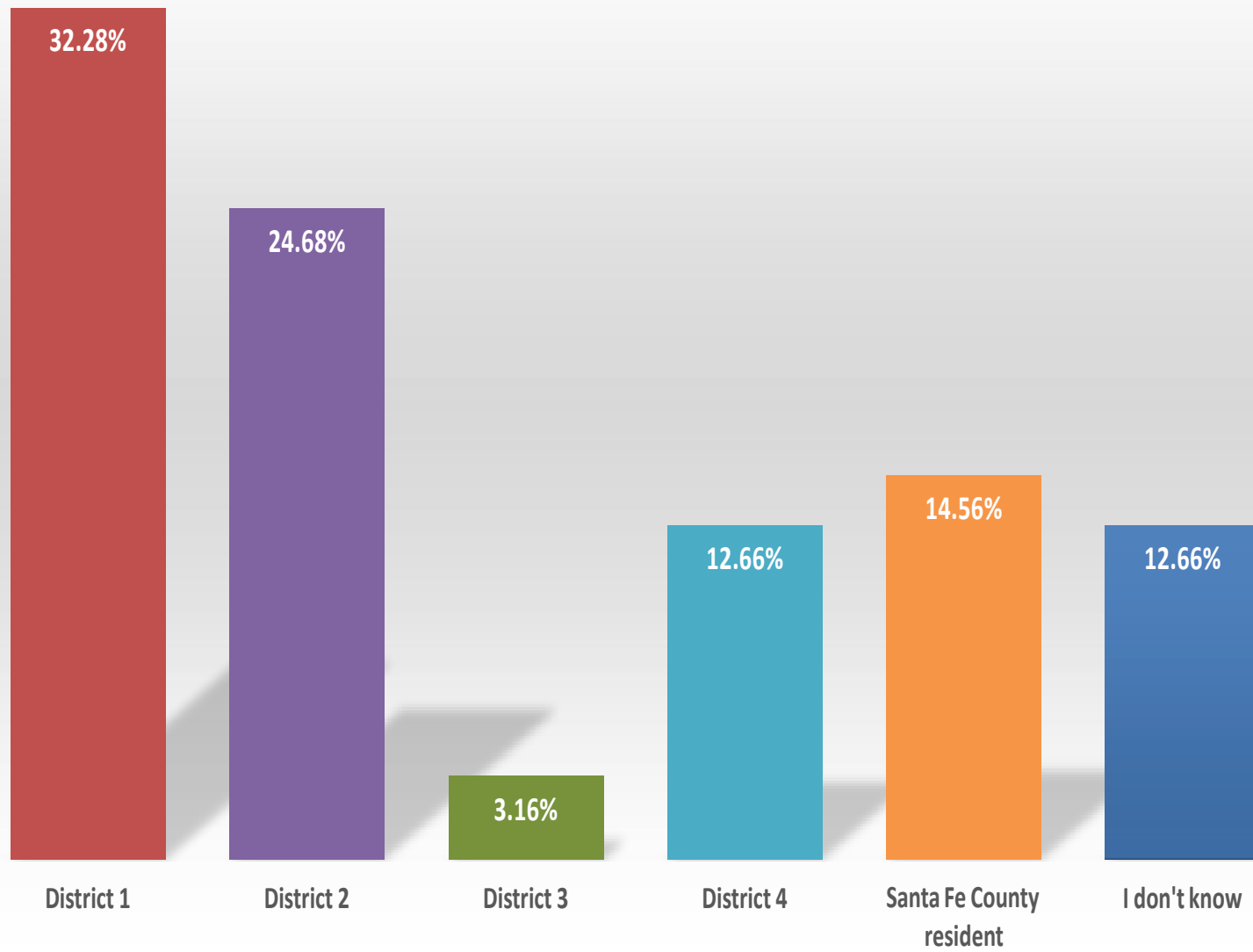
BPAC SURVEY RESULTS

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

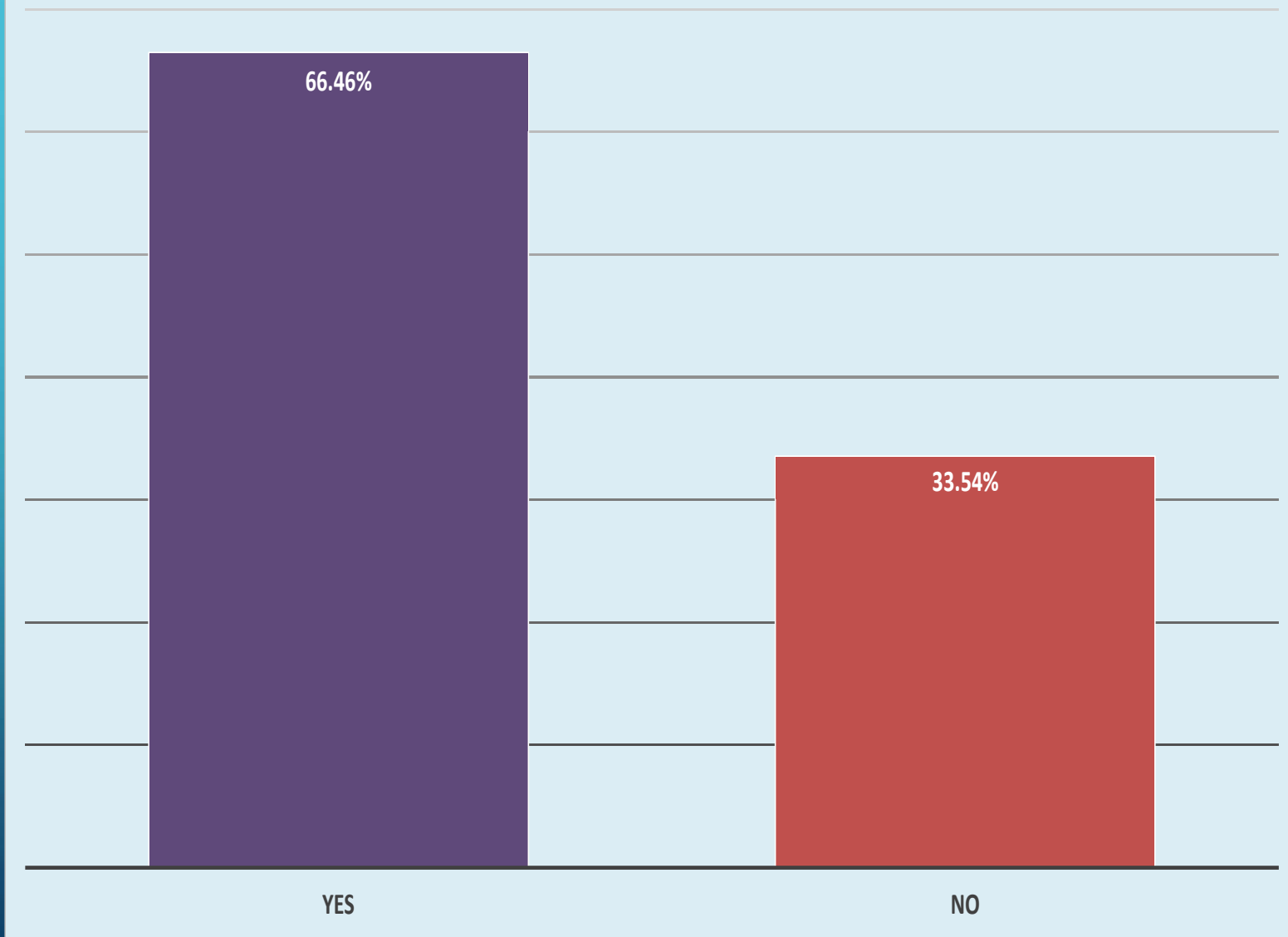
Are you a resident or second homeowner in Santa Fe?



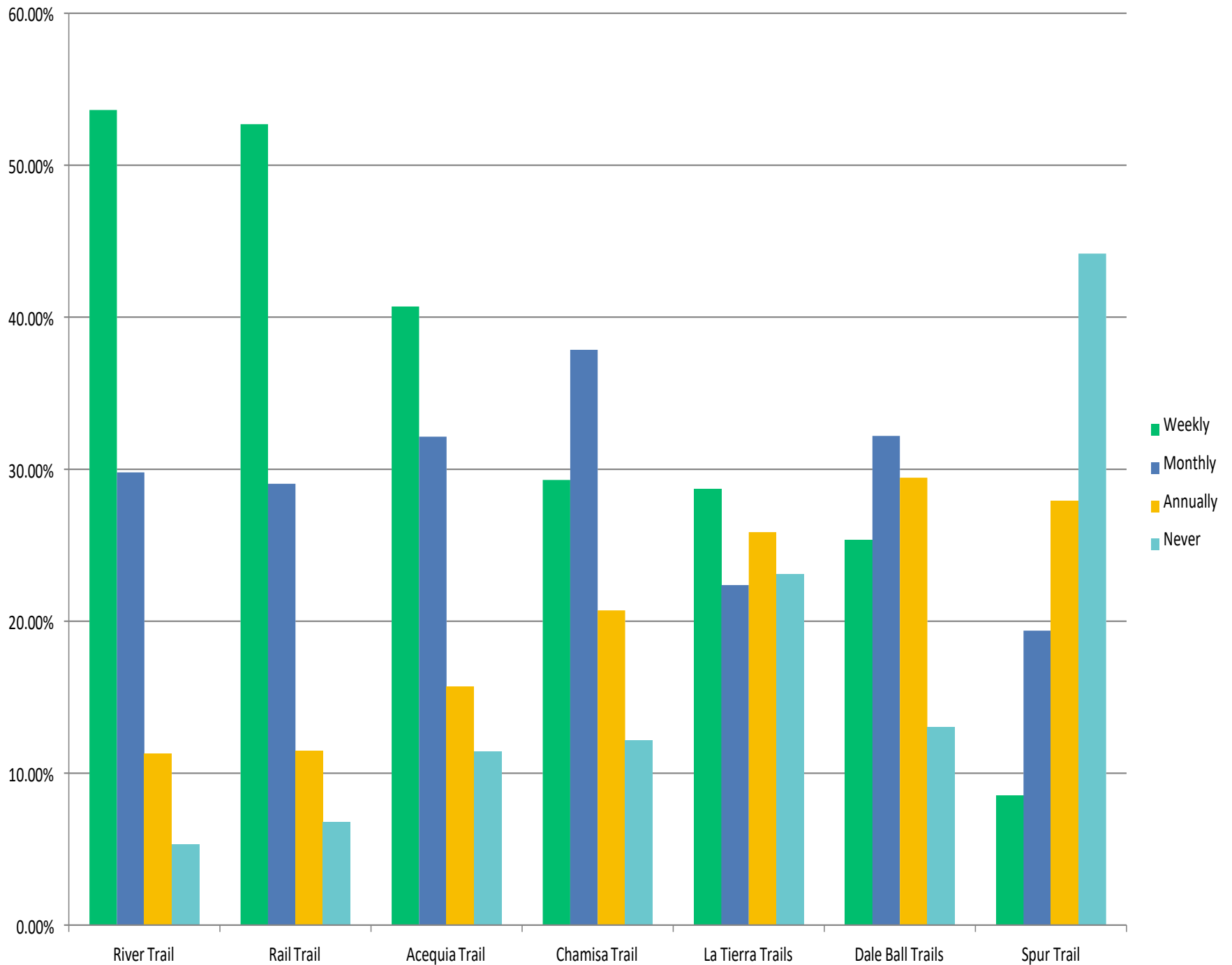
What council district do you live in?



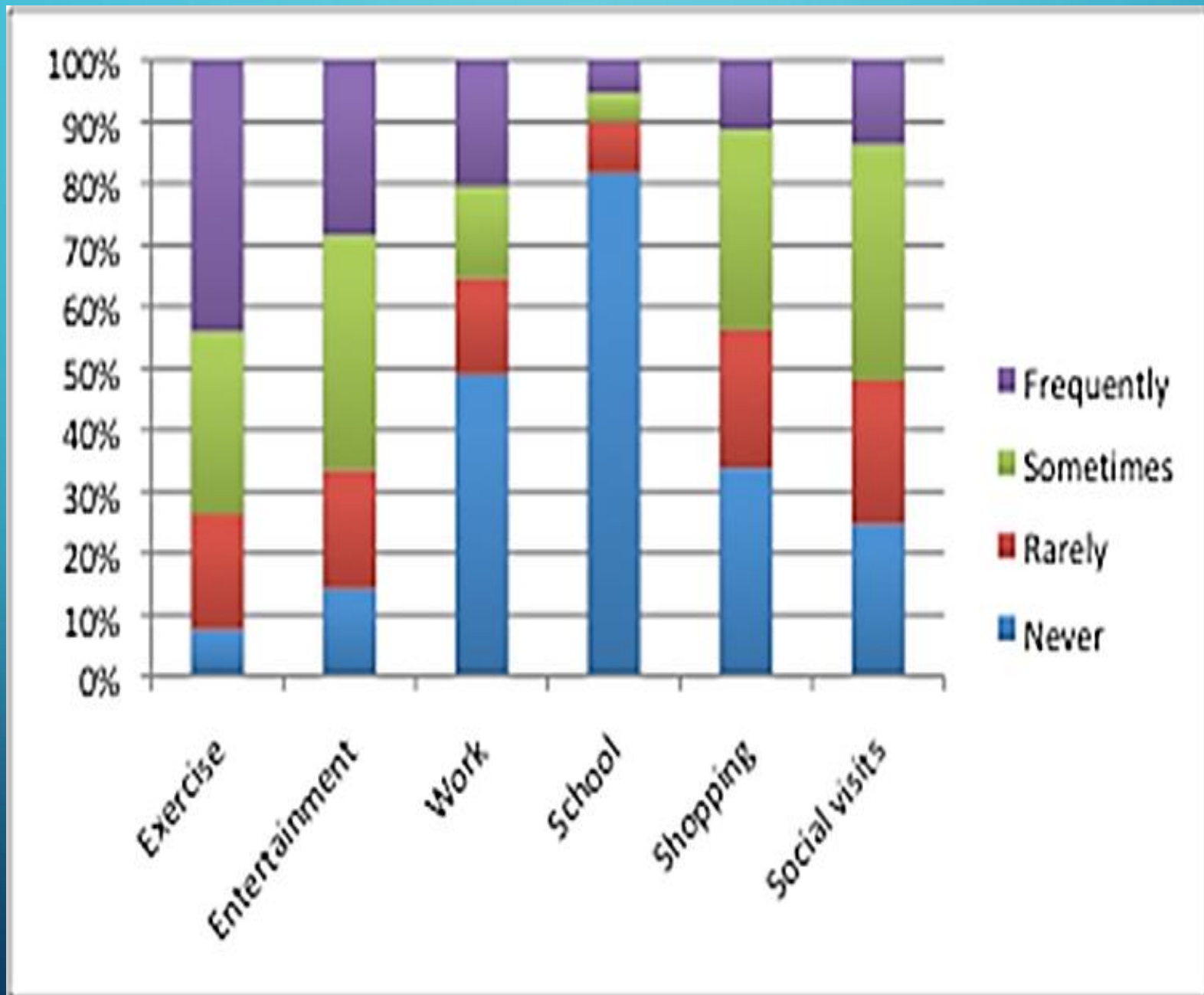
Are you aware that Santa Fe has a citizen committee that advises the city on bike and pedestrian issues?



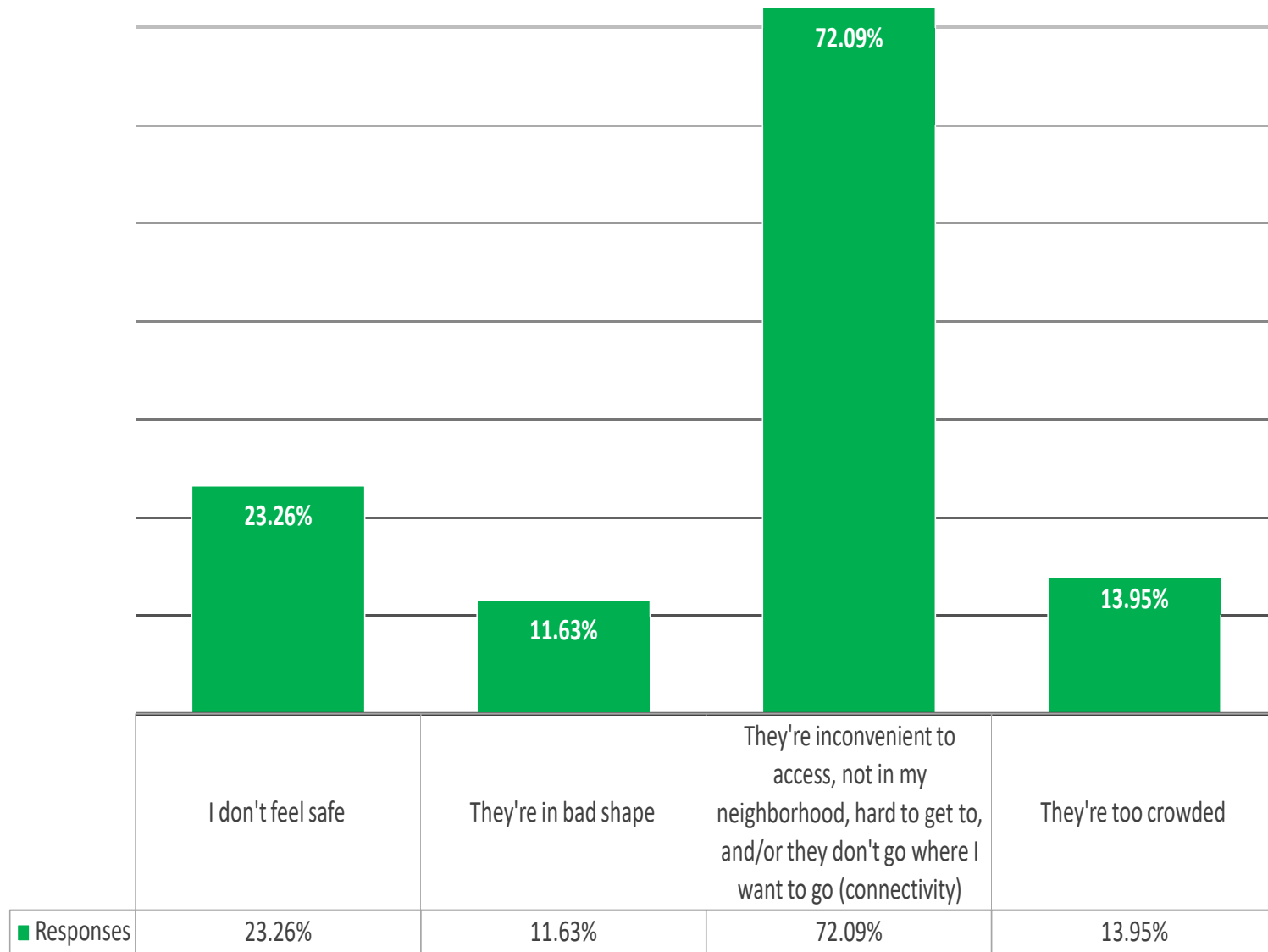
How often do you walk, bike, or actively recreate on these trails?



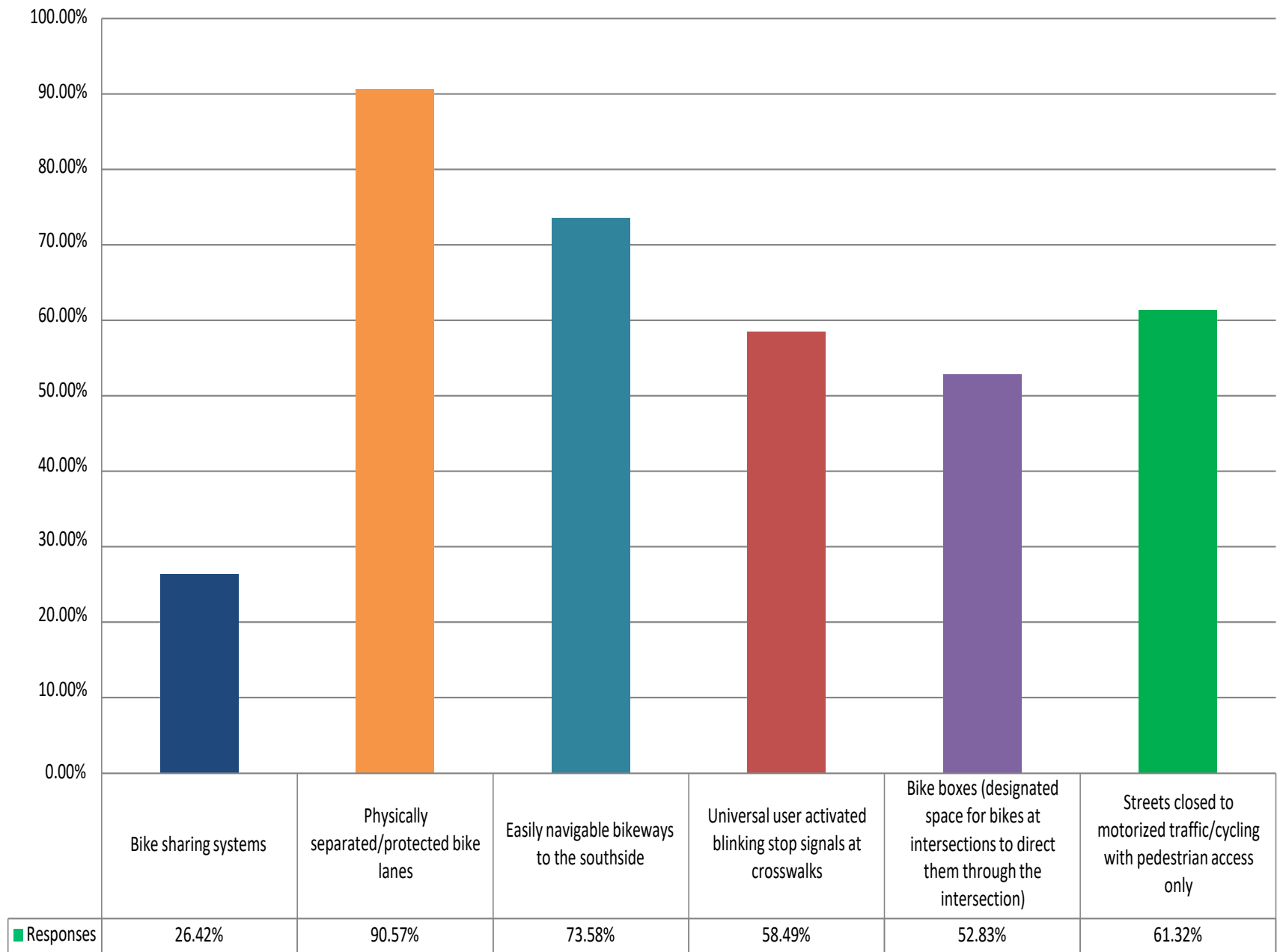
For each of the following types of trips, please indicate how often you use BICYCLING as your primary mode of transportation.



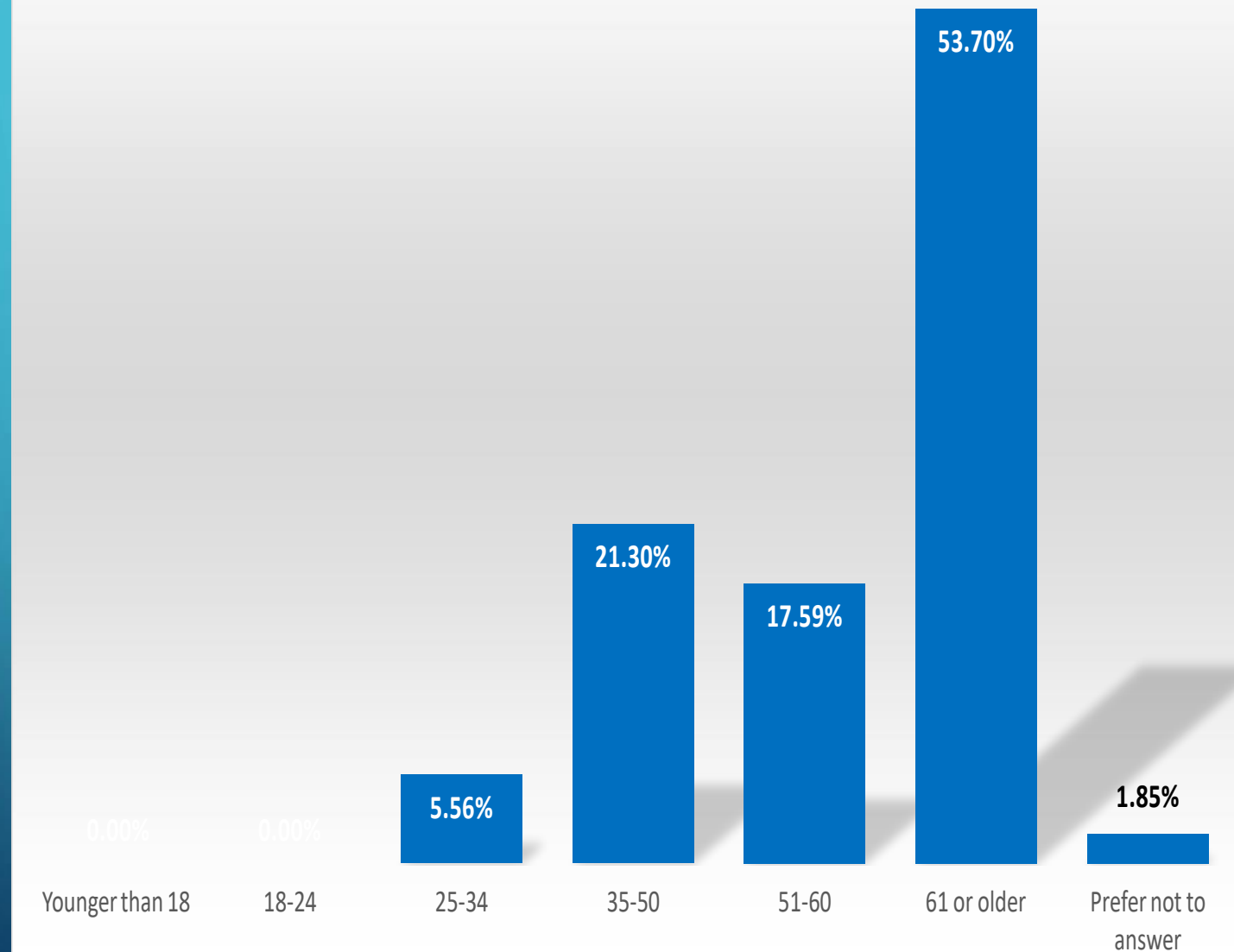
If you don't use the city bike and walking trails for walking, biking or actively recreating, please explain why.



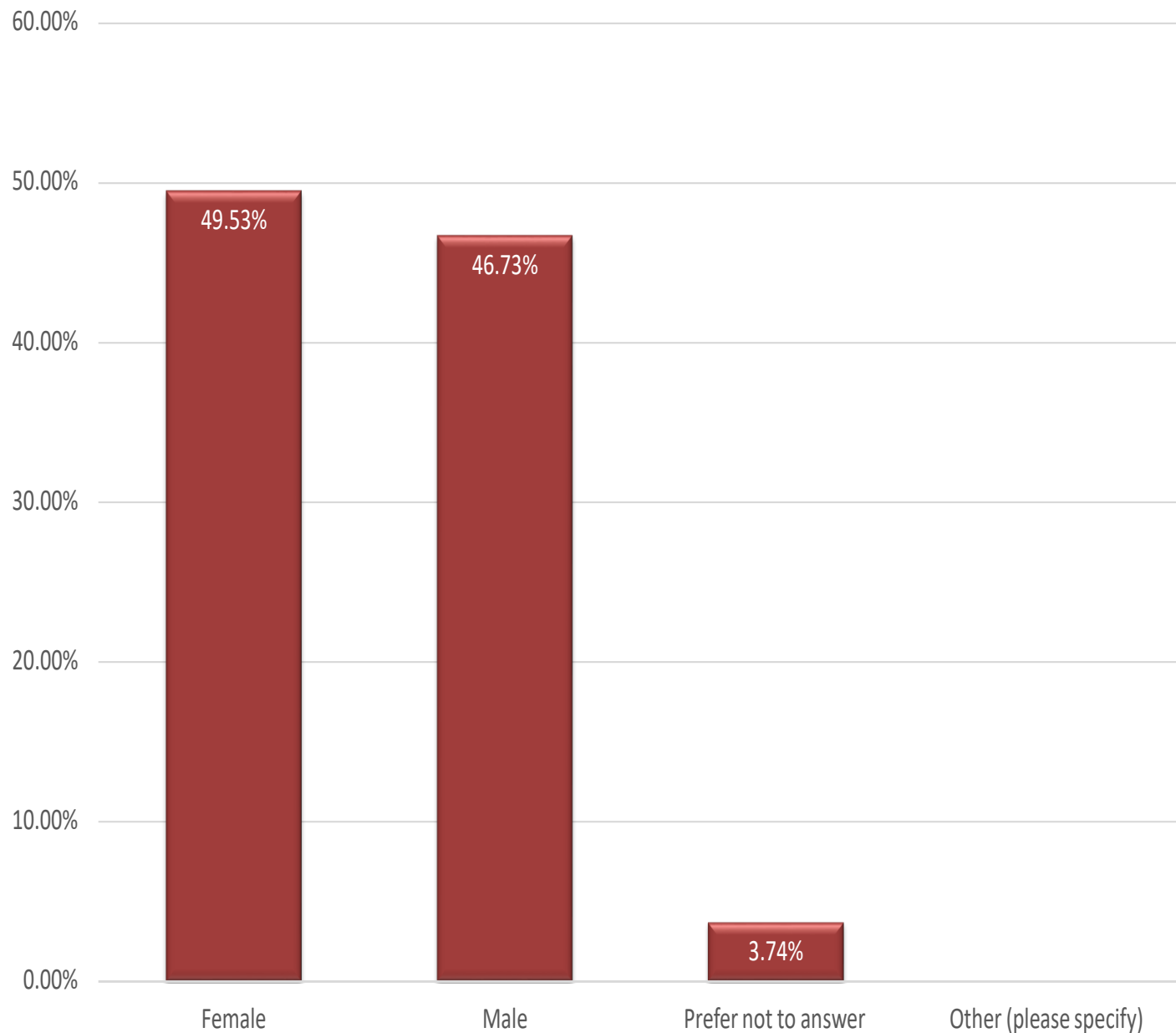
What kind of bike/pedestrian infrastructure does Santa Fe need that we don't currently have?



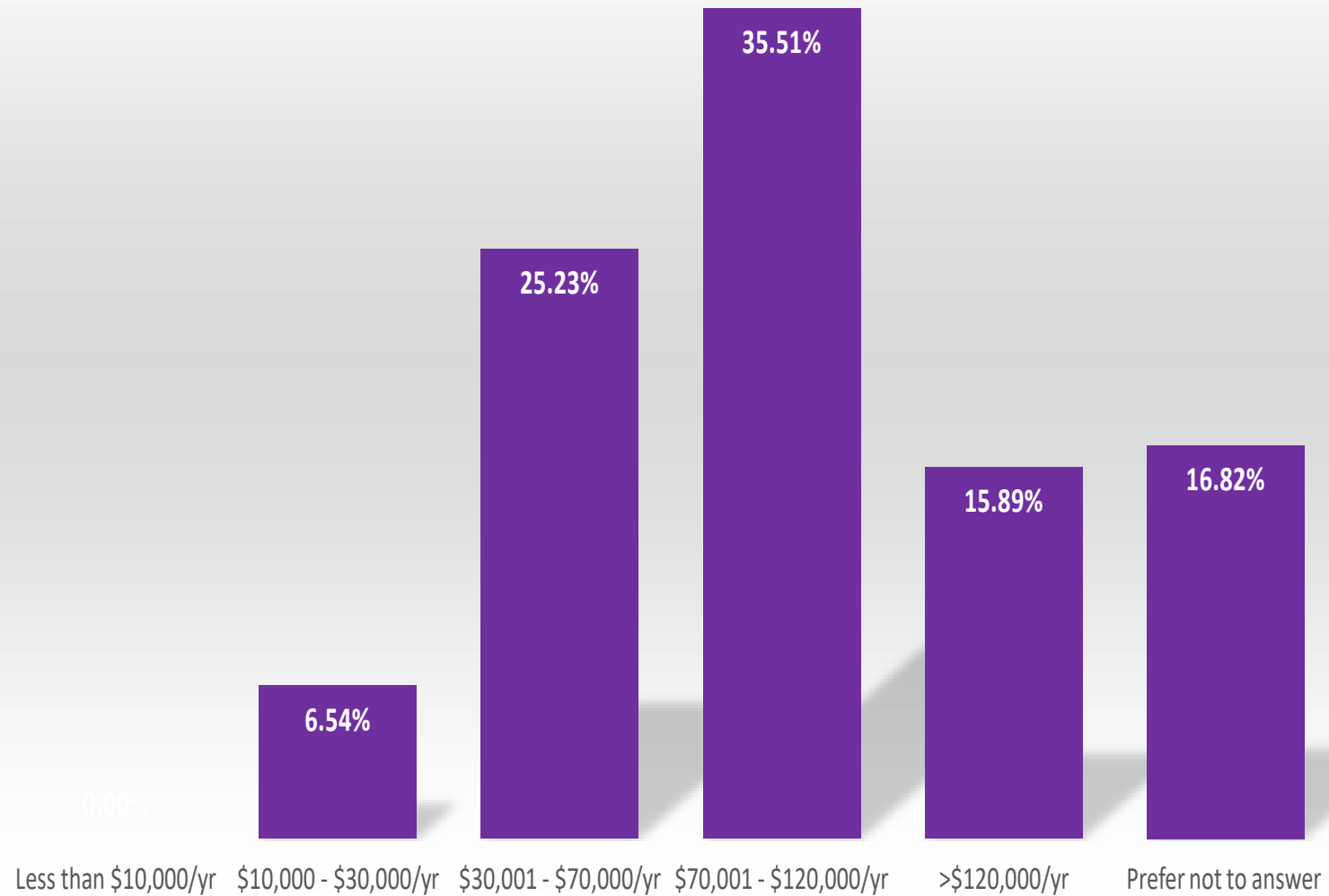
What age group best describes you?



What gender identity best describes you?



What level best describes your household income?



From the Governing Body Agenda of August 31, 2022

Agenda Item No. 15 INTRODUCTION

a. CONSIDERATION OF BILL NO. 2022-___. (Councilor M. Garcia)

An Ordinance Relating to Electric Bicycles; Amending Section 12-1-6 of the Uniform Traffic Ordinance ("UTO") to Include Electric Bicycles in the Definition of Bicycle; Amending Section 12-1-40 of the UTO to Delineate Electric Bicycles From Motor Vehicles; Amending Section 12-1-88 of the UTO to Specify That an Electric Bicycle is Not a Vehicle; Amending Section 12-8-1 of the UTO to Prohibit Anyone Under the Age of Sixteen From Riding a Class 3 Electric Bicycle; Amending Section 12-8-10 of the UTO to Regulate and Establish a Speed Limit for Electric and Manually-Propelled Bicycles on City Sidewalks; Amending Section 12-8-15 of the UTO to Remove the Prohibition for Bicycles to Ride on a Street Adjacent to a Sidewalk or Path When Bicycles are Required to Use the Sidewalk or Street; Creating a New Section 12-8-18 of the UTO to Make it an Offense to Enhance the Speed Capabilities of an Electric Bicycle; Amending Section 12-8-23 of the UTO to Raise the Maximum Fine for Violation of Certain Provisions from Twenty-Five Dollars to One Hundred Dollars; and Amending SFCC 1987 Section 23-5.1 to Amend the Definition of Bicycle to Include Electric Bicycles, and to Regulate the Use of Electric Bicycles on City Roads. (Romella Glorioso-Moss; Project Administrator: rsglorioso-moss@santafenm.gov, 505-955-6623; Kevin Nault, Assistant City Attorney: klnault@santafenm.gov)

Committee Review:

Governing Body (Introduced): 08/31/2022

Governing Body (Public Comment): 09/14/2022

Bicycle and Pedestrian Advisory Committee: 10/06/2022

Quality of Life Committee: 10/19/2022

Public Works and Utilities Committee: 10/24/2022

Finance Committee: 10/31/2022

Governing Body (Public Hearing): 11/09/2022

underscored material = new ~~[bracketed material]~~ = delete

CITY OF SANTA FE, NEW MEXICO

BILL NO. 2022-__

INTRODUCED BY:

Councilor Michael J. Garcia

AN ORDINANCE

**RELATING TO ELECTRIC BICYCLES; AMENDING SECTION 12-1-6 OF THE
UNIFORM TRAFFIC ORDINANCE (“UTO”) TO INCLUDE ELECTRIC BICYCLES IN
THE DEFINITION OF BICYCLE; AMENDING SECTION 12-1-40 OF THE UTO TO
DELINEATE ELECTRIC BICYCLES FROM MOTOR VEHICLES; AMENDING
SECTION 12-1-88 OF THE UTO TO SPECIFY THAT AN ELECTRIC BICYCLE IS NOT
A VEHICLE; AMENDING SECTION 12-8-1 OF THE UTO TO PROHIBIT ANYONE
UNDER THE AGE OF SIXTEEN FROM RIDING A CLASS 3 ELECTRIC BICYCLE;
AMENDING SECTION 12-8-10 OF THE UTO TO REGULATE AND ESTABLISH A
SPEED LIMIT FOR ELECTRIC AND MANUALLY-PROPELLED BICYCLES ON CITY
SIDEWALKS; AMENDING SECTION 12-8-15 OF THE UTO TO REMOVE THE
PROHIBITION FOR BICYCLES TO RIDE ON A STREET ADJACENT TO A
SIDEWALK OR PATH WHEN BICYCLES ARE REQUIRED TO USE THE SIDEWALK
OR STREET; CREATING A NEW SECTION 12-8-18 OF THE UTO TO MAKE IT AN
OFFENSE TO ENHANCE THE SPEED CAPABILITIES OF AN ELECTRIC BICYCLE;
AMENDING SECTION 12-8-23 OF THE UTO TO RAISE THE MAXIMUM FINE FOR**

1 VIOLATION OF CERTAIN PROVISIONS FROM TWENTY-FIVE DOLLARS TO ONE
2 HUNDRED DOLLARS; AND AMENDING SFCC 1987 SECTION 23-5.1 TO AMEND THE
3 DEFINITION OF BICYCLE TO INCLUDE ELECTRIC BICYCLES, AND TO
4 REGULATE THE USE OF ELECTRIC BICYCLES ON CITY ROADS.

5
6 BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

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

9 12-1-6 BICYCLE. "Bicycle" means:

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

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

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

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

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

25 C. Devices with motors outputting more than 750 watts or that can achieve a

1 maximum speed more than 28 mph on a paved level surface when powered solely by such a motor
2 while ridden by an operator who weighs 170 pounds are motor vehicles.

3 D. Bicycles defined in paragraph B may also be referred to as “electric bicycles”

4 **Section 2. Section 12-1-40 of the Uniform Traffic Ordinance (being Ord. No.**
5 **2011-23, § 1) is amended to read:**

6 **12-1-40 MOTOR VEHICLE.** "Motor Vehicle" means every vehicle which is self-
7 propelled and every vehicle which is propelled by electric power obtained from batteries, except
8 electric bicycles, or from overhead trolley wires, but not operated upon rails; but for the purposes
9 of the Mandatory Financial Responsibility Act [66-5-201 to 66-5-239 NMSA 1978], "motor
10 vehicle" does not include "special mobile equipment." (66-1-4.11 NMSA 1978).

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

13 **12-1-88 VEHICLE.** "Vehicle" means every device in, upon, or by which, any person or
14 property is or may be transported or drawn upon a street, including any frame, chassis, body or
15 unitized frame and body of any vehicle or motor vehicle, except electric bicycles and devices
16 moved by human power or used exclusively upon stationary rails or tracks. (66-1-4.19 NMSA
17 1978)

18 **Section 4. Section 12-8-1 of the Uniform Traffic Ordinance (being Ord. No.**
19 **2011-23, § 1) is amended to read:**

20 **12-8-1 EFFECT OF REGULATIONS**

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

24 B. ~~[The parent of any child and the guardian of any ward]~~ No person shall ~~[not]~~
25 authorize or permit any ~~[such]~~ child ~~[or ward]~~ to violate any of the provisions of this ordinance nor

1 shall any person permit any child under the age of sixteen (16) to operate a Class 3 electric bicycle.

2 A person under the age of sixteen (16) may ride as a passenger on a Class 3 electric bicycle that is
3 designed to accommodate passengers.

4 C. These regulations applicable to bicycles shall apply whenever a bicycle is operated
5 upon any street, bicycle lane, or ~~upon any~~ path ~~[set aside for the exclusive use of bicycles]~~ subject
6 to existing laws and those exceptions stated herein.

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

9 **Section 5. Section 12-8-10 of the Uniform Traffic Ordinance (being Ord. No.**
10 **2011-23, § 1) is amended to read:**

11 **12-8-10 SPEED.**

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

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

16 **Section 6. Section 12-8-7 of the Uniform Traffic Ordinance (being Ord. No.**
17 **2011-23, § 1) is amended to read:**

18 **12-8-15 RIDING ON SIDEWALKS**

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

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

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

25 ~~[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)

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

12-8-18 ELECTRIC BICYCLE MODIFICATION. 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 of the electric bicycle.

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

12-8-23 PENALTIES

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

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

23-5.1 Definitions.

As used in this chapter:

- A. *Artist/artisan* means a person who designs and creates arts or crafts.
- B. *Artwork* means an object for sale by an artist/artisan.
- C. *Bicycle* means: ~~[a vehicle with two (2) wheels tandem, a steering handle, a saddle seat, and pedals by which it is propelled]~~

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

(2) every device propelled upon which a person may ride that is equipped with two or three wheels, pedals for human propulsion, and a motor of no more than

1 seven hundred fifty (750) watts whose maximum speed is no more than 28 mph on a
2 paved level surface, when powered solely by such a motor.

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

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

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

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

14 H. *Community Days Festival* means a city sponsored event promoting the programs
15 and services offered by local nonprofit organizations, performances by multicultural, youth, and
16 school groups and celebrating the diversity of Santa Fe.

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

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

25 K. *Immediate family* means the spouse, children and stepchildren of a Plaza Park

1 artist/artisan. The city may require proof of relationship for family members.

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

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

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

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

12 P. *Noncommercial use* means any function or event at which nothing is offered for
13 sale and at which no money or other valuable consideration is exchanged for goods or services.
14 This use includes, but is not limited to, patriotic observances, political rallies, televised news
15 media events and motion picture filming activities.

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

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

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

25 T. *Plaza Park* means that inclusive area bounded by the inside back of the curb

1 surrounding the Plaza as outlined in the map prepared by the city, labeled "Plaza Park Map."

2 (Editor's Note: The Plaza Park Map may be found at the end of this chapter.)

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

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

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

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

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

17 Z. *Portrait artist license* means a Plaza Park artist/artisan license issued to a portrait
18 artist.

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

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

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

25 DD. *Reproduction* means the production of multiples of a single piece, the original or

1 master, applicable to each medium.

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

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

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

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

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

13 JJ. *Special event* means an event that is permitted by the city pursuant to
14 subsection 18-8.9 SFCC 1987, Section 23-4 SFCC 1987, subsection 23-5.2 SFCC 1987 or
15 resolution of the governing body.

16 PASSED, APPROVED, and ADOPTED this _____ day of _____, 2022.

17
18
19 _____
20 ALAN WEBBER, MAYOR

21 ATTEST:

22
23 _____
24 KRISTINE MIHELIC, CITY CLERK
25

1 APPROVED AS TO FORM:

2 

3 _____
4 ERIN K. McSHERRY, CITY ATTORNEY

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25 *Legislation/2022/Bills/Establishing Electric Bicycle Definition*