



City of Santa Fe

AGENDA

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
JANUARY 12, 2023
5:30 PM
ROUNDHOUSE ROOM, MARKET
STATION
500 MARKET STREET, SUITE 200

PROCEDURES FOR BICYCLE AND PEDESTRIANS ADVISORY 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. December 8, 2022 minutes

5. **COMMUNICATIONS FROM THE PUBLIC**

6. **COMMUNICATIONS FROM OTHER AGENCIES**

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

7. **DISCUSSION AND POSSIBLE ACTION ITEMS**

- a. Update on E-Bike Bill (Staff Liaison and Chair Garcia)
- b. Safe Route to School Program: Development, Grant Applications and Action Plan (Tim Rogers, SFCT Trails Program Manager)
- c. League of American Bicyclists Membership Renewal Update (Staff Liaison and Vice Chair Spencer)

8. **MATTERS FROM STAFF**

9. **MATTERS FROM THE COMMITTEE**

10. **MATTERS FROM THE CHAIR**

11. **NEXT MEETING: Thursday, February 9, 2023**

12. **ADJOURN**

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



MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
DECEMBER 08, 2022
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

1. CALL TO ORDER

The meeting was called to order by Chair Michael Garcia at 5:39 PM.

2. ROLL CALL

Members Present:

Chair Michael Garcia
Member Erik Aaboe
Member Yolanda Eisenstein
Member Judith Gabriele
Member Ben Pingilley
Member Steve Pilcher
Member Khal Spencer

Members Excused:

Member Tony Gerlicz
Member Candace Ella Martinez
Member Paloma Sanchez

Others Attending:

Romella Glorioso-Moss, Staff Liaison

3. APPROVAL OF AGENDA

MOTION: Member Pilcher moved, seconded by Member Spencer, to approve the Agenda as amended.

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

For: Member Aaboe, Member Eisenstein, Member Gabriele, Member Pingilley, Member Spencer, Member Pilcher, and Chair Garcia.



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Against: None

Abstain: None

From Staff Liaison:

Remove Agenda Items 6.a “Santa Fe Metropolitan Planning Organization” and 7.a “Henry Lynch Road Reconstruction Project”.

4. APPROVAL OF MINUTES

a. November 10, 2022 minutes

MOTION: Member Eisenstein moved, seconded by Member Spencer, to approve the November 10, 2022 minutes as amended.

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

For: Member Eisenstein, Member Gabriele, Member Pingilley, Member Spencer, Member Pilcher, and Chair Garcia.

Against: None

Abstain: Member Aaboe

From Staff Liaison:

Add the word “approved” in “VOTE” for Agenda Items 3, 4, 7.a through 7.g.

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

From Chair Garcia:

On page 3, line 16, after the period insert the following new sentence: “Electric bicycles are vehicles.” and strike “(66-1-4.19 NMSA 1978)”.

4. On page 6, lines 1-2, after “mph” strike the remainder of the sentence.



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5. COMMUNICATIONS FROM THE PUBLIC

6. COMMUNICATIONS FROM OTHER AGENCIES

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

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

Accomplishments:

700 hours of volunteer work for La Tierra Trails, Dale Ball, Galisteo Basin, etc.

Passport to Trails Program – made 177 trips since 2014 involving 4,000 students

Safe Route to School Program – working with 5 schools; had 60 events in 2022 involving 1,200 students

Vamanos – had 30 walk/bike events in 2022

Attended Henry Lynch Public Information meeting.

- c. Public Safety Committee (Khalil Spencer, BPAC Vice-Chair)

PSC had no quorum; looking for new members. Hired a Manager to run the \$1M 5-year Gun Violence Prevention Program.

7. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Henry Lynch Road Reconstruction Project Presentation (John Taschek, Ecosphere)
REMOVED FROM THE AGENDA



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- b. City of Santa Fe's Application Renewal to the League of American Bicyclists' Bicycle-Friendly Community (Judith Gabriele, BPAC Subcommittee Chair: Promotion, Education and Programming)

Need to focus on "connectivity" ... keep this issue on the radar. In the application there is more focus on social justice and inequity rather than miles.

- c. Arroyo de los Chamisos Crossing Project Update (Khalil Spencer, BPAC Vice Chair)

MOTION: Member Aaboe moved, seconded by Member Spencer, for BPAC to formally resubmits BPAC comments to the Consultants that incorporates multi-modal transportation. Further, the submission must come from Technical Review Subcommittee Chair. Comments need to include the preservation of the emergency road as a trail within the "Built Alternative".

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

For: Member Aaboe, Member Eisenstein, Member Gabriele, Member Pingilley, Member Spencer, Member Pilcher, and Chair Garcia.

Against: None

Abstain: None

- d. Safe Route to Schools Trail Projects for BPAC's Consideration for Strategic Plan Inclusion and Funding (Tim Rogers, City of Santa Fe Safe Route to Schools Coordinator and Santa Fe Conservation Trust Trails Program Manager)

MOTION: Member Pingilley moved, seconded by Member Spencer, to approve the inclusion of Nina Otero SRTS trail in Tierra Contenta Trail Extension in BPAC Strategic Plan.



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

For: Member Aaboe, Member Eisenstein, Member Gabriele, Member Pingilley, Member Spencer, Member Pilcher, and Chair Garcia.

Against: None

Abstain: None

MOTION: Member Aaboe moved, seconded by Member Spencer, to support the SRTS Coordinator position application for TAP funding for 2 years and direct Staff to look for funding the 14.56% local match (about \$40K).

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

For: Member Aaboe, Member Eisenstein, Member Gabriele, Member Pingilley, Member Spencer, Member Pilcher, and Chair Garcia.

Against: None

Abstain: None

e. Staff Report

a) Requesting BPAC Representative to Rail Trail Intersections Improvements Project.

Member Aaboe will represent BPAC to Rail Trail Intersection Improvements Project.



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b) Seeking recommendations for trail projects for a) Transportation Alternative Programs; and 2) Carbon Reduction Program funding applications.

MOTION: Member Pingilley moved, seconded by Member Spencer, to approve for Staff to apply for TAP funding for Location Study Phase A & B for the Nina Otero SRTS Trail and Mutt Nelson Rd in Tierra Contenta Trail network. Further, for Staff to apply for design funding for the Acequia Trail Extension from Otowi to Maclovía from Carbon Reduction Program.

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

For: Member Aaboe, Member Eisenstein, Member Gabriele, Member Pingilley, Member Spencer, Member Pilcher, and Chair Garcia.

Against: None

Abstain: None

c) Requesting Policy, Planning and Law Subcommittee Chair to present the BPAC Strategic Plan to Land Use Planning Commission, and Promotion, Education & Programming Subcommittee Chair to present BPAC 2022 Accomplishments to the Governing Body in 2023.

MOTION: Member Eisenstein moved, seconded by Voting Member Pilcher, to for the Policy, Planning and Law Subcommittee and Promotions, Education and Programming Subcommittees to present the BPAC Strategic Plan to Planning Commission and Governing Body first quarter of the year.

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



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For: Member Aaboe, Member Eisenstein, Member Gabriele, Member Pingilley, Member Spencer, Member Pilcher, and Chair Garcia.

Against: None

Abstain: None

e) Roadway and Trails Project Updates

- 1) Receiving \$75,000 Local Government Road Funds to design Buckman Rd Bicycle and Pedestrian Improvements Project. Staff will request additional road impact fees funding from Capital Improvements Advisory Committee.
- 2) Receiving \$1M Transportation Project Funds to complete the design of Arroyo de los Chamisos Crossing Project.
- 3) Receiving \$850,000 Community Development Block Grant to design and build El Camino Real Academy Trail. Engineering design started in November.
- 4) Receiving \$300,000 to design Governor Miles Road and \$350,000 for St. Michael's Drive.
- 5) Receiving additional \$25,000 to construct Phase A Wayfinding Project.
- 6) Legislative Funding District Priorities:
 - a. District 2 – Pacheco Sidewalk - \$750,000 request
 - b. District 4 – Gov. Miles Rd - \$2.4M request



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- 7) Completed the construction of Camino Entrada Roundabout.
- 8) Rebidding the construction of:
 - a. Canada Rincon Trail
 - b. Guadalupe St Reconstruction and Bridge Rehabilitation Project

8. MATTERS FROM STAFF

- a) Member Candace Ella Martinez representing District 4 resigned.
- b) According to the Clerk's Office we can't meet in the Chambers on the ff. dates:
 - 1/12/23 – Conflicts with Charter Review Commission
 - 2/9/23 – Conflicts with Charter Review Commission
 - 3/9/23 – Conflicts with Charter Review Commission
 - 4/13/23 – Conflicts with Charter Review Commission
 - 9/7/23 – Conflicts with Buckman Direct Diversion Board
 - 12/7/23 – Conflicts with Buckman Direct Diversion Board

The Chair will contact City Clerks Office. Meeting location TBD.

9. MATTERS FROM THE COMMITTEE

Member Gabriele Chair of Promotions, Education and Programming requested information how to use BPAC funding to purchase a banner and promotional products.

10. MATTERS FROM THE CHAIR

The Draft E-Bike Bill was unanimously approved. It will go to Finance Committee on January 3 and then to Governing Body on January 11 (public hearing). Please come to



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support/oppose the draft bill.

Thank you also for the hard work of the Committee. The Strategic Plan is a huge accomplishment. Not many volunteer group/citizen advisory group has a Strategic Plan.

Have a great holiday season!

11. **NEXT MEETING: January 12 2023**

12. **ADJOURN 7:40 PM**

Romella Glorioso-Moss

Liaison

Chair

1 CITY OF SANTA FE, NEW MEXICO

2 BILL NO. 2022-__

3 INTRODUCED BY:

4
5 Councilor Michael J. Garcia

6
7
8
9
10 AN ORDINANCE

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

underscored material = new [bracketed material] = delete

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. Electric bicycles are
17 vehicles. ~~(66-1-4.19 NMSA 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

1 right of way to any pedestrian. (Ord. #2011-23, §§ 22, 23)

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

4 **12-8-18 ELECTRIC BICYCLE MODIFICATION.** It is an offense for a person to
5 knowingly modify an electric bicycle so as to change the speed capability of the electric bicycle
6 and not appropriately replace, or cause to be replaced, the label indicating the class of the electric
7 bicycle.

8 **Section 8. Section 12-8-7 of the Uniform Traffic Ordinance (being Ord. No.**
9 **2011-23, § 1) is amended to read:**

10 **12-8-23 PENALTIES**

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

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

16 **23-5.1 Definitions.**

17 As used in this chapter:

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

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

24 (2) every device propelled upon which a person may ride that is equipped
25 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
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:

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3

4 ERIN K. McSHERRY, CITY ATTORNEY

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



BUILDING A BICYCLE FRIENDLY AMERICASM

*A roadmap to
transforming states,
communities,
businesses and
universities*

THE LEAGUE
OF AMERICAN BICYCLISTS
since 1880

Building a **BICYCLE FRIENDLY AMERICA**

Across the U.S., the interest in bicycling is skyrocketing — and it's easy to see why. A bike is a ticket to health, mobility, freedom and fun. Bicycling isn't just a way to get from one place to another; it's an avenue to a better life. And when communities, businesses and universities get on board, great things happen.

How do you capture and capitalize on the tremendous benefits of biking? The League's Bicycle Friendly America (BFA) program has the answers.

Over the past 10 years, the League has worked with hundreds of engineers, government officials, and bicycle advocates to identify the DNA of bicycle friendliness. Using that expert knowledge, we've determined the specific projects, policies, programs and plans that re-

ally make a difference. The BFA program gives you the specific tools to turn that knowledge into action.

Providing a roadmap to improve conditions for cyclists at the state and local level, the BFA program has expanded and evolved to serve four distinct areas: Communities, States, Businesses and Universities. With comprehensive online applications, the program collects data on activities within five broad areas:

1. **ENGINEERING:** Physical infrastructure and hardware to support cycling
2. **EDUCATION:** Programs that ensure the safety, comfort and convenience of cyclists and fellow road users
3. **ENCOURAGEMENT:** Incentives, promotions and opportunities that inspire and enable people to ride

4. **ENFORCEMENT:** Equitable laws and programs that ensure motorists and cyclists are held accountable
5. **EVALUATION:** Processes that demonstrate a commitment to measuring results and planning for the future

The BFA program is more than an assessment. All applicants get customized feedback on their application and access to technical assistance. If you aren't bicycle friendly yet, we'll help you get there. And once you've made the ranks of a Bicycle Friendly Community, Business or University, the BFA program helps you get to the next level.

Learn how you can get involved in the pages that follow and at www.bikeleague.org/bfa.

Cover photo: Trek



Long Beach Council Member Robert Garcia and Vice Mayor Suja Lowenthal in Long Beach's separated bike lanes. (Photo: Allan Crawford)

THE BENEFITS OF BICYCLING

"Our Gold Bicycle Friendly designation is a tremendous honor, and it recognizes what a great place Minneapolis is to be a bicyclist. We've made a deliberate effort to be one of the nation's top bicycling cities and those investments mean we have more and more ways for people to commute and experience the city on two wheels."

- Mayor R.T. Rybak, Minneapolis, Minn.

"The #1 Bicycle Friendly State designation recognizes the hard work and cooperation among local and state agencies, bicycle groups and health professionals. The designation is an incentive to continue to refine and develop projects, policies and priorities to retain our position."

- Washington Governor Christine Gregoire



BICYCLE FRIENDLY COMMUNITY



Photo: Trek

Bicycling is more than a practical, cost-effective solution to many municipal challenges. It's an opportunity to make your community a vibrant destination for residents and visitors — a place where people don't just live and work, but thrive. The Bicycle Friendly Community program provides a roadmap to improve conditions for bicycling and direct assistance to make your distinct vision for a better, bikeable community a reality.

WHY SHOULD MY COMMUNITY BECOME A BFC?

Simple steps to make bicycling safe and comfortable pay huge dividends in civic, community and economic development. Given the opportunity to ride, residents enjoy dramatic health benefits, reduced congestion, increased property values and more money in their pockets to spend in the local economy. When your community is bike-friendly, tourism booms, businesses attract the best and the brightest, and governments save big on parking costs while cutting their carbon emissions.



Photos: Tucson/East Pima region (L) and Missoula, Mont. (R)

Innovative infrastructure isn't just for big cities. Missoula, Mont., recently rose to Gold BFC status thanks in part to the addition of protected bike lanes. "The City of Missoula, together with citizen advocates, has worked hard to integrate and promote bicycle commuting, and we're proud that our extensive off-street bike trail system, together with our miles of bike lanes, and bike education and encouragement programs, reflect that," says Missoula Mayor John Engen.

The Tucson/East Pima region attained Gold BFC status with an array of exceptional education programs. "The Bicycle Ambassador program has taught more than 1,000 adults safe cycling skills each year and the Safe Routes to School program has now expanded into the middle schools and includes summer bicycle camps," says Ann Chanecka, Senior Transportation Planner, Pima Association of Governments.

WHAT MAKES A BICYCLE FRIENDLY COMMUNITY?

A Bicycle Friendly Community welcomes cyclists with trails, bike lanes, share the road campaigns, organized rides, Bike to Work Day events and so much more. A rich matrix of options that recognizes your area's unique resources, the BFC application evaluates how your community encourages people to bike for transportation and recreation through the 5 Es: engineering, education, encouragement, enforcement, and evaluation.

WHAT'S THE BENEFIT OF BEING A BFC?

The popularity of the program speaks for itself: As of 2013, more than 600 communities have applied, and 242 have been awarded Bronze, Silver, Gold or Platinum designation. But, even if your community doesn't quite make the grade yet, applying is well worth the time. Each applicant receives customized feedback and technical assistance. Once your community becomes a BFC, a League representative will present an award and two highway-quality road signs at a local ceremony or celebration.

HOW DO I GET STARTED?

Turn to page 14 and fill out the BFC scorecard to see if your community is ready to apply. All applications must be submitted with the approval of the community's administration. Access the applications and additional resources at bikeleague.org/community.



Arlington, Va.



New York, N.Y.



Fort Collins, Colo.

Four years ago, Long Beach put an audacious statement on the wall of our City Hall: “Long Beach: The most bike friendly city in the U.S.” It wasn’t true at the time, but it gave us a something to strive for. And we knew that we needed milestones to measure our progress along the way.

In 2009, we were given Bronze BFC status and we immediately set our sights on becoming Silver, then Gold and eventually Platinum. We knew this recognition would be important to our civic and business leaders, and that the metrics set out in the League’s application would be important measures for us.

At the time, we had a few bike lanes along with beach and river paths that were mainly for recreation. But as a result of our efforts, more than 20 new bike-related businesses have opened in Long Beach since 2010. We’ve added more than 170 bike-friendly businesses to our Bike Saturday program and created four bike-friendly business districts. On some streets, where we have put in new bike infrastructure, we have tripled the number of kids riding bikes to school.

We’re now seeing people move to Long Beach because of our biking and our active living culture. We are seeing conventions select Long Beach because of what we are doing. Most importantly we are seeing more and more people on their bikes, riding for fun, to get to school, to get to work and to run errands.

- By Allan Crawford, Bike Long Beach

*Long Beach, Calif.
Photo: Allan Crawford*





BICYCLE FRIENDLY BUSINESS



*Standing Stone Brewery,
Ashland, Ore*

Imagine your employees arriving at their desks energized, alert and more productive than ever. Picture your healthcare costs plummeting and staff morale skyrocketing. Envision customers flocking to your door instead of the competition. How do you get there? Start pedaling and become a Bicycle Friendly Business (BFB).

WHY SHOULD MY BUSINESS BECOME A BFB?

The bicycle isn't just a great transportation option; it's an economic engine that can drive your business to higher profits, happier employees and more loyal patrons. Encouraging bicycling showcases your commitment to sustainability, healthy living and accessibility for all. And biking doesn't just enhance your bottom line — it makes your business a fun, engaging and exciting place to work or shop.



*Beth Israel Deaconess Medical
Center, Boston, Mass.*

WHAT MAKES A BICYCLE FRIENDLY BUSINESS?

BFBs make it easy to pedal to work by providing amenities like secure bike parking and shower facilities. They fire up employees and patrons with incentives to commute by bike, company bike rides, and Bike to Work Week promotions. At a BFB, cycling is part of the business culture and becomes an expression of corporate responsibility. Those attributes shine through in the four areas of the BFB application: encouragement, education, engineering and evaluation.

Any corporation, organization, association, public agency or non-profit that actively promotes bicycling, has a distinct workplace outside of the home, and has two or more employees is eligible to apply.

WHAT'S THE BENEFIT OF BEING A BFB?

The League recognizes deserving businesses at the Bronze, Silver, Gold or Platinum level, but all applicants receive valuable feedback and assistance in becoming more bicycle friendly. When your business joins the more than 400 BFBs across the nation, you'll get

recognition in a national press release, decals for your workplace, a profile on the League website, and in the League's annual yearbook distributed to 10,000 homes across the nation. Silver and higher awards also receive a bicycle print award.

HOW DO I GET STARTED?

Turn to page 15 and fill out the BFB scorecard to see if your business is ready to apply. Access the applications and additional resources at bikeleague.org/business.

BFB PROFILE: THE BURKE GROUP

For employees of The Burke Group in Rosemont, Ill., there are plenty of ways to arrive on two wheels, including the on-street bike route system or the trail leading directly to the building. But the bike friendly atmosphere doesn't end at the front door.

In 2010, the engineering firm was awarded a Silver BFB designation thanks to excellent facilities and innovative programs, like showers, CEO-led social rides and a new bike for the top rider each year. The conversion of car-commuters was slow at first, but more and more employees dusted off their old bicycles as they heard their co-workers raving about the many benefits of riding and saw how the company supported their efforts.

In addition to creating a positive place to work, The Burke Group sees cycling as a means to improving job performance. Engineers who understand the challenges of multi-modal transportation are able to support bicycling in new designs. And the cycling culture has certainly boosted workplace camaraderie.

By 2012, The Burke Group had witnessed 30,000 fewer miles driven on local roads as a result of their efforts – and moved up to a Gold level BFB.





BICYCLE FRIENDLY UNIVERSITY



Young adults want to ride more and drive less, and, with defined borders and high-density environments, university campuses are ideal settings for a bicycle-friendly lifestyle. The League created the Bicycle Friendly University (BFU) program to help institutions of higher education capitalize on that unique energy and make cycling a defining characteristic of a healthy, sustainable and vibrant campus culture.

WHY SHOULD MY UNIVERSITY BECOME A BFU?

It's not rocket science: Increased bicycling optimizes limited space, saves the university money on parking and healthcare, and

provides affordable transportation options for students and staff. By promoting biking, universities make it easy for students to adopt active transportation habits that keep them healthy long after graduation. And, just like a great football team, amenities like biking are a big draw for prospective students.

WHAT MAKES A BICYCLE FRIENDLY UNIVERSITY?

Bicycle Friendly Universities promote cycling in a variety of ways, from secure bike parking

to campus bike rides to bicycle education classes. To determine whether a campus makes the grade, universities are evaluated in five primary areas: engineering, encouragement, education, enforcement and evaluation/planning. Using the five Es, successful universities create a safe and comfortable environment that encourages cyclists of all skill levels to get out and ride for transportation and recreation.

Any university college, college, community college or other institution of higher education with a physical campus is eligible to apply!



BFU PROFILE: DUKE UNIVERSITY

When Greg Hardy got to campus, he was interested in biking – but Duke University got him hooked. “Biking is now part of my daily routine,” he says. “I originally started commuting by bike one or two days a week, but the ease of biking at Duke quickly increased my commuting.”

The Bicycle Friendly University program played a big role in showing the elite university where to start – and how to progress – in effectively encouraging students like Hardy to ride. “Applying for the BFU award helped us see what we were already doing and get expert advice on how to make improvements and set priorities,” says Brian Williams, Duke’s Transportation Demand Management Coordinator.

Based on the League’s guidance, the university conducted an assessment of every road on campus and installed bike lanes or sharrows on every single street. Duke also added a bicycle coordinator to its staff, providing full-time support for new bike projects, public awareness campaigns, more bike parking and a fleet of loaner bikes.

“Being able to say to the university, ‘For less than the cost of one deck-parking space, we were able to make all of the roads on campus more bicycle friendly’ was huge,” Williams says.

In 2012, Duke attained Bronze status – and they’re not done yet.

WHAT’S THE BENEFIT OF BEING A BFU?

By applying to become a BFU, your university gains immediate access to the expertise and insight of League staff — every applicant receives detailed feedback and assistance in becoming more bicycle friendly. The League recognizes deserving institutions at the Bronze, Silver, Gold or Platinum level and newly designated BFUs get two iconic BFU road signs, an award certificate, an online profile and recognition in a League-distributed press release.

HOW DO I GET STARTED?

Turn to page 15 and fill out the BFU scorecard to see if your university is ready to apply. All applications must be submitted with the approval of the institution’s administration. Access the applications and additional resources at bikeleague.org/university.





BICYCLE FRIENDLY STATE



Shailen Bhatt (orange jersey), Secretary of Transportation for the state of Delaware, finishes a 14-mile ride to South Dover Elementary School on Bike to School Day (Photo: DelDOT)

New businesses and potential residents aren't just looking at tax rates and school districts anymore; they want to settle in a state with rich outdoor opportunities and safe transportation options for their entire family or workforce. The Bicycle Friendly States program helps government officials and advocates improve bicycling conditions and enhance quality of life.

WHY SHOULD MY STATE BECOME BICYCLE-FRIENDLY?

Bicycling means business: Bicycle tourism can be a major driver of economic development, and corporations can capitalize on reduced healthcare costs. By making streets comfortable and accessible for cyclists, bicycle friendly states increase the safety of all road users and give residents transportation choices that save money and improve health.



WHAT MAKES A BICYCLE FRIENDLY STATE?

Bicycle friendly states help ensure cyclists' safety and access with policies and provisions like safe passing laws, Complete Streets policies, and signed bike routes. They make it inviting to ride within their borders with amenities like bike route maps, and educate motorists and law enforcement about the rights and responsibilities of bicyclists. In a bicycle friendly state, policymakers invest federal dollars on bicycle projects and account for cyclist in planning the future of their transportation system, too.



WHAT IS THE BICYCLE FRIENDLY STATE PROGRAM?

The Bicycle Friendly State program is the annual ranking of all 50 states' progress toward promoting and embracing biking for transportation and recreation. The program focuses on all aspects of a state's bicycle programs, from advocacy groups to law enforcement to the Department of Transportation. States receive an overall ranking, as well as scores in five categories: legislation and enforcement; policies and programs; infrastructure and funding; education and encouragement; and evaluation and planning. But the BFS program is more than a Report Card; League staff provide specific feedback, next steps and ongoing technical assistance. Learn more at bikeleague.org/states.

BFS PROFILE: DELAWARE

Delaware is small in size, but it's making big strides for bicyclists. In 2011, despite tough economic conditions, the state legislature passed a landmark "Walkable, Bikeable Delaware" measure that unlocked an unprecedented \$5 million in new state funds for bicycle and pedestrian projects.

Just a few months later, Governor Jack Markell announced a statewide trails plan backed with \$13 million for new construction and updated facilities. In 2012, the state directed another \$480,000 in federal funds for a greenway connecting two major cities.

But more important than money, Delaware boasts a strong statewide advocacy organization, innovative secretaries in the departments of Transportation and Natural Resources and visionary leadership from the Governor.

"Trails and bike routes are a part of a vision for a state with interconnected communities," says Governor Markell, an avid cyclist himself. "We will continue working to make Delaware an attractive place not only to bike, but to live and work."

COMMUNITY SCORECARD

ENGINEERING

- Y N Does your community have a comprehensive, connected and well-maintained bicycling network?
- Y N Is bike parking readily available throughout the community?
- Y N Is there a Complete Streets ordinance or another policy that mandates the accommodation of cyclists on all road projects?

EDUCATION

- Y N Is there a community-wide Safe routes to School program that includes bicycling education?
- Y N Are there bicycling education courses available for adults in the community?
- Y N Does your community educate motorists and cyclists on their rights and responsibilities as road users?

ENCOURAGEMENT

- Y N Does your community have an up-to-date bicycle map?
- Y N Does the community celebrate bicycling during national Bike month with community rides, Bike to Work Day or media outreach?
- Y N Does the community host any major community cycling events or rides?
- Y N Is there an active bicycle advocacy group in the community?

ENFORCEMENT

- Y N Do law enforcement officers receive training on the rights and responsibilities of all road users?
- Y N Does your community have law enforcement or other public safety officers on bikes?
- Y N Do local ordinances treat bicyclists equitably?

EVALUATION

- Y N Is there a specific plan or program to reduce cyclist/motor vehicle crashes?
- Y N Does your community have a current comprehensive bicycle plan?
- Y N Is there a Bicycle advisory Committee that meets regularly?
- Y N Does your community have a bicycle program manager?

SCORING (GIVE YOURSELF ONE POINT FOR EVERY “YES.”) Score 0-8: Your community probably has some improvements to make before becoming a Bicycle Friendly Community – apply now to receive a free feedback report that will guide your community in becoming more bicycle-friendly! Score 9-17: You’ve already got a good start – apply now and we’ll tell you what you’ve done well and how you can improve.

Start working with local officials to fill out the Bicycle Friendly Community application and contact us to help you through the process at 202-822-1333 or bfa@bikeleague.org.

BUSINESS SCORECARD

ENGINEERING

- Y N The business provides secure and convenient bike parking.
- Y N Showers are on-site and are free for employee use.

ENCOURAGEMENT

- Y N There are incentives provided by the business for employees to commute to work by bike.
- Y N The business works with local advocates to improve bicycling conditions for the community.
- Y N The business supports a bicycle team/club.

EDUCATION

- Y N The business offers bicycle education classes.
- Y N Bicycling education materials are available to employees on a regular basis.

EVALUATION

- Y N The business has a bike coordinator (full, part-time, or volunteer) to help promote cycling.
- Y N The business sets and evaluates annual goals to help increase ridership.

UNIVERSITY SCORECARD

ENGINEERING

- Y N Does your campus have a well-connected bicycling network?
- Y N Is bike parking readily available throughout the campus?
- Y N Is the college or university easily accessible by bike?

EDUCATION

- Y N Does the school offer bicycle education classes for students and staff?

ENCOURAGEMENT

- Y N Is there an active bicycle advocacy group at the college or university?
- Y N Is there an on-campus bike center for rentals and repairs?

ENFORCEMENT

- Y N Do campus safety/law enforcement officers receive training on the rights and responsibilities of all road users?
- Y N Is there a program on campus to prevent bike theft?

EVALUATION

- Y N Does your school have a current comprehensive bicycle plan?
- Y N Does your college or university have a bicycle program manager?

SCORING (BUSINESS & UNIVERSITY) Score 0-4: Your community probably has some improvements to make before becoming a Bicycle Friendly Business or University – apply now to receive a free feedback report that will guide you in becoming more bicycle-friendly! Score 5 and up: You’ve already got a good start – apply now and we’ll tell you what you’ve done well and how you can improve.

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TREK

**THE BICYCLE FRIENDLY AMERICA
PROGRAM** is generously sponsored
by Trek.



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