City of Santa Fe

AGENDA

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
FEBRUARY 09, 2023
5:30 PM
ROUNDHOUSE ROOM, MARKET STATION
500 MARKET STREET, SUITE 200
SECOND FLOOR

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 (2 minutes maximum)**

6. **COMMUNICATIONS FROM OTHER AGENCIES (5 minutes maximum)**

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

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

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

7. **DISCUSSION AND POSSIBLE ACTION ITEMS**

a. Safe Route to School Action Plan (Tim Rogers, SRTS Program Coordinator and SFCT Trails Program Manager)

b. BPAC Strategic Plan FY2023-2033 Implementation (Yolanda Eisenstein, Policy, Planning & Law Subcommittee Chair)
- Amendments
- BPAC subcommittee priorities & responsibilities
- Land Development Code review
- Traffic Calming Program
- Proposed sidewalk bill – Government responsible for sidewalk maintenance, not NM homeowners

c. BPAC Promotional Activities (Judith Gabriele, Promotions, Education & Programming Chair)

d. New Mexico E-Bike Definition (SB-69) (Khalil Spencer, BPAC Vice Chair)

e. Staff Liaison Report (Romella Glorioso-Moss)
- Technical Review Subcommittee Procedural Change

- League of American Bicyclists Membership Renewal Update
- Complete Streets Projects Update (i.e. Arroyo Chamisos Crossing, Wayfinding, TAP grant applications)

8. **MATTERS FROM STAFF**

9. **MATTERS FROM THE COMMITTEE**

10. **MATTERS FROM THE CHAIR**

11. **NEXT MEETING: Thursday, March 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.

City of Santa Fe

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.

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.

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

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.

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.

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 Maclovia 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:

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

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

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**

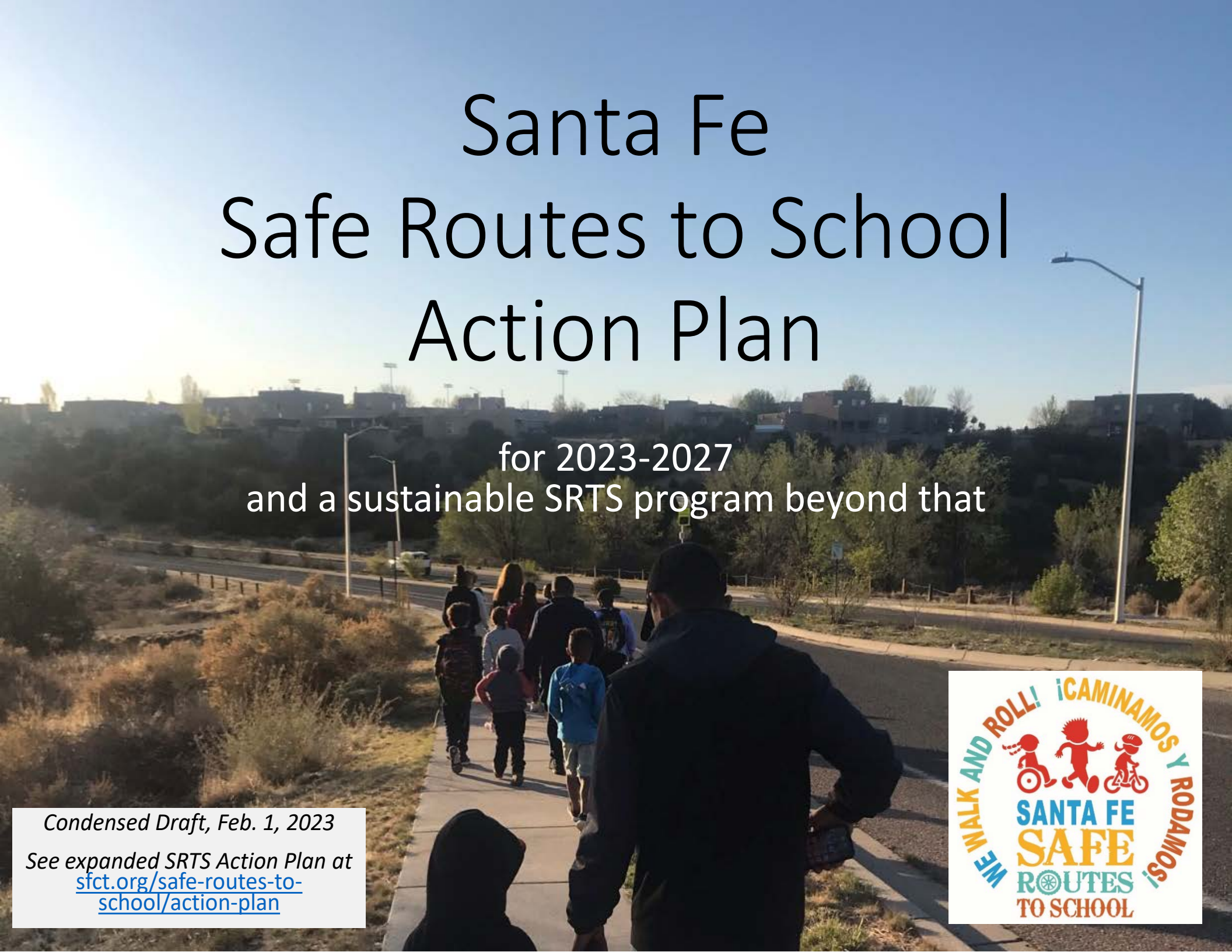
12. **ADJOURN 7:40 PM**

Romella Glorioso-Moss
_____
Liaison

_____
Chair

Santa Fe Safe Routes to School Action Plan

for 2023-2027
and a sustainable SRTS program beyond that



Condensed Draft, Feb. 1, 2023

See expanded SRTS Action Plan at sfct.org/safe-routes-to-school/action-plan

Santa Fe Safe Routes to School (SRTS) Coalition

- City of Santa Fe Parks Department
- City of Santa Fe Public Works Department, including Bicycle and Pedestrian Advisory Committee (BPAC)
- Santa Fe Public Schools Facilities and Operations
- Santa Fe Conservation Trust - Tim Rogers, SRTS Coordinator
- Chuck Malagodi, formerly City of Albuq., Education Consultant
- Ashleigh Curry, Las Cruces Public Schools, Program Consultant
- Parents, Staff, and Students at 18 SFPS Schools
- Santa Fe Metropolitan Planning Organization
- New Mexico Dept. of Transportation
- Bike Santa Fe
- Railyard Park Conservancy
- Allpoints Geographic Information Systems



Action Plan Contents

- Personal Statement
- Vision
- Benefits
- Objectives
- Timeline
- Santa Fe Public Schools' K-8 Schools
- The Trip to School
- School Assignment Zones (ES & MS)
- SRTS Pilot Activities, 2021-2022
  - Education
  - Encouragement
  - Route Assessment
- Partnerships
- Implementation Plan for 2023 - 2027



Personal Statement





"Chaparral Walk and Roll has been a huge success! We have many families participating each week. I most appreciate the quality time that I see families spending together as they walk from Ragle Park each Friday. Kids are chatting with their parents and grandparents and families have the opportunity to get to know each other. This quality time is priceless and helps our kiddos start the day on the right (or left!) foot! The impact on drop-off is clear and breathtaking. Monday-Thursday we often have a back-up of cars that stretches beyond our campus. On Fridays, thanks to Santa Fe Safe Routes to School, we never have a line of cars!"

- Erica Martinez-Maestas, Principal, Chaparral Elementary School

Vision

- More Students, Families, and Staff Safely Walking or Bicycling to and from School

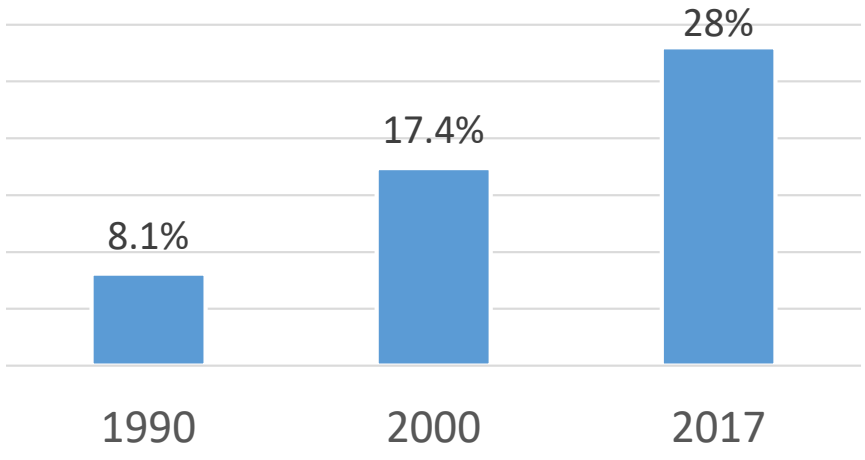


Benefits



- Health
- Environment
- Economy
- Community
- Academic Performance & Self-Reliance

Obesity Rates in New Mexico, 1990 - 2017



Source: NMDOH, Obesity 2017 Update

Objectives

- **Education** of students and families on safe walking and bicycling
- **Encouragement** of walking and bicycling: Promotional Activities – Annual, Monthly, Weekly, Daily Walk- and Roll-to-School
- **Route Assessment**, Identification of barriers to walking and bicycling, and Development of engineering, enforcement, and other solutions
- **Equity** in the process and benefits of promoting walking and bicycling to school
- **Evaluation** of SRTS Program to improve outcomes and ensure further support



Timeline

- 2006-12: Local participation in Natl. Walk & Roll to School Days rises from 1 to 12 Schools
- 2008-12: NMDOT's NMSRTS program distributes federal SRTS funds to NM communities
- 2012: SRTS in Santa Fe Metropolitan Bicycle Master Plan
- 2012: MPO Pilot Activity at Cesar Chavez ES; NMDOT awards federal SRTS Funds to City for improvements serving Cesar Chavez ES and Gonzales CS
- 2015: SRTS in Santa Fe Metropolitan Pedestrian Master Plan
- 2018: SFPS Sustainability Program engages in SRTS support, helps City Parks apply for TAP
- 2019: NMDOT Awards TAP Funds to City Parks for SRTS Action Plan & Pilot Activities
- May 2021: SFCT begins TAP-Funded Activities for 2021-23 under contract with City Parks
- Fall 2021: Creation of Santa Fe SRTS Coalition; SRTS Education & Tallies at 6 SFPS schools; City Public Works starts planning & design for Cottonwood-ECRA Connector Trail
- Spring 2022: 1st Draft of Santa Fe SRTS Action Plan; SRTS Education & Tallies at 10 schools
- Fall 2022: Weekly Walk & Roll-to-School events at Five SFPS schools
- Spring 2023: Santa Fe SRTS Action Plan under public review on way to approval by MPO Transportation Policy Board and SFPS School Board
- Spring 2023: SFPS Applies for FFY2024 TAP Funds to continue SRTS Program in 2024-25
- Anticipated Fall 2023: City Builds Trail Connection between Cottonwood Village and ECRA
- Jan 2024 – Dec 2025: TAP-funded SFSRTS program under SFPS
- Mid-2024: Anticipated next call for TAP Projects to fund activities in 2026-27



Santa Fe Public Schools

Safe Routes to School activities focus on students in Grades K-8, particularly those who live within walking distance from their school - within one mile for elementary school students or within 1.5 miles for middle schoolers.

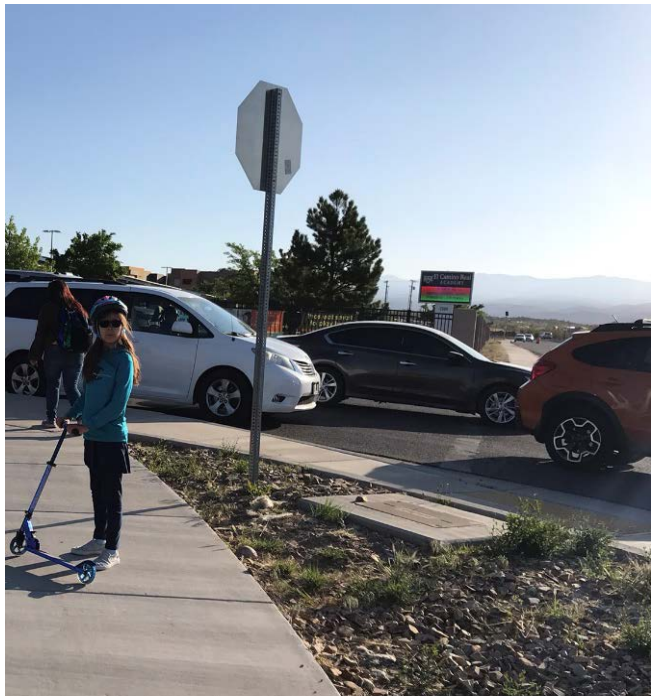
Santa Fe Public Schools includes 15 elementary schools, five “community schools” with grades K-8, and two middle schools that serve geographic assignment areas.

As of Oct. 2021, among 7,660 students at these 22 schools, 2,173 lived within walking distance of their school, but 681 of these qualified for “hazard bussing” based on hazardous walking conditions as defined by NM state law.

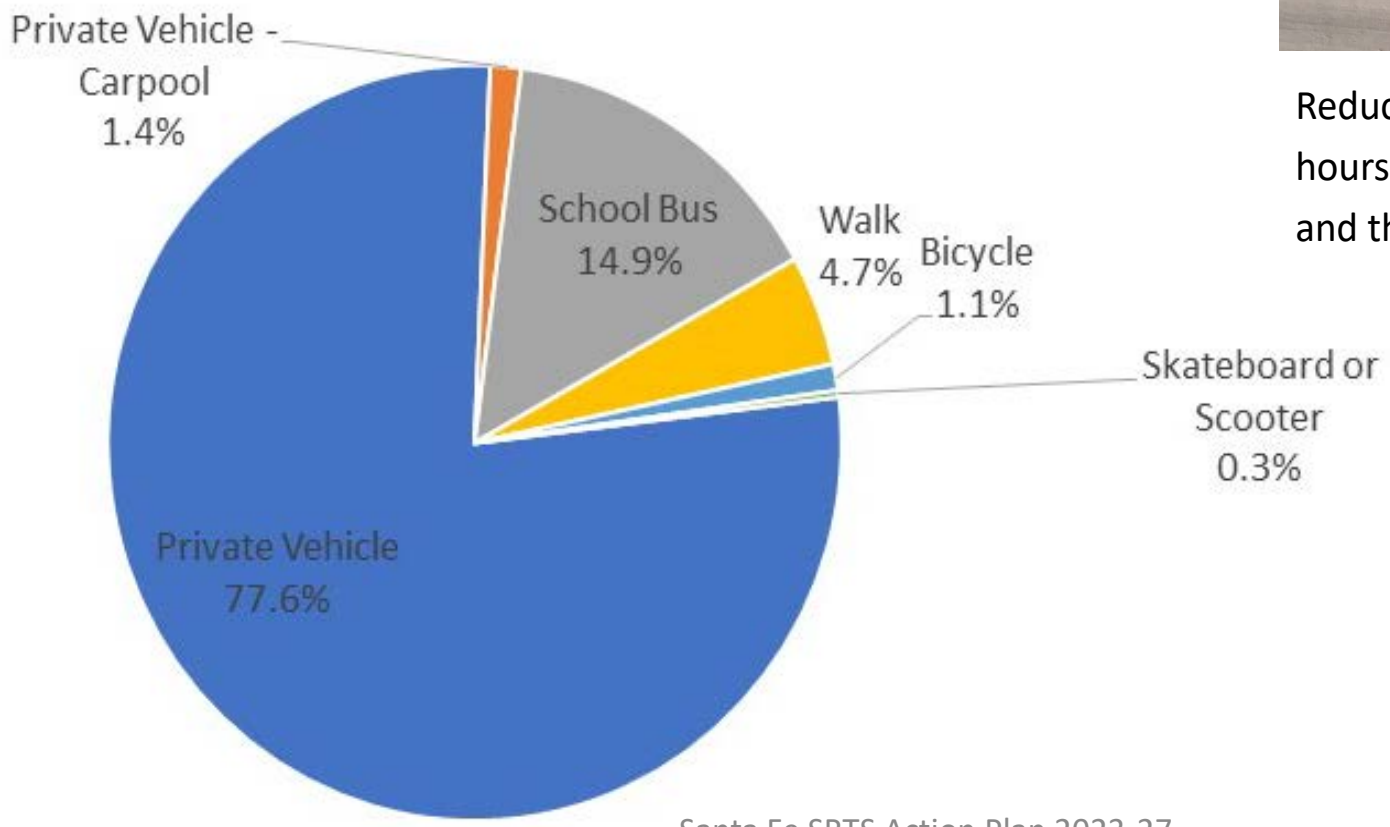
Elementary & Community Schools	Grades	Enrollment	"Safe Walk"	"Hazard"
Acequia Madre Elementary	K-6	150	59	-
Amy Biehl Community School	K-6	341	34	4
Aspen Community School	K-8	347	57	16
Atalaya Elementary	K-6	290	22	-
Carlos Gilbert Elementary	K-6	311	62	-
Chaparral Elementary	K-6	212	52	31
Cesar Chavez Elementary	K-5	360	114	-
El Camino Real Academy	K-6	755	-	141
Eldorado Community School	K-8	420	34	-
Gonzales Elementary	K-8	337	98	24
Kearny Elementary	K-8	337	114	-
E. J. Martinez Elementary School	K-6	202	16	13
Francis X. Nava Elementary	K-6	178	83	-
Nina Otero Community School	K-8	671	28	-
Pinon Elementary	K-6	519	53	-
Ramirez Thomas Elementary	K-5	441	327	-
Salazar Elementary	K-6	206	33	72
R.M. Sweeney Elementary	K-5	310	44	195
Tesuque Elementary	K-6	70	-	1
Wood Gormley Elementary	K-6	289	75	-
Middle Schools				
Edward Ortiz Middle School	7-8	489	129	138
Milagro Middle School	6-8	425	58	46
TOTAL	K-8	7660	1492	681

The Trip to School

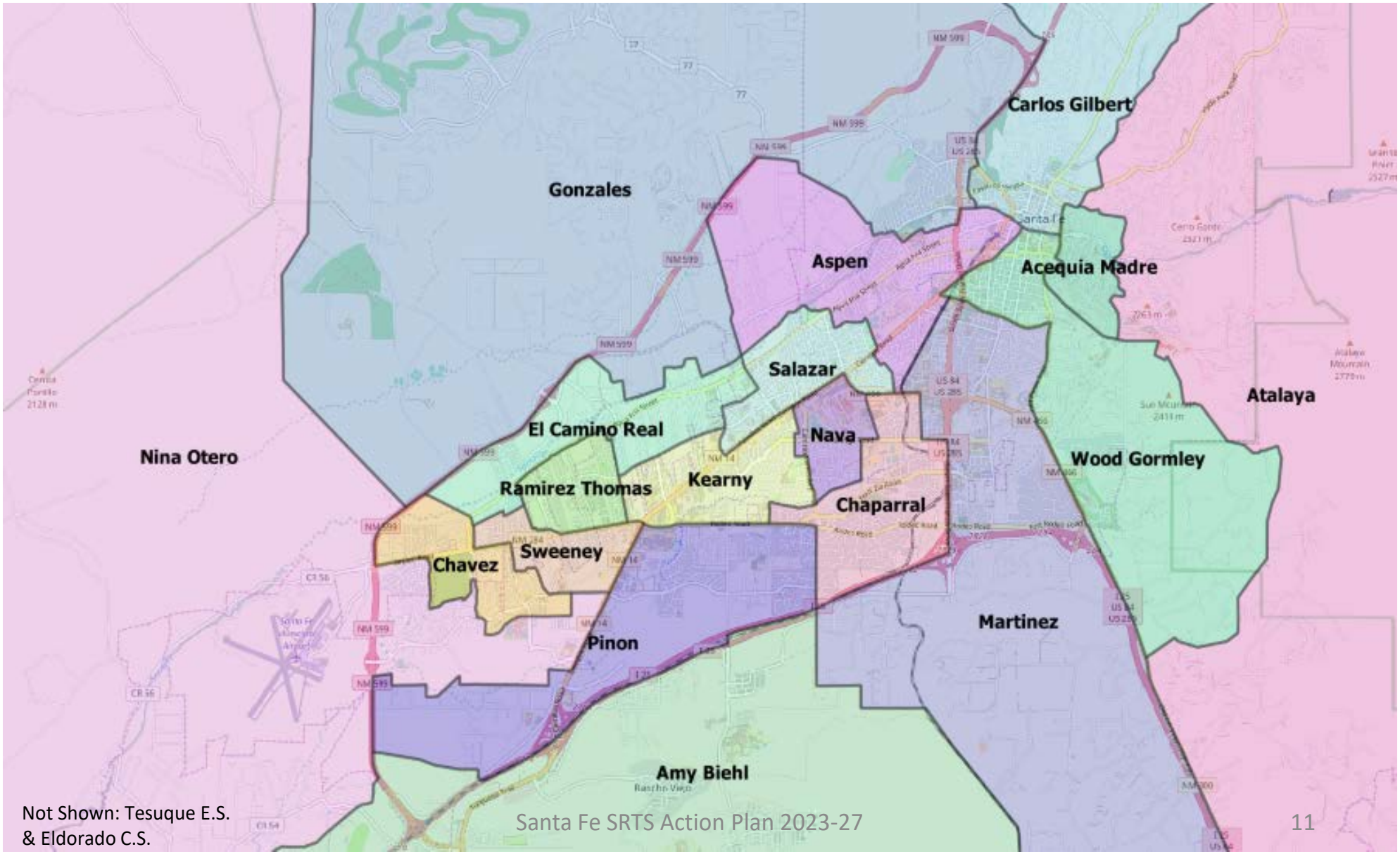
Classroom tallies by the SRTS program at a dozen k-8 schools in 2021/22 found that only six percent of nearly 1,800 students tallied reported arriving by foot, bike, or other non-motorized means. Well over three-quarters arrived by private vehicle and about 15% by school bus, patterns that hold true even at schools located in densely-populated areas.



Reducing traffic congestion at peak hours benefits students, families, and the entire community!

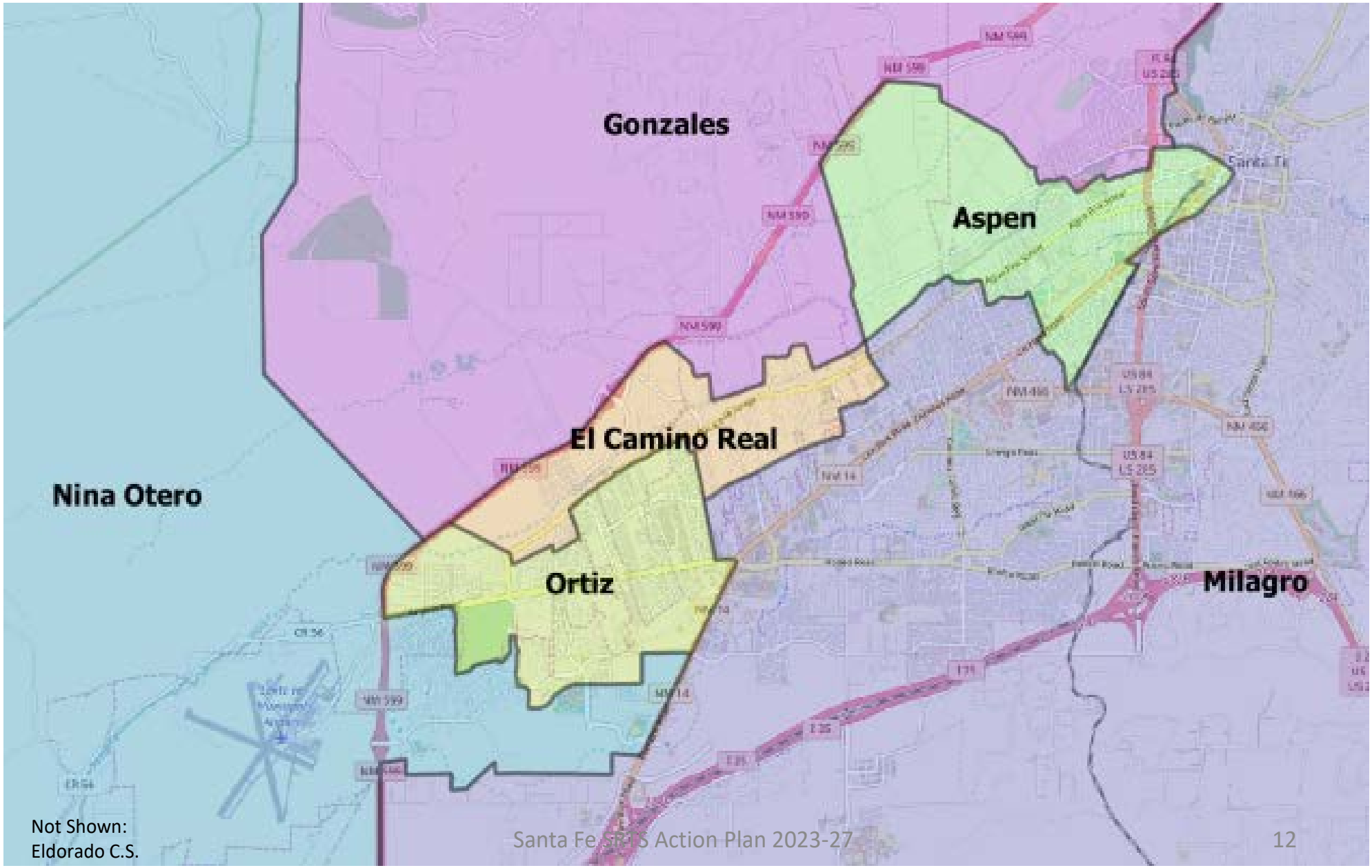


School Assignment Zones – Elementary School (K-6)



Not Shown: Tesuque E.S. & Eldorado C.S.

School Assignment Zones – Middle School (Grades 6-8)



Not Shown:
Eldorado C.S.

SRTS Pilot Activities, 2021-23

School	Grades	Education	Walking School Bus	Bike Train	Walk/Bike from School	Route Assessment	100% Free Lunch Eligibility
Major Focus Schools (4)							
Aspen CS	k-8	X	X	X	X	X	X
Chaparral ES	k-6	X	X	X			X
El Camino Real Academy	k-8	X	X	X	X	X	X
Nina Otero CS	k-8	X	X	X	X	X	X
Minor Focus Schools (6)							
Amy Biehl CS	k-6		X	X			
Cesar Chavez ES	k-5	X					X
Ortiz MS	6-8	X		X			X
Piñon ES	k-6	X			X	X	
Ramirez-Thomas ES	k-5	X				X	X
Sweeney ES	k-5	X	X				X
Non-Focus Schools (6)							
Acequia Madre ES	k-6					X	
Carlos Gilbert ES	k-6	X					
E.J. Martinez ES	k-6	X					X
Gonzales CS	k-8			X			X
Milagro MS	7-8	X					X
Wood-Gormley ES	k-6	X					

Education

- "Walk this Way" for 1st-2nd Grade
- "Bike this Way" for 3rd-4th Grade
- "Pump It Up" for 5th-8th Grade
- Additional Programming for Schools with Fleets of Striders & Bicycles

2021-22 Pilot Activities

- 70 classes at 11 schools
- Over 100 hours of instruction
- Nearly 1,700 students reached
- Three "Fix-It Fiestas" / 62 bikes fixed



Encouragement

- Walk n' Roll to School
  - Walking School Busses
  - Bike Trains
- 5 Schools w/Weekly Events
- More Schools on Special Days
  - Oct. – Natl Walk n' Roll to School Day
  - May – Natl. Bike to School Day
- Walk / Bike from School



	events	# of students	# of adults	total # of participants
Summer 2021	7	136	16	152
Fall 2021	21	136	95	231
Spring 2021	39	384	211	596
Fall 2022	71	1250	517	1767
Total 2021-22	138	1906	839	2746

Route Assessment & Improvement

SRTS program staff and consultants have worked with school staff, walk- and bike-to-school participants, and coalition partners to identify barriers to walking and bicycling to school, make recommendations, and pursue solutions, particularly in the areas of engineering and enforcement.

Priorities identified for future infrastructure improvements are brought to the attention of SFPS, the City and County of Santa Fe, and the Santa Fe MPO for inclusion in transportation planning and eventual implementation to facilitate more, safer walking and bicycling to school.



An ADA-accessible trail from Cottonwood Village to El Camino Real Academy, to be built by the City in 2023, will serve hundreds of ECRA students and family members. It is the direct result of collaboration for Safe Routes to School by SFPS, Santa Fe MPO, the City, and the County.

By eliminating the need for four daily busses, this trail may provide SFPS **over $100,000 annual savings**, and significantly help reduce the districtwide bus driver shortage, according to a study by the SFPS Transportation Dept.

Partnerships

- SFPS Parents and Families
- New Mexico Brain Injury Prevention Council
- Bike Santa Fe
- Santa Fe High School National Honor Society Students
- Capital High School HOSA - Future Health Professionals
- Community Educators Network
- Free Bikes for Kids
- Chainbreaker Collective
- City of Santa Fe Police Department
- City of Santa Fe Recreation Division
- Community Volunteers
- Bike Shops – BTI, REI, Rob and Charlie's
- Other Private Businesses
- Local Developers



Implementation Plan

Federal Transportation Alternatives Program (TAP) funding / funding opportunities for Santa Fe SRTS:

Existing SRTS Activity under City (2021-23)

- SRTS Coordinator: SFCT, by contract
- Pilot Program
- SFSRTS Action Plan

Application for new TAP funding for 2024-25

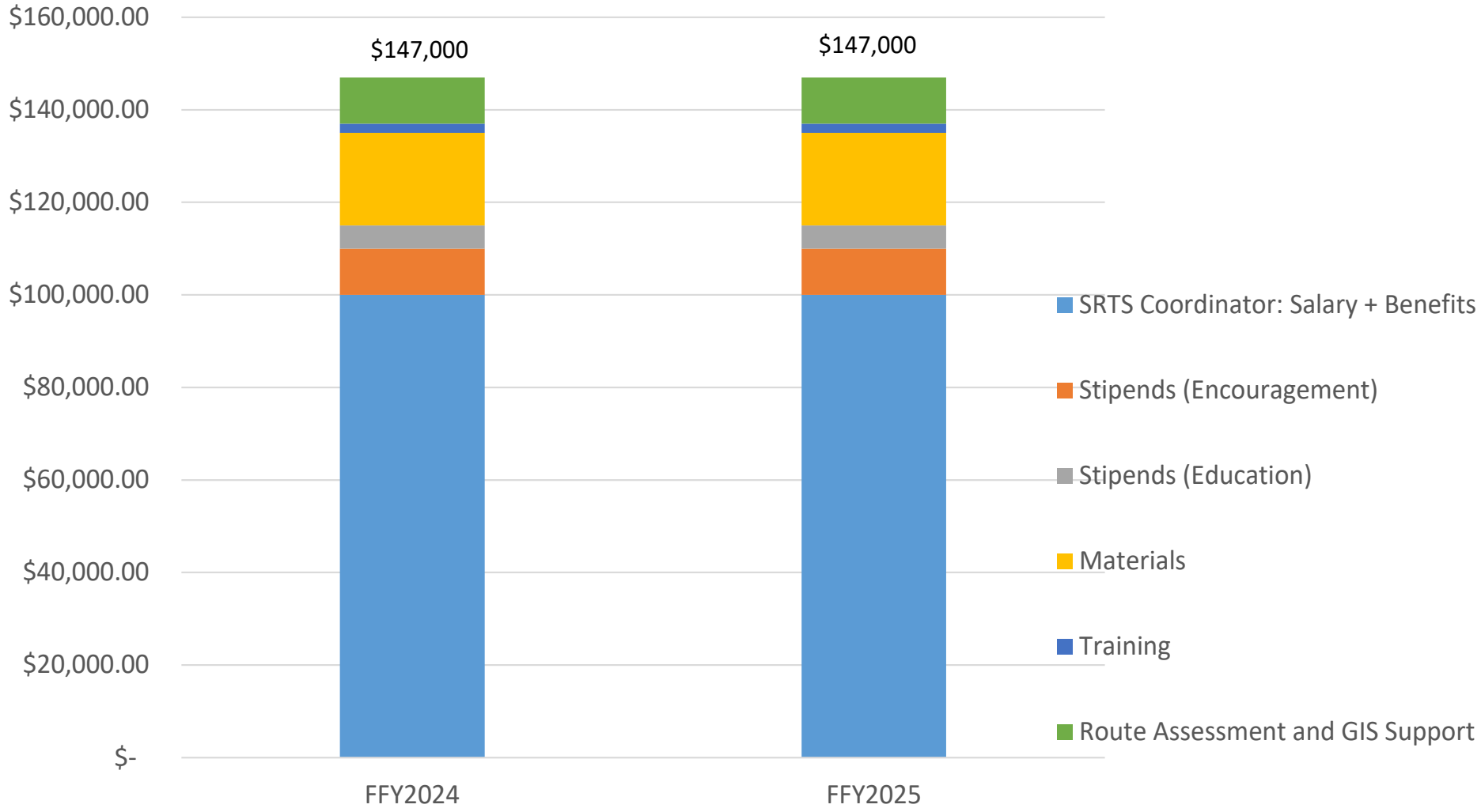
- SRTS Coordinator - Santa Fe Public Schools
- Two-Year Program Budget
  - Encouragement: Stipends & Incentives
  - Educational Programming
  - Route Assessment & Planning Activities



For expanded / full format of the SFSRTS Action Plan, see sfct.org/safe-routes-to-school/action-plan

Proposed TAP Request for 2025-26

(total budget, includes 14.56% local match)



Santa Fe Safe Routes to School Action Plan 2023-27

Produced by Santa Fe Conservation Trust

under contract with City of Santa Fe Parks Department

for Santa Fe SRTS Coalition

sfct.org/safe-routes-to-school

SFSRTS on Facebook

For more information, contact:

Tim Rogers, Santa Fe SRTS Coordinator, Santa Fe Conservation Trust

(505) 989-7019

tim@sfct.org

See expanded SFSRTS Action Plan at

sfct.org/safe-routes-to-school/action-plan

City of Santa Fe

TRAFFIC CALMING PROGRAM



Education

Enforcement

Engineering

Adopted October 11, 2000
Revised April 14, 2004
Revised August 14, 2013

Engineering Division
PUBLIC WORKS DEPARTMENT

City of Santa Fe

TRAFFIC CALMING PROGRAM

CITY OF SANTA FE
PUBLIC WORKS DEPARTMENT
Engineering Division
PO Box 909
500 Market Street, Suite 200
Santa Fe, New Mexico
87504-0909
(505) 955-6631
www.santafenm.gov

Adopted by the Santa Fe Neighborhood Traffic Calming Task Force, August 29, 2000.
Adopted by the Santa Fe City Council, October 11, 2000.
Revised by the Traffic Calming Program Evaluation Task Force, September 29, 2003 (9/29/03 Recommendations Report).
Revised Program Adopted by the Santa Fe City Council, April 14, 2004, per the approved Recommendations Report.
Revised by the Bicycle and Trails Advisory Committee (BTAC)
July 17,
Revised Program Adopted by the Santa Fe City Council, August 14, 2013

CITY OF SANTA FE TRAFFIC CALMING PROGRAM
Revised August 14, 2013

Acknowledgements

Santa Fe City Council Members
Javier M. Gonzales, Mayor

Renee Villarreal	Signe I. Lindell
Joseph M. Maestas	Peter N. Ives
Carmichael Dominguez	Christopher Rivera
Ronald S. Trujillo	Michael Harris

Brian R. Snyder
City Manager

City of Santa Fe Public Works Department
Isaac J. Pino, PE Director

City of Santa Fe Public Works Department, Engineering Division
John Romero, PE Director

City of Santa Fe Public Works Department, Streets and Drainage Maintenance
David Catanach, PE Director

City of Santa Fe Police Department
Police Chief, Patrick Gallagher

City of Santa Fe Fire Department
Erik Litzenberg, Fire Chief

City of Santa Fe Metropolitan Planning Organization
Bicycle and Trails Advisory Committee (BTAC)
Joseph Maestas, Chair
Gretchen Grogan
Frank Herdman
Paul Cooley
Joseph Abbatacola
Jennifer Wellington
James Ronald Pacheco
Tomas Rivera
Shelley Robinson

CITY OF SANTA FE TRAFFIC CALMING PROGRAM

Original Program Development, October 2000 & April 2004 Revisions

Acknowledgements

Santa Fe City Council Members (2000)
Mayor Larry A. Delgado
Patti Bushee
Miguel M. Chavez
Karen Heldmeyer
Carol Robertson Lopez
Jimmie Martinez
Frank Moñtano
Cristopher Moore
Matthew E. Ortiz

City Manager Frank DiLuzio

Neighborhood Traffic Management
Task Force Members (2000)
Hubert van Hecke, Chair Carmichael Dominguez Allen Holmes
Edmundo Lucero Joe L. Martinez Cynthia Welch
Michael Zeilik

Traffic Calming Program Evaluation Task Force Members
Hubert van Hecke, Chair
Claiborne Booker
Don Ellis
Michael Gold
Mary Granzow
Ken Hughes
Edmundo Lucero
Irene Sanchez
Pablo Sanchez

City of Santa Fe Public Works Department, Traffic Division, John Nitzel
City of Santa Fe Planning and Land Use Department, Planning Division, Carrie LaCrosse City of Santa Fe Police Department, Deputy Chief Beverly Lennen and Lt. Frank Rute City of Santa Fe Fire Department, Fire Marshall Ted Bolleter
City of Santa Fe Metropolitan Planning Organization
City of Santa Fe Public Utilities Department, Solid Waste Management Division
City of Santa Fe Public Works Department, Streets and Drainage Maintenance Division
Santa Fe Public Schools, Transportation Division
Santa Fe Trails

City of Santa Fe
TRAFFIC CALMING PROGRAM

I. Introduction 1

II. Program Goal, Objectives, and Policies 5

III. Application Process 9

IV. Procedures 11

- Eligibility and Ranking 11
- Plan Development 14
- Plan Approval, Appeals and Implementation 16
- Project Evaluation 18

V. Techniques 20

- Techniques for Local Street Projects 22
- Techniques for Complex Traffic Calming Projects 31

VI. Application Forms..... 36

VII. Appendices 40

A. Bibliography
B. Santa Fe MPO Functional Classification of the Regional Highway System
C. City of Santa Fe Emergency Response Route Map
D. City of Santa Fe Priority Snow Removal Services Area Map
E. 2012 Santa Fe Bikeways and Trails Map

Engineering Division
PUBLIC WORKS DEPARTMENT

I. INTRODUCTION

Traffic Calming Program

The City of Santa Fe's original traffic calming program was developed in 2000, and has been in operation since March 2001. In the spring of 2003, the Santa Fe City Council requested an evaluation of the program's structure, goals, and traffic calming achievements up to that time. A citizen and staff task force was formed to evaluate the program, and through a six-month process, including nine public meetings, field trips and working sessions, they developed a report recommending changes to the program. The council reviewed this report, and adopted a set of amendments on April 14, , creating Santa Fe's Traffic Calming Program . All of the council-approved amendments are contained within this document. The task force Recommendations Report is available from City Traffic Engineering Division.

What is neighborhood traffic calming?

"Neighborhood traffic" is a general term referring to any traffic on local residential streets. As population and employment in the City of Santa Fe have grown over the years our streets have experienced increases in traffic, and neighborhood groups and residents have become increasingly concerned about the effects of traffic. As a result calming or managing traffic in residential areas has become a common goal of many residents.

On local residential streets, a vision is now being promoted that motorists should be guests and behave accordingly. These streets are not intended to carry large amounts of non-residential traffic. Adverse traffic conditions on these streets can greatly affect neighborhood livability. If traffic impacts occur on a regular basis, the quality of life in the neighborhood can deteriorate. To maintain a high quality of life, Santa Fe's local residential streets should be protected from the negative impacts of traffic. One of the main objectives of Traffic Calming Program is to enhance the pedestrian environment in neighborhoods, allowing for an increase in safe pedestrian activity.

Neighborhood traffic calming is the development of an approach to calm and manage traffic and improve neighborhood safety and livability for neighborhoods experiencing traffic impacts. To be successful, approaches will differ for each neighborhood in order to best solve the particular traffic impacts in that area. Any approach to neighborhood traffic calming must involve the public in the planning and design of the project. This allows residents to evaluate the options available to them, to discuss the benefits and trade-offs of project proposals in their neighborhood, and to be actively involved in the decision-making process.

In addition to local residential streets, collector and minor arterial streets in some neighborhoods may experience traffic impacts that can also be mitigated through neighborhood traffic calming techniques.

What are the three "E"s in dealing with neighborhood traffic?

Dealing comprehensively with neighborhood traffic issues requires the use of various techniques, which generally fall under the categories of Education, Engineering and Planning, and Enforcement. Education provides information to people about how they as motorists can help to ease traffic impacts through changes in behavior and attitudes, and informs them about neighborhood traffic management activities and opportunities. Engineering and planning encompasses both traditional traffic management measures as well as newer approaches, such as traffic calming, which, according to the Institute of Transportation Engineers, is the "combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users." Enforcement enlists the assistance of the Police Department to focus enforcement efforts in project areas. All three are important components in dealing effectively with neighborhood and community-wide traffic issues.

In , the task force's Recommendations Report re-emphasized the need to promote enforcement and education solutions along with engineering approaches. The report outlined several specific steps to improve enforcement and education efforts, including increasing speeding fines and saturation patrols, lobbying for red-light camera legislation, developing a city-wide education program on speeding and reckless driving, and developing awareness activities, like speed radar display signs and a Santa Fe Pace Car Program. The City Council supported these recommendations and appropriated funds for several of these activities. Currently, several city departments are actively working on the implementation of these efforts.

How was the original Traffic Calming Program (TCP) established?

The 1999 City of Santa Fe General Plan supports the city's efforts to develop traffic calming standards, and to "discourage speeding and cut-through traffic through neighborhoods by installing appropriate traffic control and calming measures, such as bulbing sidewalks at intersections and narrower street widths, without limiting through streets." (General Plan Policies 6-1-I-9, 6-1-I-11)

Prior to adoption of the General Plan, the City Council in February of 1998 adopted Resolution 1998-12 calling for the establishment of a Neighborhood Traffic Management Program in Santa Fe. The council recognized that traffic was negatively impacting both safety and quality-of-life in the neighborhoods. Residents had requested that the city use traffic calming measures to slow speeding traffic and divert non-local traffic from neighborhood streets in order to make the neighborhoods more livable, quieter, and pedestrian-oriented. The council wanted to address these concerns while continuing to protect the health, safety, and welfare of all Santa Fe's citizens and visitors.

The council appointed a task force to study appropriate methods for the reduction of cut-through traffic, speeding traffic and other undesirable motoring behaviors in residential areas, and to develop a program for implementation of these methods. In October, 2000, the Santa Fe Traffic Calming Program (TCP) was approved by the City Council and initiated within the Traffic Engineering Division Division of the City Public Works Department.

As mentioned above, in April the City Council adopted revisions to the program, creating Traffic Calming Program .

How does Traffic Calming Program work?

The TCP provides tools that can deal with traffic that negatively impacts neighborhood livability. At the neighborhood's initiative, city staff studies the nature of the traffic concern in the proposed area and assesses the eligibility of the proposed project for the TCP . If the project is eligible, it is ranked with other eligible projects according to specific ranking criteria. For projects that are prioritized, residents and city staff then become involved in developing a neighborhood traffic calming plan that will address the traffic problems specific to the project street or area.

The TCP provides a framework for residents of a neighborhood to examine traffic patterns in their area and choose alternatives that can achieve community acceptance. The program attempts to find a balance between the many uses and needs of the residential neighborhood and helping residents to feel safe and secure in their neighborhood.

This program does not necessarily provide a simple solution for every neighborhood traffic concern. In some cases the traffic concerns are complicated and may have developed over a long period of time. There are other methods outside the TCP that Traffic Engineering Division and other city departments can use to address other traffic issues.

What projects are covered by Traffic Calming Program ?

There are two types of projects in the TCP : Local Street Projects and Complex Traffic Calming Projects.

Local Street Projects deal with traffic problems on residential streets classified as "local" streets on the City of Santa Fe Functional Road Classification (FRC) Map (Appendix B). These small-scale projects cover an area limited to the properties adjacent to the targeted street. The planning and cost involved in a Local Street Project is usually less than what is required for more complex projects. These projects are funded through the recurring traffic calming budget of the City's Public Works Department.

Traffic Calming Program specifically allows for Local Street Projects to proceed more quickly than the timeline for complex projects outlined below. If a local street project does not encounter complications in the planning process, it may move to the neighborhood balloting process more quickly than complex projects that are occurring at the same time.

Complex Traffic Calming Projects are projects dealing with traffic impacts on residential streets classified as “collector” or “minor arterial” streets on the FRC map. These projects may deal with one or more streets, or, as treatment of these streets may cause diversion of traffic, an entire neighborhood. They may include emergency response routes or priority snow removal roads, and may look at other issues such as access points, enhancement of pedestrian facilities, and installation of more extensive physical modifications than those used in a Local Street Project.

The City of Santa Fe is committed to developing effective approaches to managing neighborhood traffic within the resources that are available. Neighborhood involvement is a key component in all aspects of the TCP .

How does a neighborhood start a Traffic Calming Program project?

Anyone residing or owning property within a neighborhood is eligible to apply for a TCP project for a local, collector, or minor arterial street(s) within that area.

- The first step is to schedule a pre-application meeting with a staff member from City Traffic Engineering Division to discuss the area in question and the TCP process, including the initial petition process that the applicant must complete. Staff provides a packet of TCP program information, including application and petition forms.

- The applicant circulates a petition in the identified project area to demonstrate that at least 30% of residents and property-owners support initiation of a traffic calming project. The applicant must obtain the necessary signatures, complete the application materials, and return everything to Traffic Engineering Division.

- The eligibility and ranking of the project is then studied by Traffic Engineering Division staff. Traffic studies are done to determine if the street or project area meet the minimum eligibility requirements for inclusion in the TCP . If a project is eligible, further studies are done to determine the priority ranking of the project in relation to other eligible projects that have been submitted to the TCP . Staff notifies the applicant about the status of the proposed project. If the project is ranked as a priority it moves into the plan development phase, which is outlined in the Procedures section of this document.

For more detailed information on how to start a TCP project see Section III. Application Requirements in this document.

II. PROGRAM GOAL, OBJECTIVES AND POLICIES

Program Goal: The goal of the Traffic Calming Program (TCP) is to establish procedures and techniques to promote community and neighborhood livability by mitigating the negative aspects of automobile traffic in the city's neighborhoods.

Objectives:
The overall objectives for the TCP are derived from existing city policy. They are:

- To improve neighborhood livability by mitigating the impact of vehicular traffic on residential neighborhoods.
- To promote safe and pleasant conditions for residents, motorists, bicyclists, pedestrians, and transit riders on residential streets.
- To manage vehicular traffic on neighborhood streets.
- To reduce the average speed of traffic on residential streets.
- To preserve and enhance pedestrian and bicycle access to neighborhood destinations.
- To solicit citizen participation in all phases of the program and in all traffic calming activities.
- To provide a process that will address neighborhood traffic calming requests and make efficient use of city resources by prioritizing projects.

Policies:
The following policies are established as part of the TCP :

1. Streets eligible for the City of Santa Fe's Traffic Calming Program must be publicly dedicated and maintained streets located within the City of Santa Fe.

2. Principal arterials as designated on the City of Santa Fe Functional Road Classification (FRC) Map are not eligible for the TCP . Roads classified as locals, collectors or minor arterials are eligible for the program.

3. Through traffic shall be routed to major roadways such as principal and minor arterials as designated on the City of Santa Fe FRC Map.

4. Some traffic may be rerouted from one local residential street to another as a result of a traffic calming project. Traffic rerouting can occur due to the implementation of such devices as divertors, cul-de-sacs, or partial road closures. The amount of rerouted traffic that is acceptable will be defined on a project-by-project basis by the Citizen Traffic Committee for that project and city staff. Generally, adjacent local streets should not receive an increase of more than 250 vehicles per day or an

increase in traffic greater than 50%, whichever is less. If adjacent streets receive higher than acceptable levels of rerouted traffic, additional studies will be undertaken by staff in order to consider possible mitigation of those impacts.

5. To ensure that essential City services are not compromised, the following guidelines will be followed. Reasonable emergency vehicle access will be preserved, and the appropriate agencies will be asked to review proposed traffic calming plans and to comment in writing.

   a. The Citizen Traffic Committee may invite a Fire Department staff member to explain the Department's criteria for access to the neighborhood. All TCP projects must meet the approval of the Fire Department.

   b. Traffic calming devices shall not block access to a fire hydrant as determined by the Fire Department.

   c. The newly revised City of Santa Fe Emergency Response Route Map, April (Appendix C), which was developed by the Santa Fe Fire Department, designates both Priority One and Priority Two Emergency Response Routes throughout the city. On Priority One routes neither speed humps (14 ft.) or speed tables (22 ft.) shall be used. Raised crosswalks may be used only with the express approval of the Fire Chief. Horizontal devices and raised intersections may be used. On Priority Two routes, speed humps (14 ft.) shall not be used, but all other devices may be used. The city and the Citizen Traffic Committee shall work to find other devices or techniques that can achieve the desired level of traffic management.

   d. If a roadway segment is narrowed by a traffic calming device, it must leave travel width adequate for Fire and Solid Waste vehicle access.

   e. A divertor at an intersection must allow for a forty foot turning radius.

   f. If a road is closed and the resulting dead-end segment is more than 150 feet long, the closure must include a Fire Department approved turn-around.

   g. If a project includes a street that is part of an operating regular service transit route, the use of traffic calming devices will be reviewed with the city's Transit Division and the Santa Fe Public School District Transit Department prior to approval.

   h. All streets selected for traffic calming need to be evaluated to determine drainage impacts. Consideration shall also be given to streets designated on the City of Santa Fe Priority Snow Removal Roads Map (Appendix D). Traffic control devices on Priority One Snow Removal streets should be limited to medians and turn-bays. Traffic calming devices are allowed on Priority Two and Three Snow Removal streets, but horizontal devices should be emphasized when possible. These concerns will be reviewed with the Streets Maintenance Division prior to approval.

i. If a street is a major conduit of storm water and its slope is steep enough that a traffic calming device would deflect storm water out of the public right of way, device(s) will be selected to minimize or eliminate this problem.

6. The Traffic Calming Program shall explore the use of visual effects, such as striping and landscaping, when feasible before turning to the use of vertical or horizontal traffic calming devices. Visual effects and traffic calming devices must be designed to current design standards and consider their effect on access and safety for all road users, i.e. pedestrians, bicyclists and motorists including emergency and public transportation services.

7. The city seeks to minimize the visual impact of signs, while meeting the overall objective of making the roads safe for drivers and others. Within the parameters established by the Manual on Uniform Traffic Control Devices (MUTCD), the city shall explore other options that might improve the aesthetic appeal.

8. Landscaping is an important aspect of traffic calming for both aesthetic reasons and as a reinforcement of the visual impact of traffic calming measures. Landscaping can be used as a traffic slowing technique on its own by creating a visual narrowing of the roadway.

9. The grade of the roadway should be considered in the design phase to determine if a tighter spacing of traffic calming devices may be needed to prevent vehicles from picking up speed between devices on the downgrade. Because of the high speeds attainable by bicycles on downgrades, horizontal devices should be used with special caution. These issues should be analyzed per safety and engineering standards, and then included as appropriate in staff's consideration of projects.

10. The variety of traffic calming devices that shall be employed shall meet objectives in accordance with sound engineering practices. City of Santa Fe Traffic Engineering Division directs the installation of all traffic control devices in compliance with applicable laws and the Manual on Uniform Traffic Control Devices.

11. Speed humps shall not be used on any street with more than one travel lane in each direction.

12. Reasonable automobile access will be maintained. Pedestrian, bicycle, and transit access will be enhanced where possible and practical.

13. Parking removal shall be considered on a project by project basis. It shall be balanced with other needs.

14. The program shall be implemented according to city codes and related policies within applicable resources. The procedures outlined in this document shall be used.

15. A survey of the residents and property-owners in the project area may be conducted by city staff after the evaluation period to determine if some aspect of the installation no longer meets the needs of a neighborhood. If 75% of the people surveyed agree that a device or devices no longer meet the needs of the neighborhood, staff will review the performance of these devices and will estimate the cost of mitigating, revising or removing these devices.

16. If a project meets criteria to be considered for traffic calming and is ranked on the priority list, but is unfunded, a neighborhood association may elect to provide funds for the design and construction of such devices upon approval of Traffic Engineering Division in accordance with city policies and these procedures.

17. Special events are not eligible for the funding and installation of traffic calming devices via this program.

18. After a project is implemented, if tests indicate hazards which had not been foreseen, the installation may be revised or removed at any time at the discretion of Traffic Engineering Division. The City will not forward a survey in this situation, although notice will be provided to residents in the project area.

19. While narrowing horizontal devices such as curb extensions, bulbouts, chokers and neckdowns are intended to lower vehicular operating speed, reduce pedestrian crossing distance and improve visibility between motorists and pedestrians, it is recognized these devices should not extend into the travel path of a bicyclist and should be highly visible. Current design guidelines including AASHTO A Policy on Geometric Design of Highways & Streets, AASHTO Guide for the Development of Bicycle Facilities, the Manual of Uniform Traffic Control Devices, and other Traffic Engineering Division guidelines, standards, and state of the practice methods shall be used in keeping with the “complete streets” concept to ensure a harmonious design beneficial to all users. See the Santa Fe MPO’s 2012 Santa Fe Bikeways & Trails Map (Appendix D) for more information regarding on street bike routes and multiuse trail connections to streets.

III. APPLICATION PROCESS

Anyone residing or owning property within a neighborhood is eligible to apply for a TCP project for a local, collector, or minor arterial street within that area. This section describes the steps involved in the application process.

- **Attend a pre-application meeting with a staff member from City Traffic Engineering.**

  The prospective applicant should call Traffic Engineering to set up an appointment. Staff and the applicant will review the street or area in question and discuss the TCP process, including the initial petition process and application forms that the applicant must complete. Staff and the applicant will discuss the type, location and degree of the applicant's traffic concerns and discuss possible solutions. If a preliminary review indicates a potential hazard to the public exists or the issue is not related to speeding or cut-through traffic, staff may address the issue separately as it may not fall under the umbrella of the TCP . However, if the situation could fall under the TCP , the staff member will determine whether the potential project would be a Local Street Project or Complex Traffic Calming Project, and will identify a formal "project" or "affected" area for the project, which shall serve as the petition area. Staff will then provide the applicant with a packet of TCP program information, including application and petition forms.

- **Circulate the petition in the project area. Submit completed application.**

  It is the responsibility of the applicant to circulate a petition to demonstrate that at least 30% of residents and property-owners in the identified petition area are in favor of initiating a traffic calming study. The petition signatures must be obtained within a three month period. Having this level of support is necessary for further study of neighborhood traffic calming in the area. The applicant is also responsible for notifying the contact persons of the registered residential association[1] in their area that they are preparing an application for a TCP project. The applicant must obtain the necessary petition signatures and complete the application materials and return them to Traffic Engineering Division. If the material is incomplete or an insufficient number of signatures are submitted the materials will be returned to the applicant for revision. The date a complete package is submitted will be considered as the date of application for the program and the time when the project is carried to the next step.

[1] Registered residential association contact information is available from the City of Santa Fe Planning Division.

- **City Traffic Engineering Division staff evaluate the application for the eligibility and ranking of the potential project in the TCP .**

  City staff will evaluate the potential eligibility and ranking of the project according to the procedures outlined in this document. Preliminary traffic studies are done to determine if the street or project area meet the minimum eligibility requirements for inclusion in the TCP . If a project is eligible, further studies are done to determine the priority ranking of the project in relation to other eligible projects that have been submitted to the TCP .

IV. PROCEDURES

The procedures for the City of Santa Fe Traffic Calming Program (TCP) include four components: Eligibility and Ranking; Plan Development; Plan Approval, Appeals and Implementation; and Project Evaluation. These components are outlined below.

Eligibility And Ranking

Upon receiving a complete application package including the required petition of support, staff evaluates the eligibility of the proposed project. The eligibility is determined according to the following point system.

The projected increase in traffic volume that has been defined by a city-approved traffic impact analysis as part of a city-approved future development shall be added to the current measured volume of traffic on the street when the street is being analyzed for the TCP . These projected volumes shall be added only when a final development plan has been approved by the governing body, or other formal approval by the city has been granted that allows the development to be constructed.

Eligibility Criteria – Local Street Projects

The first type of TCP project is the Local Street Project. This type of project focuses on the treatment of a neighborhood street that is experiencing traffic problems. The street must be designated as a **local street** on the Functional Road Classification (FRC) Map of the City of Santa Fe. Generally a Local Street Project should consist of treatment of a single local street. If the basic criteria discussed above are met then the proposed street is studied and scored based on the criteria described in Table 1.

Table 1 – Eligibility Criteria for Local Street Projects

Eligibility Criteria	Points	Basis for Point Assignment
Volumes	0 to 40	Measure of Vehicles Per Day (vpd): 0-500 vpd = 0 pts.; 501-750 vpd = 10 pts.; 751-1000 vpd = 20 pts.; 1001-1500 vpd = 30 pts.; 1501-2000 vpd = 35 pts.; over 2001 vpd = 40 pts.
Cut-through traffic	0 to 25	Measure of Percent by which cut-through traffic exceeds local traffic (%): 0-25% = 0; 26-50% = 5 pts.; 51%-100% = 15 pts.; above 100% = 25 pts.
Speeds	0 to 35	Measure of Miles Per Hour by which the 85th percentile speed exceeds the posted speed limit (mph): 0-5 mph = 0 pts.; 6-10 mph = 15 pts.; 11-15 mph = 30 pts.; over 15 mph = 35 pts.
Total Points Possible	100	

The street must receive a minimum score of **40 points** in order to be eligible for a Local Street Project.

Eligibility Criteria – Complex Traffic Calming Projects

The second type of TCP project is the Complex Traffic Calming Project. These projects consist of traffic management on collector and minor arterial streets or, in some cases, on local streets that because of other factors are placed into the complex street category. For example, the study and treatment of several local streets that form a neighborhood street system would be categorized as a complex project. Complex Traffic Calming Projects may consider streets that are emergency response routes or priority snow removal roads (as designated on the city's Emergency Response Route and Snow Removal Roads Maps contained in the appendices of this document), or which result in a significant diversion of traffic, and will look at a variety of possible treatments for the street. Because treatment of collectors and minor arterials may cause diversion of traffic onto surrounding streets, the project will entail a more detailed study of the street network throughout the neighborhood. The complex project may look at other issues along the street such as access points, enhancement of pedestrian facilities, median treatments, and others.

Following are the basic criteria for a Complex Traffic Calming Project:

- The street must be designated as a **collector or minor arterial street** on the Functional Road Classification Map of the City of Santa Fe, or, if classified as a local street, it must meet the special conditions described above, such as designation as an emergency response route or priority snow removal road.
    - A minor arterial street must have a minimum volume of 2,000 vehicles per day.
    - A collector street must have a minimum volume of 1,000 vehicles per day.
    - Local streets moved into the Complex Traffic Calming Project track will be treated as collector streets in the scoring and ranking process.
    - Fire Department rules about limitation of vertical devices on Priority One Emergency Response Routes shall be primary. However, for a street that is not a Priority One ERR, if it is a 25 mph minor arterial or collector street that has over 5,000 vpd and has an asphalt road width of at least 30 ft (or 32 ft if there is no sidewalk) it shall not have speed tables or speed humps as a general rule. Horizontal devices - such as chicanes (with a minimum 8 ft. deflection), circles or narrowings - may be considered, subject to bicycle safety considerations contained in this policy. Raised crosswalks could be used in specific crossing locations such as trail, park or school crossings. Any exceptions to this policy will be determined by the traffic engineer.

If these basic criteria are met, then the proposed street is studied and scored according to the criteria in Table 2.

Table 2 – Eligibility Criteria for Complex Traffic Calming Projects

Eligibility Criteria	Points	Basis for Point Assignment
For Minor Arterials only: Volumes	0 to 40	Measure of Vehicles Per Day (vpd): 0-2,000 vpd = 0 pts.; 2,001-4,000 vpd = 10 pts.; 4,001-6,000 vpd = 20 pts.; 6,001-10,000 = 30 pts.; over 10,000 vpd = 40 pts.
	OR	
For Collectors only: Volumes	0 to 40	Measure of Vehicles Per Day (vpd): 0-1,000 vpd = 0 pts.; 1,001-2,000 vpd = 10 pts.; 2,001-3,000 vpd = 20 pts.; 3,001-5,000 = 30 pts.; over 5,000 vpd = 40 pts.
	AND	
Speeds	0 to 40	Measure of Miles Per Hour by which the 85th percentile speed exceeds the posted speed limit (mph): 0-5 mph = 0 pts.; 6-10 mph = 20 pts.; 11-15 mph = 30 pts.; over 15 mph = 40 pts.
Adjacent Residential Zoning	0 to 20	Percentage of land adjacent to the street which is residentially zoned (%): 0-50% = 0 pts.; 51%-75% = 10 pts.; above 75% = 20 pts.
Total Eligibility Points Possible	100	

A street must receive a minimum score of **60 points** in order to be eligible for a Complex Traffic Calming Project.

Ranking Criteria for All TCP Projects

Once a street is determined to be eligible for the TCP , it is ranked along with other eligible projects of its same type to determine the priority ranking of projects for the funding that is available. In addition to the points awarded to each project in the determination of eligibility, all projects can be awarded additional points in any of the categories listed in Table 3.[2]

Table 3 – Ranking Criteria for All TCP Projects

Ranking Criteria	Points	Basis for Point Assignment
Sidewalks	0 to 15	Points assigned for lack of existing continuous sidewalk along street: Existing on both sides = 0 pts.; Existing on one side = 5 pts.; Existing on no sides = 10 pts.; no sidewalks and no shoulder = 15 pts.
Pedestrian Facilities	0 to 15	5 points are assigned for each existing pedestrian facility along street, designated elementary school crossings and/or areas with observed pedestrian usage (Maximum 15 points).
Density of Adjacent Residential Zoning	0 to 10	Points assigned for density of adjacent residential zoning as follows: Majority of units less than R5 = 0 points; Majority of units at R5 = 5 points; Majority of units greater than R5 = 10 points. Tie of 2 categories results in 5 points.
Total Ranking Points Possible	40	

[2] Analysis of accident rates could be useful in determining the ranking of Complex Traffic Calming Projects, although the accident rate information currently available is not adequate for such analysis. Accident information will be reviewed in the Plan Development phase of all TCP projects.

A project is able to receive a maximum of 100 points in the eligibility phase and a maximum of 40 points in the ranking phase for a possible total of 140 points. Based upon the points assigned to each project through these two phases, the projects are ranked.

If more than one project of the same type receives the same number of eligibility and ranking points, those projects shall be prioritized according to the date that they were deemed eligible for the TCP .

If an eligible project is not sufficiently prioritized to receive funding in the year in which it is determined eligible, then ten additional points are added to its overall score in each subsequent year until it is prioritized for funding. A project can remain on the eligibility list for a maximum of four years awaiting prioritization for funding. After that it would be dropped from the TCP .

Plan Development

Local Street Projects that are prioritized move directly into the plan development process. Complex Traffic Calming Projects, however, often require identification of additional resources for their planning and implementation. When resources are identified for a priority Complex Traffic Calming Project, that project moves into the plan development process.

A Neighborhood Traffic Calming Plan for both types of projects consists of the following components:

- ⟶ The assessment of the traffic-related problems and needs in the project area.
- ⟶ The identification of the goals and objectives of the community in solving those problems.
- ⟶ The development of alternative plans and solutions to be considered.
- ⟶ The selection of the preferred plan solution.

If a project includes significant diversion of traffic because of the construction of physical barriers, the project area will be expanded to include a larger “affected area” for the project. What is considered a significant volume of traffic will be decided by the Citizen Traffic Committee with Traffic Engineering Division staff assistance. The affected area is also defined by the Citizen Traffic Committee and Traffic Engineering Division staff. The City Traffic Engineer shall make the final determination of the appropriate voting area for each traffic calming project.

Plan Development – Local Street Projects

- An initial open house is held in the neighborhood to discuss traffic-related concerns in the project area and possible solutions. Notice is given to property-owners and residents in the project area; to residents and businesses throughout the larger neighborhood; and to any other groups or institutions in the immediate area, including schools, churches and neighborhood associations. Notification of the initial meeting for

the project shall include large signs posted on the project street and newspaper advertisements to broaden the scope of people who are notified of the meeting.

- At this time, a Citizen Traffic Committee is formed for the project that will work with Traffic Engineering Division staff throughout the planning and implementation of the project.

- Next, staff and the Citizen Traffic Committee develop plan alternatives based on the studies that have been completed, the information that has been gathered from the neighborhood, and on sound engineering practices. The plan alternatives undergo review by several city departments.

- When the plan alternatives have been reviewed by the city, and revised as appropriate by the Citizen Traffic Committee and staff, a second community meeting is held for the community to review the alternatives and to decide upon a preferred plan.

Plan Development – Complex Traffic Calming Projects

- Because of the complex nature of the project, Traffic Engineering Division staff complete a series of traffic studies and analyses in the project area that goes beyond the studies done in the eligibility and ranking phase. This may include hydrological surveying of the area to determine any stormwater drainage issues on the site.

- An open house is then held in the neighborhood to present the information gathered and to discuss traffic-related concerns in the project area and possible solutions. Notice is given to property-owners and residents in the project area; to residents and businesses throughout the larger neighborhood; and to any other groups or institutions in the immediate area, including schools, churches, and neighborhood associations. Notification of the initial meeting for the project shall include large signs posted on the project street and newspaper advertisements to broaden the scope of people who are notified of the meeting. Complex projects may continue to have this type of notification for all project meetings.

- At this time, a Citizen Traffic Committee is formed for the project that will work with Traffic Engineering Division staff throughout the planning and implementation of the project.

- Staff and the Citizen Traffic Committee then develop plan alternatives based on the studies that have been completed, the information that has been gathered from the neighborhood, and on sound engineering practices. The plan alternatives undergo review by several city departments.

- When the plan alternatives have been reviewed by the city, and revised as appropriate by the Citizen Traffic Committee and staff, a second community meeting is held for review and comment on the proposed alternatives.

- Staff and the Citizen Traffic Committee further refine the plan alternatives. The revised plan alternatives may undergo additional review by various city departments depending on the nature of any changes to the plan alternatives.

- When the plan alternatives have been reviewed by the city, and revised as appropriate by the Citizen Traffic Committee and staff, a third public meeting is held for the community to review the alternatives and to decide upon a preferred plan.

The development of a plan for a Complex Traffic Calming Project may require hiring a consultant to assist with planning, design and implementation of the project. The complex project may require additional activities to involve the public throughout the larger area, additional traffic measurement and analyses, the development of iterative conceptual plans, the surveying of residents and businesses in the project area to measure support, and other activities related to the development of final plans and implementation.

Plan Approval, Appeals & Implementation

Plan Approval for All TCP Projects

A survey process is used as part of all TCP projects to measure the support of the traffic calming plan by project area residents and property owners. A description of the preferred traffic calming plan alternative and a survey are mailed to all residents and property owners in the project area.

The project area is defined by staff at the initiation of each project. For Local Street Projects the project area usually contains those properties along the subject street, and properties on all cross streets at a distance of one block (up to a max. of 500 ft.) from the subject street. For Complex Traffic Calming Projects the project area may include properties along the subject street(s) and along adjacent streets impacted by the project.

The City Traffic Engineer shall make the final determination of the appropriate voting area for each traffic calming project.

Each resident household and each property owner is allowed one response to the survey. A response time for the surveys to be returned is determined by Traffic Engineering Division staff and the Citizen Traffic Committee. The response time shall fall between three to six weeks from the date the survey is mailed. Final plan approval is contingent upon Traffic Engineering Division receiving back at least 67% of all of the surveys distributed showing support for the preferred plan alternative. This is required for Traffic Engineering Division to move ahead to plan implementation.

Although they do not receive a survey, the residential associations and City Council members in the area are notified about the preferred traffic calming plan alternative.

Appeals

A person residing or owning property within the ballot area may appeal the approval of a traffic calming plan to the Public Works Committee of the governing body. The appeal must be submitted to Traffic Engineering Division within 30 calendar days of the date of the letter from the City notifying ballot area residents of the approval. The decision of the Public Works Committee may be appealed by a person within the ballot area to the governing body. This appeal must be submitted to Traffic Engineering Division within 30 calendar days of the decision of the Public Works Committee. Notification of pending appeals and the results of all appeals shall be sent by the city to persons within the ballot area.

The purpose of the appeals process is to allow the discussion of the traffic calming plan to occur at the Public Works Committee and governing body levels, if issues related to the plan could not be resolved through the planning process. The appellant should indicate in their appeal the reason(s) that the believe that the decision that they are appealing is incorrect or inappropriate.

Similarly, a person residing or owning property within the ballot area may appeal the decision of residents to remove traffic calming devices. This appeal of the removal of traffic calming devices will also proceed to Public Works Committee and then to the governing body, if further appeal is desired. This appeal process also requires the appeal to be submitted within 30 days of notification, and requires statement of reasons for the appeal, as in the process outlined above.

Implementation – Local Street Projects

- If the survey process demonstrates adequate support for the preferred plan alternative, staff will proceed with implementation of the traffic calming plan.

- Plan approval by the city governing body is not required for implementation of Local Street Projects. However, all applicable policies and rules of the city must be followed in implementing the preferred plan.

- Implementation of a Local Street Project consists of installation of permanent devices on the subject street.

- Prior to installation, traffic studies will occur on streets in and around the project area to determine “before” conditions in the area, which will be compared to studies taken later in the evaluation phase.

Implementation – Complex Traffic Calming Projects

- If the survey process demonstrates adequate support for the preferred plan alternative for a Complex Traffic Calming Project, approval of the project by the city governing body may still be required to secure funding needed for implementation of the project. In addition, all applicable policies and rules of the city must be followed in implementing the solution.

- Approval is for either test installation (temporary devices) or final installation (permanent devices) in the project area depending on the process outlined in the traffic calming plan.

- Prior to installation, traffic studies will occur on streets in and around the project area to determine "before" conditions in the area, which will be compared to studies taken later in the evaluation phase.

Project Evaluation

For all projects, an evaluation of the traffic devices is to be performed six months to twelve months after installation. This evaluation will include appropriate studies, such as volume, speed, etc., on the subject street(s) to determine the effectiveness of the devices. A post-construction survey to all people within the ballot area shall occur three to six months after the complete installation of the project. The intent of the survey is to measure the level of satisfaction with the general design of the project, specific devices, perception of speed reduction, pedestrian safety, etc.

An important aspect of the evaluation of all TCP projects is related to the impact of unintended, rerouted traffic onto other neighborhood streets. It is important not to divert traffic from one local street to another. TCP Policy #4 states that "the amount of rerouted traffic that is acceptable will be defined on a project-by-project basis by the Citizen Traffic Committee for that project and city staff. Generally, adjacent local streets should not receive an increase of more than 250 vehicles per day or an increase in traffic greater than 50%, whichever is less."

For all TCP projects, studies will be undertaken in and around the project area in the Project Evaluation phase to measure any impacts on the surrounding area. If staff determines that "after" conditions on other streets in the area show a high level of traffic diversion as a result of the traffic calming project, the city will explore methods for addressing those diversion problems. TCP Policy #4 states that "If adjacent streets receive higher than acceptable levels of rerouted traffic, additional studies will be undertaken by staff in order to consider possible mitigation of those impacts."

Project Evaluation – Local Street Projects

- A survey of the residents and property-owners in the project area may be conducted by city staff after the evaluation period to determine if some aspect of the installation no longer meets the needs of a neighborhood. If 75% of the people surveyed agree that a device or devices no longer meet the needs of the neighborhood, staff will review the performance of these devices and will estimate the cost of mitigating, revising or removing these devices.

Project Evaluation – Complex Traffic Calming Projects

- Temporary traffic calming devices may be used to determine if permanent installation is warranted or if some adjustment to the temporary devices is needed.

- A public meeting may be held to discuss the effectiveness of the temporary devices with local citizens in order to determine public response to the devices. If this seems to indicate that the devices are meeting the goals of the neighborhood, as outlined in the traffic calming plan, some or all of the devices may be installed permanently.

- However, if this seems to indicate that the devices installed no longer meet the needs of the neighborhood, an additional survey process may occur. As above, this survey will be of residents and property-owners who were surveyed for initial approval of the traffic calming plan. If 75% of the people surveyed agree that a device or devices no longer meet the needs of the neighborhood, staff will review the performance of these devices and will estimate the cost of mitigating, revising or removing these devices.

V. TECHNIQUES

This section provides a "tool box" of traffic management and traffic calming techniques that are available for consideration and use.

Choose the Right Tools

Any job is made easier by using the right tools. In the management and calming of traffic, strategies and solutions are based on two fundamental ideas:

- Identification of the nature and extent of the traffic-related issues. This is important whether the situation is on a single street (comprising a Local Street Project) or relates to a larger neighborhood area (comprising a Complex Traffic Calming Project).

- Selection and implementation of cost-effective measures to solve the identified concerns utilizing input from the affected neighborhood. This should be done based on the use of sound engineering principles and the consideration of aesthetics.

Experience from other communities around the country has indicated that it is important to use a variety of traffic management techniques, and that the tools selected should be tailored to fit each situation.

Aesthetics

Aesthetics should be considered in the process of developing traffic management solutions. To be successful, traffic management and calming measures should achieve a balance between aesthetics and the objective of calming traffic as no program will succeed if it is not based on community support. It is the intent of this program to develop solutions where safety, speed control and aesthetics are mutually supportive.

Selection of Tools

Almost all traffic management techniques (tools) have some effect on both traffic volume and speed. However, it is evident that some tools used to calm traffic can have a greater or lesser effect than others in controlling either volume or speed. Also, some tools are more effective and desirable on local neighborhood streets and less desirable for complex traffic management applications on collectors, minor arterials, or emergency response routes.

Emphasis in this program will be given to the selection of tools which are self-enforcing – that is, those which are physical traffic management measures. These tools are designed to affect driver perception of the street or neighborhood and are designed to directly influence motorist behavior. Unlike traditional methods of traffic management, such as the use of stop signs or speed limit signs, physical traffic calming measures rely on physically modifying driver behavior in a neighborhood.

Diverting Traffic Intentionally to Other Streets

In selecting tools to be used on streets it is important to limit the potential detrimental effects of diverting excessive volumes of traffic from one local street to another, or from collector or minor arterial streets to local streets. The potential for the diversion of traffic is considered in the selection of tools for all neighborhood traffic calming projects.

Since neighborhood collectors, and in particular, minor arterials, are meant to serve as through streets, traffic calming projects for these situations are not primarily designed to decrease traffic volumes. Instead, emphasis is on reducing traffic speeds, enhancing pedestrian usage, and associated concerns.

Choosing Other Minor Arterial Streets

For Complex Traffic Calming Projects, while it is not expected that the primary result will be to divert traffic away from the project street, some decrease in traffic volumes may occur as a result of the project. For example, some drivers may prefer not to use the traffic calmed street after the devices are installed. One outcome may be that drivers may choose to use other arterial streets instead. This is an appropriate use of these arterials and represents an objective of the program since they are intended to serve through traffic.

Techniques for Local Street Projects

Speed Control Measures

Speed control measures are of three types: vertical measures, which use the forces of vertical acceleration to discourage speeding; horizontal measures, which use the forces of lateral acceleration to discourage speeding; and narrowings, which use a psycho-perceptive sense of enclosure to discourage speeding. Tables 4, 5, and 6 below summarize the measures and their effects.

Vertical Measures

Speed humps are rounded raised areas placed across the road (Figure 1). The standard speed hump used in the City of Santa Fe is 14 feet long and 3 inches high. Its design speed (speed at which the 85th percentile is estimated to be) is 18 to 23 mph. Usually these humps are constructed with a taper on each side to provide for drainage. In some locations it may be desirable to provide a space wide enough to accommodate bicycles but this may also encourage motorists to cross the hump with one wheel in the gutter and the other on the hump. Speed humps may be located on streets where gutters exist, but considerations must be given to pedestrians if sidewalks are not in place. If no curb and gutter is in place, then devices such as bollards may be placed on each side of the humps to discourage motorists from driving on the shoulders.

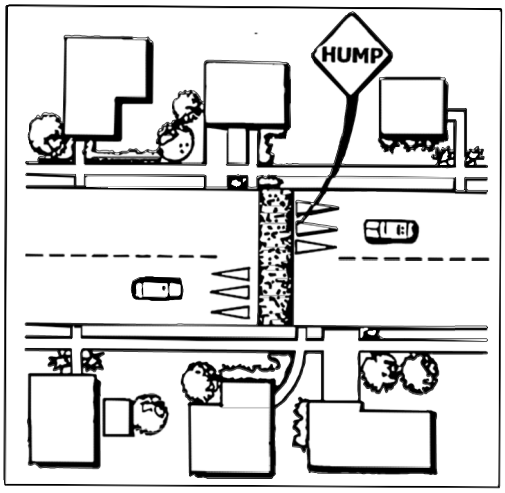


Figure 1 – Speed Hump

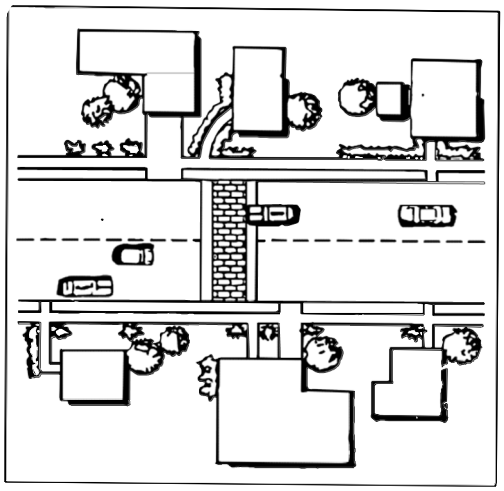


Figure 2 – Speed Table

Speed tables are flat-topped speed humps and can be constructed with brick or other textured materials on the flat section (Figure 2). These devices have the advantage of possibly being used to provide a pedestrian crossing and can be marked and placed at intersections or other pedestrian crossing locations. In this case they are called raised crosswalks. These devices are long enough for the entire wheelbase of a passenger car to rest on the top. The use of brick or other textured materials improves the appearance and tends to draw attention to them and may enhance safety and speed reductions. The standard speed table used in the city of Santa Fe is 22 feet long and 3 inches high. Its design speed is 25 to 30 mph.

In effect the device is less jarring than a speed hump and reduces higher operating speeds with out affecting the average driver. There is an alternate version of this device that may be used to calm traffic at an entire intersection called a raised intersection (Figure 3).

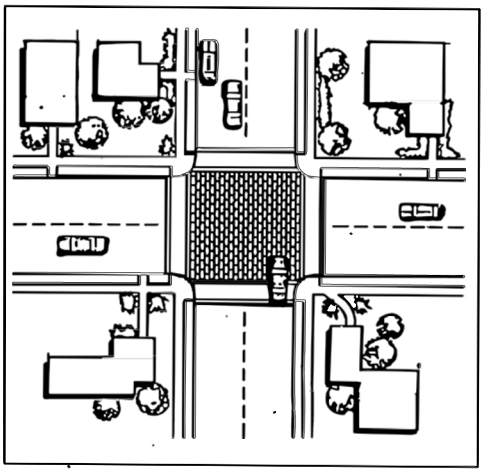


Figure 3 – Raised Intersection

Table 4 – Traffic Calming Tools for Local Street Projects
Speed Control Measures – Vertical

Traffic Calming Device	Speed Reduction	Volume Reduction	Noise And Pollution	Emergency Vehicle Access	Maintenance	Access Restrictions	Safety
Speed Humps	Yes	Traffic diversion possible	Increase	Some problems	Street cleaning difficult	None	Unclear
Speed Tables	Yes	Possible	Some Increase	May be acceptable/ not acceptable on Priority One Emergency Response Routes	Street cleaning difficult	None	Improved Ped Safety
Raised Intersection	Yes	Possible	Small Increase	Acceptable	Street cleaning difficult	None	Improved Ped Safety

Horizontal Measures

Horizontal measures achieve speed reduction by forcing drivers to drive around a device or to change direction, and by visually blocking long views of the road ahead.

Traffic circles are raised islands located at intersections around which traffic circulates (Figure 4). They are usually, though not always, circular in shape. A circle prevents drivers from speeding through an intersection by eliminating the straight through movement and forcing drivers to slow down to yield. Drivers must first turn to the right, then to the left as they pass the circle, and then back to the right again after clearing the circle. Large trucks can be accommodated by design modifications to the circle. Traffic circles are very effective in controlling vehicle speeds at an intersection – generally the design speed is 15 to 20 mph for passenger cars. At mid-block locations vehicles can speed up. The safety record is excellent as they generally reduce intersection-related accidents by up to 90 percent.

Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves (Figures 5 and 6). They can prevent speeding by causing a change in direction of drivers and are speed control devices that are used in mid-block areas.

Chicanes should have adequate horizontal deflection to be effective. The horizontal deflection should be equal to the travel lane width on the project street. At a minimum, the horizontal deflection should equal eight feet. Also, chicanes must be designed to allow the safe passage of bicyclists through the chicane.

Lateral Shifts are curb extensions on otherwise straight streets that cause travel lanes to bend one way and then back to the other way to the original direction of travel (Figure 7). These devices can be used in conjunction with the creation of parking areas on streets. The design speed of this device is based on how much the street is bent and reductions in speeds can be quite significant.

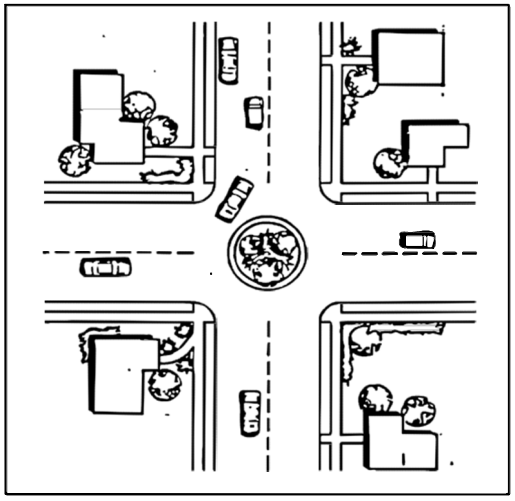


Figure 4 – Traffic Circle

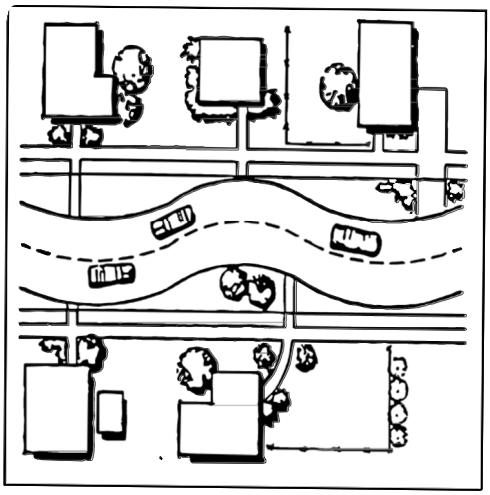


Figure 5 – Chicane

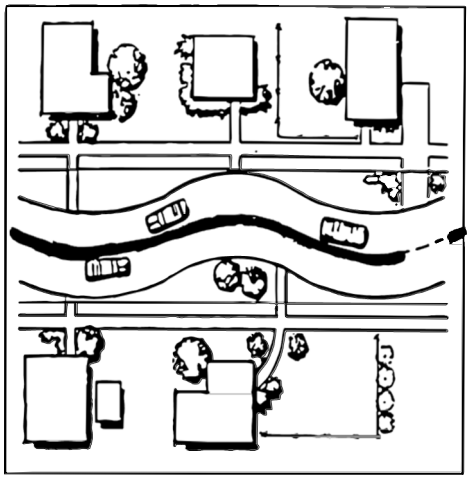


Figure 6 – Chicane with Center Island

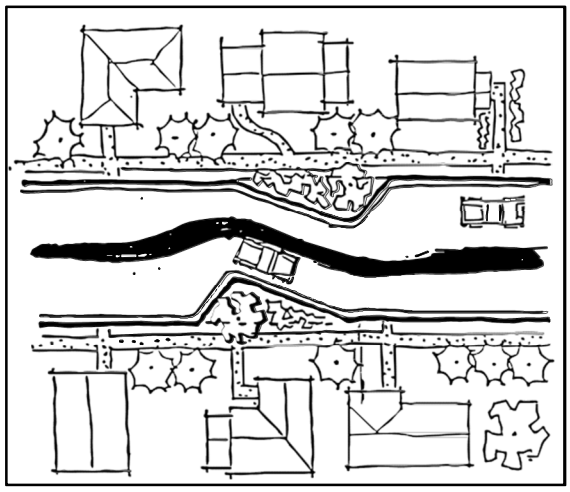


Figure 7 – Lateral Shift with Center Island

Table 5 – Traffic Calming for Local Street Projects
Speed Control Measures – Horizontal

Traffic Calming Device	Speed Reduction	Volume Reduction	Noise And Pollution	Emergency Vehicle Access	Bicycle Safety	Maintenance	Access Restrictions	Safety
Traffic Circles	Yes, within intersection	Possible	Some increase	Some limitations	Possible Restrictions (see para.	Vandalism	None	Improved
Chicanes	Possible	Possible	Possible pollution increase	Possible problems	Possible Restrictions (see para.	None	None	Possible improvement
Chicanes w/Center Island	Yes	Possible	Possible pollution increase	Possible problems	Possible Restrictions (see para.	None	None	Possible improvement
Lateral Shifts w/Center Islands	Yes	Possible	Small increase	Possible problems	Possible Restrictions (see para. 19 under policies)	None	None	Possible improvement

Narrowings

Narrowing is usually accomplished by placing vertical elements in the roadway, and is intended to draw attention to a constriction in the road and to have a visual affect on drivers. For example, the roadway could be narrowed, and plantings or street furniture could be placed in the right-of-way. Neckdowns (bulbouts) are curb extensions at intersections that reduce the roadway width (Figure 8). If coupled with crosswalks they are called safe crosses. The main objective of this device is to "pedestrian-ize" intersections by shortening the crossing distance and to reduce the speed of turning vehicles.

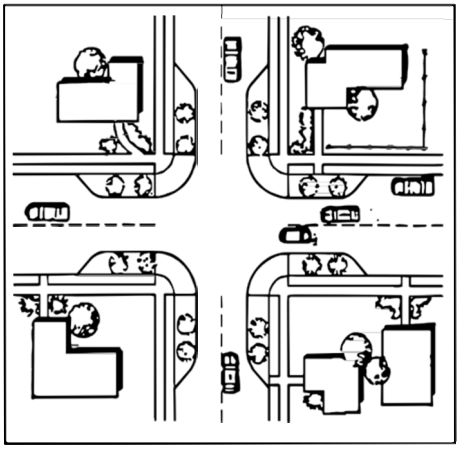


Figure 8 - Bulbouts

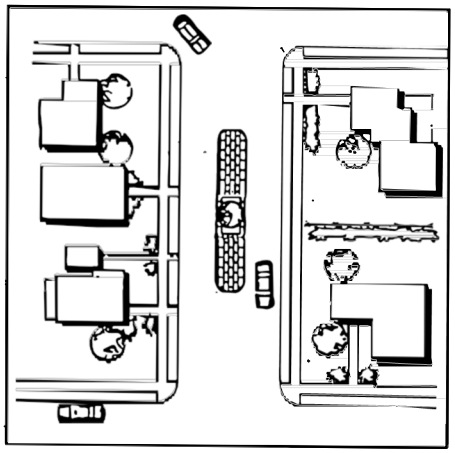


Figure 9 – Center Island Narrowings

Center island narrowings are raised islands located in the center of a street that narrow the travel lanes at that location (Figure 9). They can be attractively landscaped and are successful in providing a visual amenity and a neighborhood identity. If used at the entrance to a neighborhood and supplemented with textured pavement and monument signs they are called gateways (Figure 10). Centered islands have been effectively used on curves where speeding is a concern. They eliminate the possibility of drivers swinging wide to speed though curves. Like other narrowings, these devices can help to pedestrainize streets as they provide a refuge area for pedestrians in the center of the street.

Chokers are curb extensions at mid-block that narrow a street by widening the sidewalk or planting strip (Figures 11 and 12). Chokers should generally be placed to provide a minimum of two traffic lanes, since if only one lane is provided opposing traffic will compete for space or right of way.

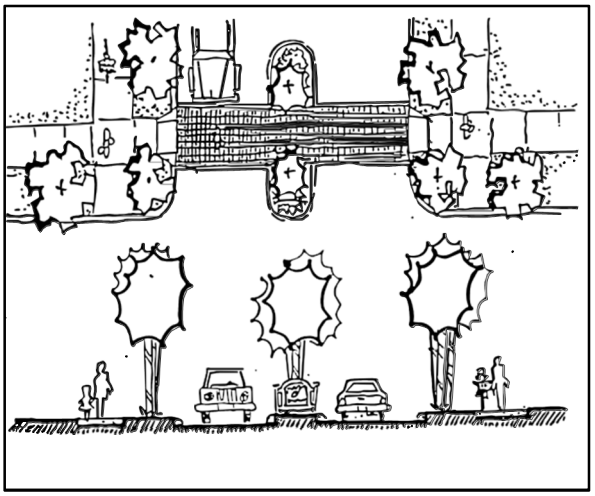


Figure 10 - Gateways

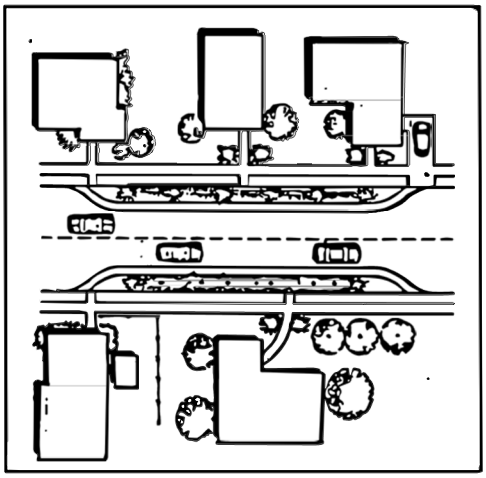


Figure 11 - Chokers

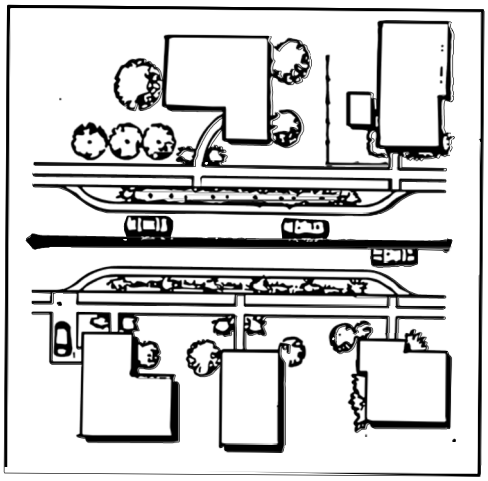


Figure 12 – Chokers with Center Island

Table 6 – Traffic Calming Tools for Local Street Projects
Speed Control Measures – Narrowings

Traffic Calming Device	Speed Reduction	Volume Reduction	Noise And Pollution	Emergency Vehicle Access	Bicyclist Safety	Maintenence	Access Restrictions	Safety
Bulbouts	Yes, turning speeds reduced	No effect	No effect	Some limitation	Possible Restrictions (see para. 19 under "Policies")	None	None	Improved Ped Safety
Center Island Narrowings	Yes, possible on curves or turns	Not likely	No effect	Some limitation	Possible Restrictions (see para. 19 under "Policies")	None	None	Improved Ped Safety
Gateways	Possible	Mixed Results	No effect	Possible problems	Possible Restrictions (see para. 19 under "Policies")	None	None	Possible Improvement
Chokers	Possible, minor	Possible	No effect	No effect	Possible Restrictions (see para. 19 under "Policies")	Trucks hit curbs	None	Improved Ped Safety

Volume Control Measures

Table 7, entitled Traffic Calming Tools of Local Street Projects, Volume Control Measures, summarizes the measures and their effects.

Full street closures are barriers placed across a street to close the street completely to through traffic, usually leaving sidewalks or bicycle paths open (Figures 13 and 14). The barriers may consist of landscaped islands, walls, side-by-side bollards, or any other obstructions that leave an opening smaller than the width of a passenger car. These devices are a possible solution for cut-through traffic but are very controversial. The main concerns are the effect of the closures on emergency response, street network connectivity and that parallel streets may receive diverted traffic. This device is considered as a last resort if all other devices have failed.

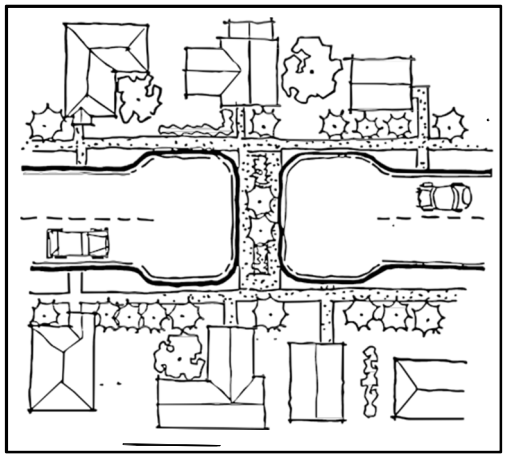


Figure 13 – Full Street Closure at Mid-Block

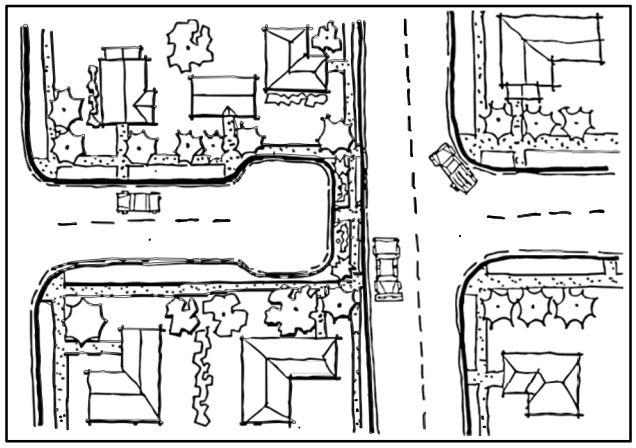


Figure 14 – Full Street Closure at Intersection

Half closures are barriers that block travel in one direction for a short distance on otherwise two-way streets (Figures 15 and 16). If used at an intersection (two are placed together) the result is a semi-diverter. These devices are typically used in gridded streets to make traffic more circuitous rather than direct.

Diagonal divertors are barriers placed diagonally across an intersection, blocking through movement (Figures 17 and 18). These are designed to create circuitous routes through neighborhoods. As with the full street closure, there are concerns with the effect of the closures on emergency response, street network connectivity and traffic diversion.

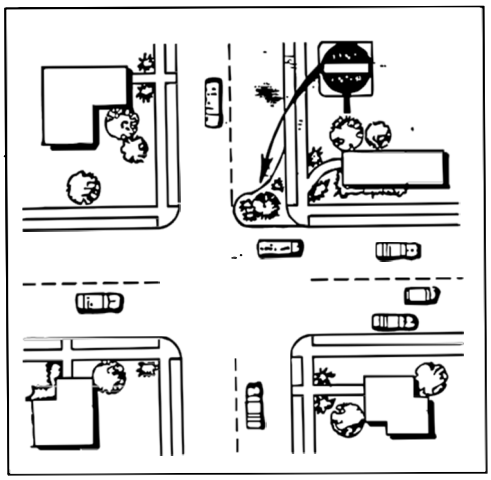


Figure 15 – Half Street Closure, One Side of Intersection

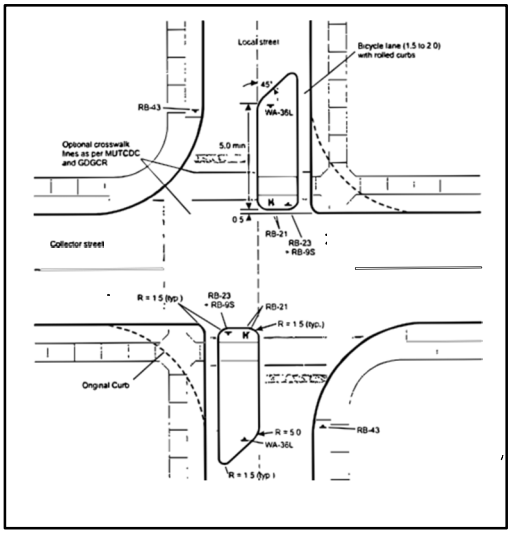


Figure 16 – Half Street Closure, Both Sides of Intersection with Bicycle Access (Canadian)

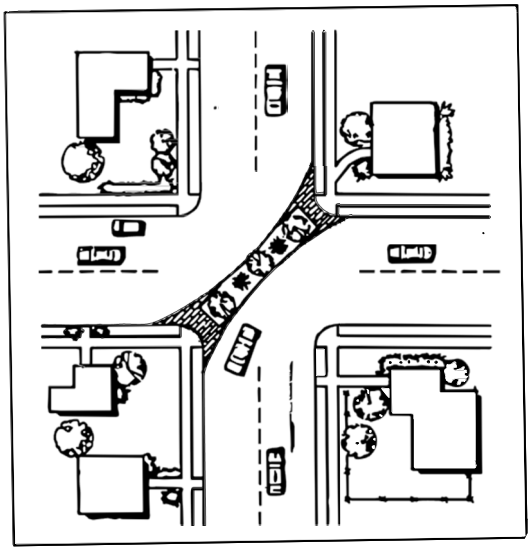


Figure 17 – Diagonal Diverter

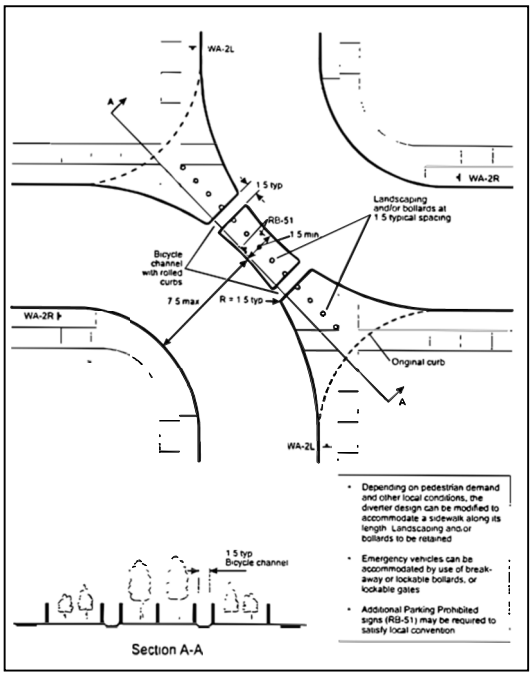


Figure 18 – Diagonal Diverter with Bicycle Access (Canadian)

Median barriers are raised islands located in the center of a street and continuing through an intersection so as to block through movements and left-hand turns at a cross street (Figures 19 and 20). Forced turn islands are raised islands that block certain movements on approaches to an intersection (Figure 21).

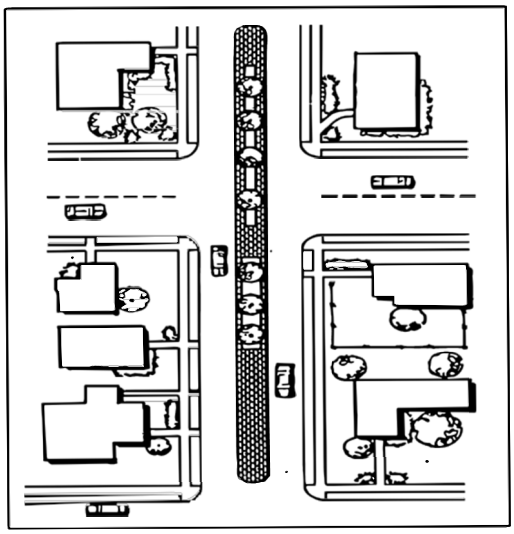


Figure 19 – Median Barrier

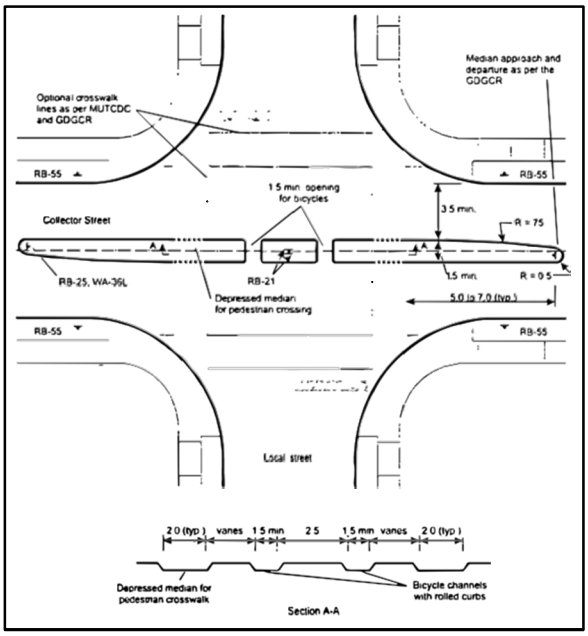


Figure 20 – Median Barrier with Bicycle and Pedestrian Access Improvements (Canadian)

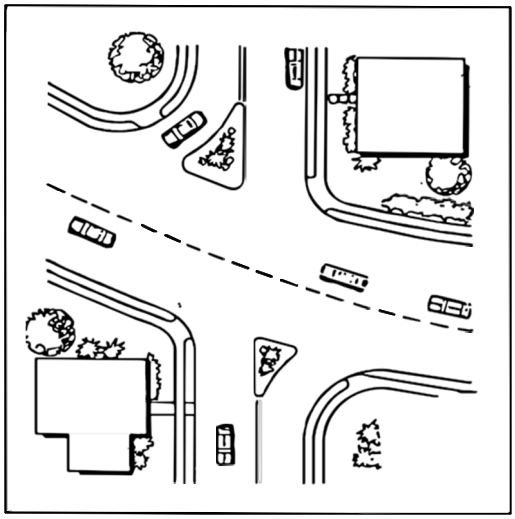


Figure 21 – Forced Turn Islands

These volume control devices should be used with caution and only after the situation has have been thoroughly studied. In almost all cases, it is necessary to test these devices on a temporary basis in the field before final implementation. This is because of concerns with traffic being diverted from streets that are calmed to parallel streets that are not.

Table 7 – Traffic Calming Tools for Local Street Projects
Volume Control Measures

Traffic Calming Device	Speed Reduction	Volume Reduction	Noise And Pollution	Emergency Vehicle Access	Bicycle Safety	Maintenance	Access Restrictions	Safety
Full Street Closures	Possible	Yes	Decrease	Possible problems	Consider accommodations for bicycle access	Possible problems, vandalism	All non-local traffic diverted to other streets	Possible, may shift accidents
Half Street Closures	Possible	Yes	Small increase	No effect	Consider accommodations for bicycle access	None	One direction, left/ right turn only	Improved ped safety, may shift accidents
Diagonal Diverters	Likely	Yes	Decrease	Possible problems	Consider accommodations for bicycle access	Vandalism	Through traffic eliminated	Possible improvement
Median Barriers	None	Yes	Decrease	Minor limitation	Consider accommodations for bicycle access	None	Right turn only	Improved
Forced Turn Islands	Possibly	Yes	Decrease	Possible limitation	No Restrictions	Vandalism	Right turns only	Improved

Techniques for Complex Traffic Calming Projects

The traffic calming tools described for Local Street Projects were, for the most part, intended for local neighborhood streets that have primarily residential frontage and that are not designated as Emergency Response Routes. This section addresses all other streets that might be eligible for consideration as a Traffic Calming Project. This includes projects that might deal with complex traffic calming issues, such as treatment of a system of streets, emergency response routes, areas with complex access and pedestrian issues, or instances where significant diversion of traffic may occur.

Neighborhood collectors are intended to distribute traffic between more principal streets and local streets in the neighborhood. In other words, they are commonly called "through streets" – at least for a limited distance of generally at least ½ mile to no more than 1 mile in length. The streets may also serve multiple purposes, including carrying emergency response routes, buses, bicycles, and possibly trucks.

Minor arterials are meant to serve as through streets, and to interconnect with and augment the principal arterial system. Trips on these streets may be longer in nature than collectors, but are shorter than what should normally be carried on principal arterials.

Whether by design or as a result of growth, minor arterials and some collectors may carry a large number of vehicles through residential areas. When this occurs, the result can be a call by residents for traffic management or traffic calming to restore or improve their quality of life and mitigate the effects of unreasonable through traffic. These situations are more difficult to resolve and are typically controversial in nature.

Traffic calming of residential collectors and minor arterials has been relatively common in Europe for over a decade, but not very common in the United States. The tools discussed in this section are primarily drawn from European experiences and are based on the goal of enhancing the livability of neighborhoods with the primary objective of promoting pleasant conditions for users of neighborhoods, especially pedestrians. As indicated above, collectors and minor arterials do serve a function of carrying varying amounts of traffic. Based again on the European experience, the TCP program objective of reducing the average speeds of traffic on neighborhood streets will be of major importance.

As indicated above, devices selected cannot intentionally divert traffic away from project streets into inappropriate areas. For example, a complex street project should not divert traffic to an adjacent local neighborhood street, placing an unacceptable burden on that street. For Complex Traffic Calming Projects, while it is not the expected that the primary result will be to intentionally divert traffic away from the project street, some decrease in traffic volumes will likely occur as a result of the project. For example, some drivers may prefer not to use the traffic calmed street after the devices are installed since higher speeds will not be possible.

Selection of Appropriate Measures

Selection of traffic calming measures for complex street projects will be based on the type of street and its functional class. As indicated above, the consideration of functional class in selecting measures attempts to strike a balance between mobility and other objectives such as compatibility with land use, and pedestrian/bicycle friendliness. For sub collector streets, mobility (the design speed of the street) may not be as crucial as other objectives. For minor arterials, with multiple lanes in each direction, the reverse is true. For streets which are designated emergency response routes and transit routes, providing for mobility is a concern that needs to be addressed.

General Considerations

The TCP program objective of reducing the average speeds of traffic on neighborhood streets will also be of major importance on collectors or minor arterials treated as a complex project. The primary measure used to determine the type of control and the spacing of devices will be the selection of an appropriate design speed. Table 8, entitled Santa Fe Speed/Priority of Classification of Roads for Traffic Calming, illustrates the design speed concept. For purposes of traffic calming, the design speed should be the same as the posted speed limit as this is what is appropriate based on the conditions of the street and environment.

Table 8 – Santa Fe Speed/Priority of Classification of Roads for Traffic Calming

Class	Type of Classification	Design Speed
Mixed Priority – Priority is shared between living and traffic functions	Collector	25 mph
	Minor Arterial	25 mph
Traffic Street – Major access and through routes, traffic function takes priority but vulnerable road users must be protected	Collector	30 mph
	Minor Arterial	30 mph

Selection of Measures and Spacing

Once the design speed and the class of road are selected, traffic calming measures (sometimes called slow points) and the spacing of devices can be selected. Table 9 shows guidelines for the spacing of slow points.

Table 9 – Spacing of Traffic Calming Devices (Slow Points) for Different Speeds

Desired Speed (mph)	Distance between Slow Points
30	450
25	300
20	225

Examples of traffic calming measures are shown below. The measures used are primarily related to four categories of tools which are: pre-warnings, lateral shifts (discussed in the section for Local Street Projects), speed tables which can also be at intersections in the form of raised intersections (discussed in the section for Local Street Projects), and a technique called “reallocation of right of way”.

Pre-warning techniques include the use of gateways, traffic circles at intersections, and the use of appropriate street edge treatments. Table 10, entitled Traffic Calming Tools of Complex Street Projects, Pre-Warning Devices, summarizes the measures and under what circumstances they should be utilized.

Table 10 – Traffic Calming Tools for Complex Street Projects
Pre-Warning Devices

Traffic Calming Device	Street Classification	Design Speed	
		25 mph	30 mph
Gateways	Collector Minor Arterial	Yes	Yes
Traffic Circles	Collector Minor Arterial	Yes	No
Street Edge Treatments	Collector Minor Arterial	Yes	Yes
Roundabouts	Minor Arterial	No	Yes

Gateways are devices that are used to signal to drivers that there is change in the environment ahead (both neighborhood and road). This can take the form of many things, including structures mounted in center islands, plantings, or a treatment that is distinctive but is safely placed. Again, pre-warnings have proven to be successful in providing warning for traffic calmed areas and have been shown to affect driver behavior as they proceed into the neighborhood.

Roundabouts (Figure 22) and traffic circles can serve as gateways or be placed intermittently at intersections as speed control measures. With landscaped center islands, they can introduce a change from a business area to neighborhood and serve as both physical and psychological dividers.

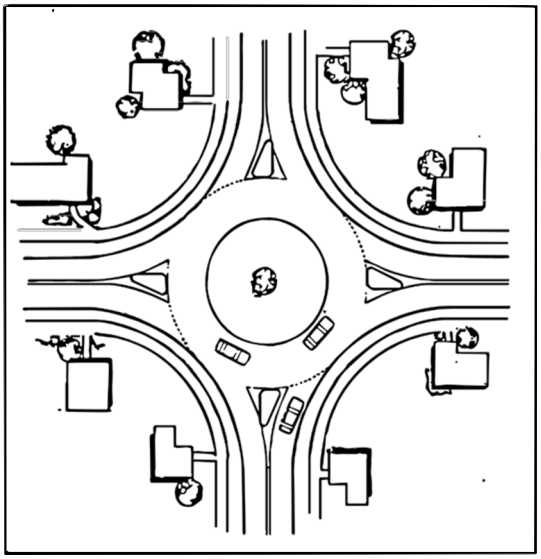


Figure 22 - Roundabout

Table 11, entitled Traffic Calming Tools of Complex Street Projects, Speed Tables and Lateral Shifts, summarizes these measures and when they should be utilized.

Table 11 – Traffic Calming Devices for Complex Street Projects
Speed Tables and Lateral Shifts

Traffic Calming Device	Street Classification	Design Speed	
		25 mph	30 mph
Speed Table	Collector Minor Arterial (X)	Yes	Yes (X)
Raised Intersection	Collector Minor Arterial (X)	Yes	Yes (X)
Chicane	Collector Minor Arterial	Yes	Yes
Chicane w/Center Island	Collector Minor Arterial	Yes	Yes
Lateral Shifts w/Center Island	Collector	Yes	No
Chokers	Collector Minor Arterial (X)	Yes (X)	No

(X) – To be used in special cases with approval of Engineering Division.

Reallocation of Right-of-Way

The technique of reallocation of right-of-way achieves speed control by redistributing space within the roadway right of way by giving motor vehicles lower priority and alternative modes a more equal or increased priority. Typically, this can include the reduction of pavement width to provide for easier pedestrian access at intersections or for a more pedestrian oriented street, the addition of bike lanes, the reduction of travel lane width, the addition of on-street parking (Figure 23), or the deflection of the roadway by a change in direction with possibly the addition of center islands. In the process of reallocation, one objective is to change the character of a road in ways that attempt to cause the motorist to drive more slowly and with greater alertness to potential conflicts.

Sometimes, the effects or changes are as much psychological as physical because the motorists perceive that the road is no longer exclusively motor vehicle oriented. Table 12, entitled Traffic Calming Tools of Complex Street Projects, Reallocation of Right of Way, summarizes these measures and under what circumstances they should be utilized.

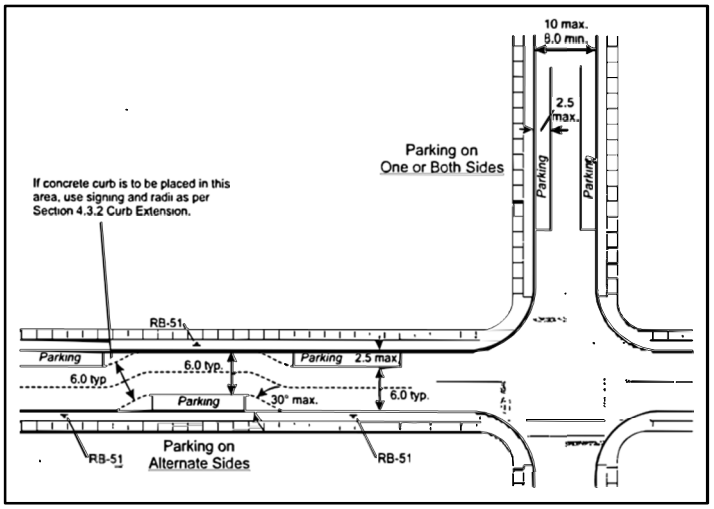


Figure 23 – Addition or Shift of On-Street Parking

Street edge treatments can be particularly important in higher classification streets such as minor arterials, where other treatments might not be appropriate. These treatments are intended to provide a safe and pleasant environment for pedestrians and can provide a calmer environment for drivers. This includes the use of trees, which change the character of a street, reduce noise, provide shade, and reduce the optical width of a street.

In some cases, the techniques described above can be combined in traffic calming plans (Figure 24). Physically and as well as psychologically, this combination can result in improved driver behavior.

It should be noted, however, that the use of bulbouts and other horizontal devices is subject to certain considerations for bicyclists which are described in paragraph 19 in section II above under the heading “Policies”.

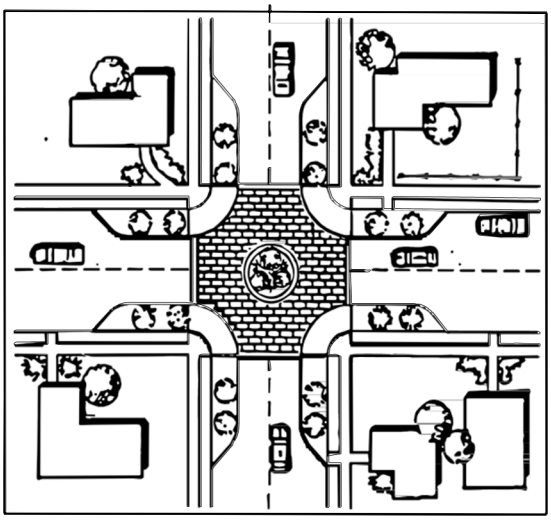


Figure 24 – Combined Measures: Bulbouts, Traffic Circle, Reduction of Lane Width, and Street Edge Treatments

Table 12 – Traffic Calming Devices for Complex Street Projects Reallocation of Right of Way

Traffic Calming Device	Street Classification	Design Speed	
		25 mph	30 mph
Bulbouts	Collector Minor Arterial	Yes	Yes
Center Island Narrowings	Collector Minor Arterial	Yes	Yes
Bike Lanes	Collector Minor Arterial	Yes	Yes
Reduction Lane Width	Collector Minor Arterial	Yes	Yes
Addition of Parking	Collector Minor Arterial	Yes	Yes (X)
Street Edge Treatments	Collector Minor Arterial	Yes	Yes

(X) – To be used in special cases with approval of Engineering Division.

VI. APPLICATION FORMS

City of Santa Fe
New Mexico

TRAFFIC CALMING PROGRAM
Traffic Engineering Division
Public Works Department



TRAFFIC CALMING PROJECT APPLICATION FORM

PROJECT STREET(S)

	Date of Application

Emergency Response Route? Y ☐ N ☐
(see Map, Appendix C, Traffic Calming Program)

Functional Road Class? Local ☐ Collector ☐ Minor Arterial ☐
(see Map, Appendix B, Traffic Calming Program)

APPLICANT (include individual contact information)

Name
Neighborhood name (if applicable)
Address
Phone #s
Fax #
Email

DESCRIPTION OF PROJECT LOCATION

DESCRIPTION OF TRAFFIC ISSUE

Attach additional information or maps if necessary.

For Office Use				
Date Submitted:	Tk 1 ☐	Tk 2 ☐	Petition Included ☐	Application Complete ☐
Project #				
Date Surveyed:	Eligbility:			

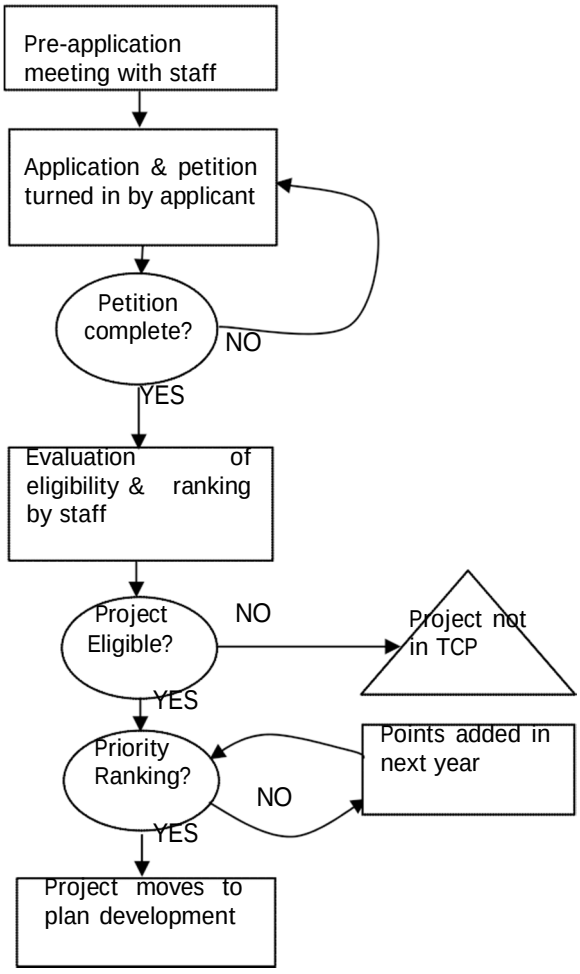
How does a neighborhood start a Traffic Calming Program (TCP) project?
Anyone living or owning property in a neighborhood can apply for a TCP project for a local, collector, or minor arterial streets within that area.

- **First step:** talk to City Traffic Engineering Division staff to discuss the project area and the TCP process, including the initial petition signatures that the applicant must gather.

- **Second step:** the applicant circulates a petition in the project area to show at least 30% of residents and property-owners support initiation of a traffic calming project. The applicant obtains the necessary signatures, completes the application, and turns everything in to Traffic Engineering Division.

- **Third step:** the eligibility and ranking of the project is determined by City Transportaton Engineering staff. Traffic studies are done to determine if the project meets minimum eligibility requirements for inclusion in the program. If a project is eligible, more studies are done to determine the ranking of the project in relation to other eligible projects. If the project is ranked as a priority it moves into the plan development phase, which requires further involvement of neighborhood owners and residents.

For more detailed information on how to start a traffic calming project; eligibility and ranking criteria; the plan development process; citizen involvement; and many other topics please refer to the City's Traffic Calming Program manual.



For more information on the City of Santa Fe Traffic Calming Program , contact Engineering Division at 955-6631.

CITY OF SANTA FE TRAFFIC CALMING PROGRAM

PETITION TO SUPPORT TRAFFIC CALMING ON:

_____

We, the undersigned, who are residents of the proposed project area support the initiation of a study to look at the management and calming of traffic on_____

in the_____neighborhood.

NAME		ADDRESS	PHONE & EMAIL	DATE
(Signed)	(Printed)			
1)				
2)				
3)				
4)				
5)				
6)				
7)				
8)				
9)				
10)				
11)				
12)				
13)				
14)				
15)				
16)				

Petition Signatures collected by:_____Date:_____

II. APPENDICES

BIBLIOGRAPHY

1. "Accesible Sidewalks and Street Crossings, On the Safe Side," USDOT/Federal Highway Administration, Publication No. FHWA-SA-03-017.

2. "Americans with Disabilities Act of 1990 (ADA)," 42 USC 12131-12134, ADA Home Page, www.usdoj.gov/crt/ada/addhom1.htm

3. "ADA Accessibility Guidelines for Buildings and Facilities (ADAAG)," Alterations and New Construction (1102.1), DOJ Title II, 28 CFR 35.

4. "Australian Standard: Manual of Uniform Traffic Control Devices, Part 13: Local Traffic Management."

5. Burden, Dan, "Street and Sidewalks, People and Cars, The Citizens' Guide to Traffic Calming," Local Government Commission, Center for Livable Communities, April 2000.

6. City of Albuquerque, Public Works Department, "Neighborhood Traffic Management Program," undated.

7. City of Portland, Oregon, "Traffic Calming Program," various references.

8. City of San Jose Department of Transportation, "San Jose Traffic Calming Toolkit," November 2001.

9. City of Santa Fe Fire Department, "Fire Response Routes," 1999, and update: "City of Santa Fe Emergency Response Route Map," 4/14/04.

10. City of Santa Fe Police Department, "Emergency Services Impact," Deputy Chief Beverly Lennen.

11. City of Santa Fe Streets and Drainage Division, "Snow Removal Map, Snow Removal Roads, Priority Roads, June 1999.

12. Collier County Florida, "Collier County Neighborhood Traffic Management Program," undated.

13. County Surveyors Society, et al, Department of Transport, United Kingdom, "Traffic Calming in Practice," November 1994.

14. Danish Road Directorate, "Vejdirektoratet – Vejregeludvalget, Urban Traffic Areas – Part 7, Speed Reducers," June 1991.

15. Ewing, Reid, "Traffic Calming, State of the Practice," USDOT/Federal Highway Administration and ITE, August 1999.

16. Ewing, Reid, "Traffic Calming in New Developments: Avoiding the Need for Future Fixes, " Transportation Research Record 1685, Transportation Research Board, National Research Council, 1999.

17. L. Herrstedt, et al, "An Improved Traffic Environment – A Catalogue of Ideas, Danish Road Directorate," 1993.

18. “Manual on Uniform Traffic Control Devices, Millennium Edition,” USDOT/Federal Highway Administration, ASHTO, ATSSA, ITE, June 2001.

19. McGinnis, Lindy, “Things That Go Bump in the Night,” Journal of the National Fire Protection Association, Jan/Feb 1997.

20. “Pedestrian Facilities Users Guide: Providing Safety and Mobility,” USDOT/Federal Highway Administration, Publication No. FHWA-RD-01-102, March 2002.

21. “Roundabouts: An Informational Guide,” USDOT/Federal Highway Administration Publication No. FHWA-RD-00-067, June 2000.

22. Santa Fe Public Schools, “School Transportation Bus Routes,” June 6, 1999.

23. “Santa Fe Street Types – Design Criteria and Street Sections,” Santa Fe City Code Section 14-93.1 SFCC 1987, Rev. 1/17/01.

24. Spears, Beverly, “Santa Fe Street Profiles, A Study of the Physical Parameters and Quality of Santa Fe’s Historic Streets,” October 1998.

25. “The Effectiveness of Traffic Calming Measures,” Traffic Calming.Org, http://www.trafficcalming.org/effective.html, June 2003.

26. “Traffic Calming Measures,” Institute of Transportation Engineers, http://www.ite.org/traffic/, June 2003.

27. “Traffic Calming, Roadway Design to Reduce Traffic Speeds and Volumes,” Victoria Transport Policy Institute, http://www.vtpi.org/tdm/tdm4.html, June 2003.

28. “Traffic Calming, The Traffic Calming Toolbox,” The Project for Public Spaces, http://www.pps.org/buildings/info/how_to/livememtraffic/, June 2003.

29. Traffic Engineering Division, City of Madison, Wisconsin, “Neighborhood Traffic Management Program,” June 22, 1997.

30. Transport Association of Canada, “Canadian Guide to Traffic Neighborhood Calming,” December 1998.

31. “Walkable Community: Common Characteristics of Pedestrian Friendly Communities,” USDOT/Federal Highway Administration, Publication No. FHWA-SA-00-010.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

BPAC STRATEGIC PLAN (FY2023-2033)

MEMBERS (FY 2023)

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

STEVEN PILCHER, MIM, DISTRICT 3

CANDACE ELLA MARTINEZ, DISTRICT 4

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

TABLE OF CONTENTS

INTRODUCTION 1

VISION 2

MISSION STATEMENT 2

DUTIES & RESPONSIBILITIES 3

EXTERNAL ANALYSIS: FORMULATING ALTERNATIVE FUTURES 4

⇒ Table 1: Key Decision Factors (Opportunities and Threats)
⇒ Figure 1: The Building Blocks of a Bicycle Friendly Community
⇒ Figure 2: Clustering of Key Decision Factors into Societal Driving Forces
⇒ Figure 3: Scenario Formats
⇒ Figure 4: Scenarios Key Characteristics (2023-2033)

INTERNAL ANALYSIS: BPAC'S STRENGTHS AND WE

SWOT ANALYSIS – KEY ISSUES IDENTIFIED 13

THE STRATEGY FOR CHARTING A DIFFERENT FUTURE 14

ACTION PLAN (FY2023-2033) 14

⇒ Action 1: Formulate Policies, Programs, and Practices
⇒ Action 2: Assist Public Works and Land Use Departments
⇒ Table 2: BPAC's Approved Present) ity Projects (
⇒ Action 3: Integrate Public Transport, Education, and Marketing Programs
⇒ Table 3: List of Possible Partner Organizations

APPENDIXES 23

⇒ A: Resolution No. 2021-8
⇒ B: Multiple Scenario Strategic Planning Process (MSSP)
⇒ C: October 2021 Survey Results



BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE

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 BPAC via Resolution No. 2021-8 (Appendix A). It's an advisory committee of the City 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 ("PPL"); (2) Promotion, Education and Programming ("PEP"); and, (3) Technical Review ("TR"). Each subcommittee is chaired by a BPAC member.

This Strategic Plan developed for Fiscal Years 2023 through 2033 was initiated in January 2022 by the Policy, Planning, and Law subcommittee and developed by the entire 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

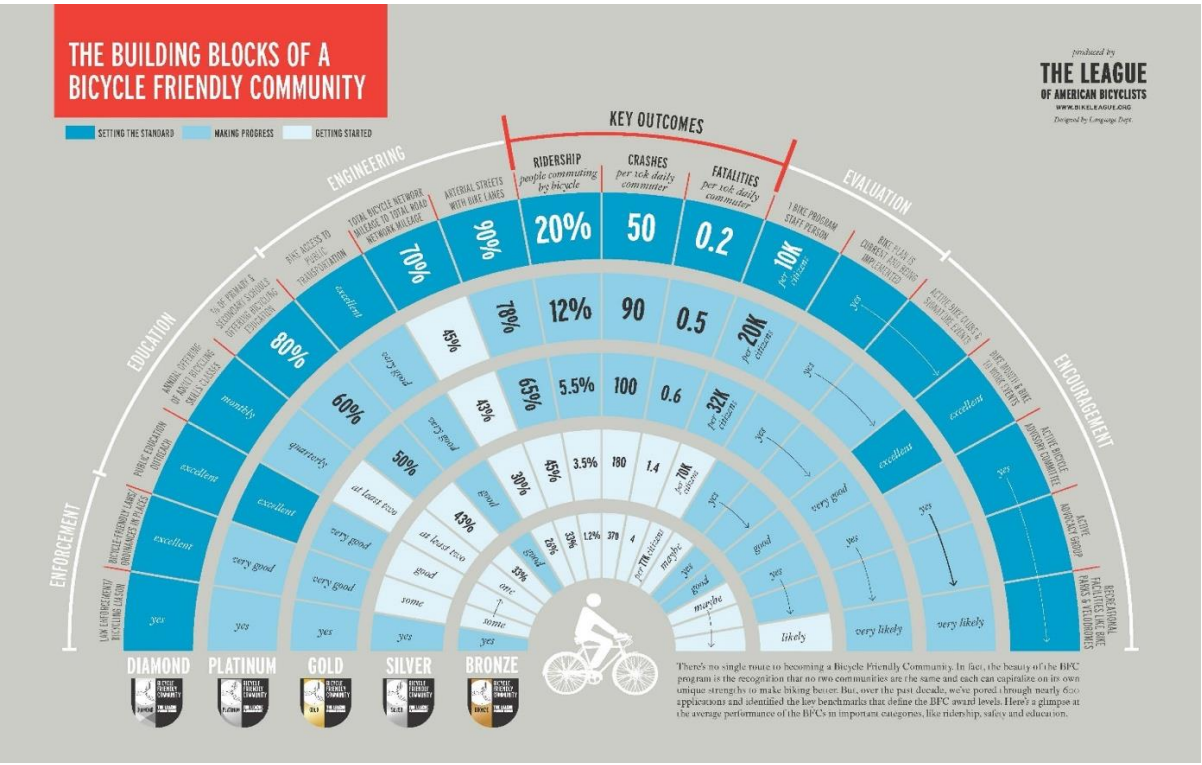
Committee and the Santa Fe Safe Route to Schools Program, which they can rely on to implement parts of the Strategic Plan.

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. Full 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 in 90% of Santa Fe arterial streets having 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 (FY 2033), the City of Santa Fe has successfully obtained the League of

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

DUTIES & RESPONSIBILITIES

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;
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 the 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 the 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 Bicycle Master Plan and 2040 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 polices, 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 achi 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.

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 will come down)	TI, Eco, Env	+
7) Aging population (decreasing stamina for bicycling; older drivers have higher accident rates (crashes and fatality) compared to	S, Eco, Env	+/-

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
younger drivers; no longer active in the workforce, therefore bicycle/walk for recreation; superior purchasing power)		
8) No grants funding for maintenance of trails, sidewalks, roads/streets, etc. Funded via Gross Receipts Ta x (" GrRo Te") Operational funds therefore many trails, roadways, sidewalks, etc. are not in good condition.	Eco, P	-
9) Limited connectivity particularly in Districts 3 and 4.	TI	-
10) Unsafe roads to bicycle and walk	TI	-
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	-/+

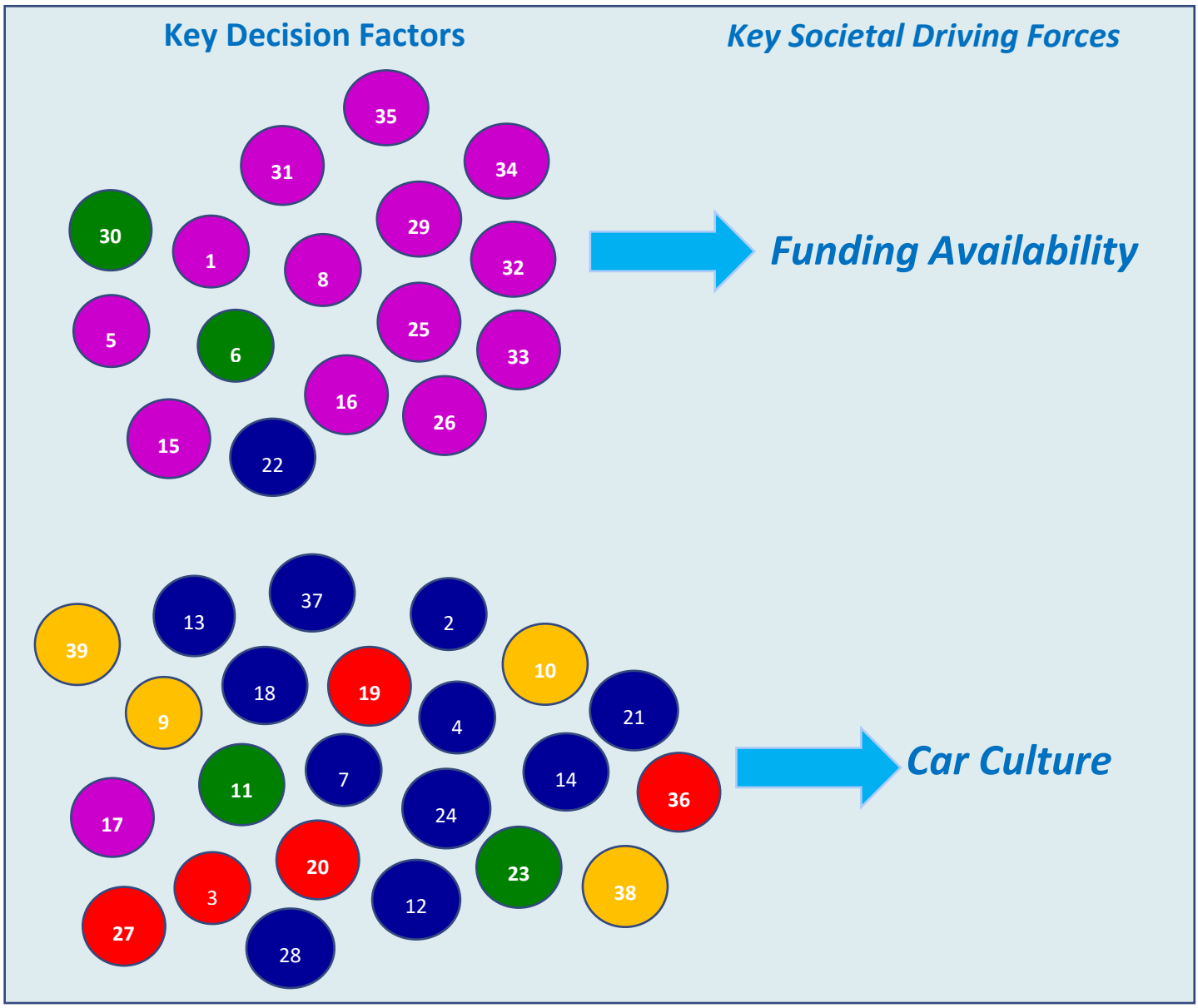
Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
19) Lack of pro-bicycle and pedestrian policy implementation (i.e. Complete Streets, Smart Growth, Infill)	S, P	-
20) Lack of political will	S, P	-
21) High crashes and fatality (State level particularly)	TI	-
22) Infrastructure that favors cars over bicycles and pedestrians.	S, TI	-
23) Sidewalks are too narrow and inappropriate for bicycles, but often the only safe route; majority are not ADA compliant; majority of sidewalks are not well maintained because maintenance is the responsibility of homeowners.	TI, S	-
24) Stigma towards people riding public 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	-

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
31) High inflation rate.	Eco	-/+
32) Looming economic recession (may be global due to Russian-Ukraine war).	Eco	-/+
33) Perceived high cost of construction and maintenance of bicycle and pedestrian infrastructure per user compared to cost of roadways per motor vehicles user resulting in lower Cost-Benefit Ratio for walking/ bicycling investments.	Eco, P	-
34) Local funding such as GRT, and Roads Impact Fees collected to fund roads and trails infrastructure all-time high.	Eco	+
35) Reducing climate change impacts and increasing resiliency and adaptation (high cost with huge impact to economy; how committed is City government to Carbon Neutrality by 2040; is 2040 too late?).	Env	-/+
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 surveyed don't bicycle school, etc. because bicycle and pedestrian facilities are "inconvenient, not in their neighborhood, hard to get to, and/or they don't go where they want to go." While survey respondents feel safe."	TI	-

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
39) BPAC survey respondents identified the following infrastructure is needed in Santa Fe to increase bicycling and walking: 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%)	TI	-

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 so c i e tigher' s valuing of convenience, speed and social status over equity and environmental considerations.

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

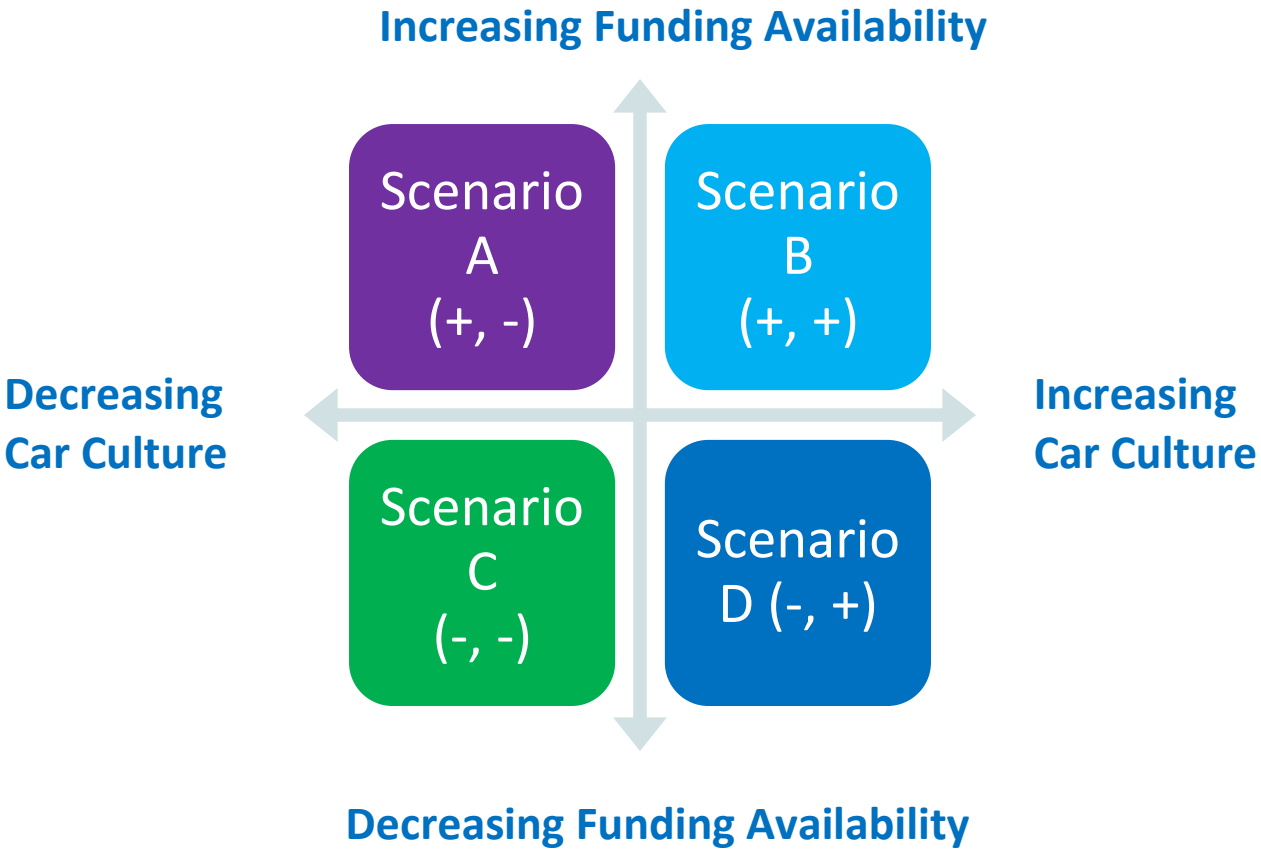


LEGEND:

- 2 — Socio-cultural
- 8 — Economic
- 20 — Political
- 10 — Technological/ Infrastructure
- 23 — Environmental

The next step in MSSP's External Alternative Future Analysis is 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, two societal driving forces generate four scenario formats as shown in Figure 2 below.

Figure 3: Scenario Formats



The combination of the two 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 *Car Culture* is increasing (+). 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** ***"Not A Bad Future for Planet Earth"*** **(-, -)**	**Scenario D** ***"Most Likely Future to Unfold"*** **(-, +)**
% of the total federal, state and city funding allocated for multi-modal transportation especially bicycle and pedestrian infrastructure	15%	5%	2%	0.5%
% of City population bicycling or walking to work, school, shop or recreation	20%	5.5%	3.5%	1%
Economic Recession	Moderate	No	Long & Deep	Short
Global Climate change impacts	Very Low	Moderate	Low	Unabated
Connectivity	Excellent	Moderate	Poor	Very Poor
Total bicycle & pedestrian network mileage to total road network mileage	70%	30%	15%	5%
Arterial streets with bicycle lanes and ADA compliant sidewalks	90%	45%	15%	5%
Bike access to public transportation	Excellent	Average	Above Average	Poor

* For bicycling key indicators, we used the League Community criteria for the 5 designations (Bronze through Diamond).

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

INTERNAL ANALYSIS: BPAC'S STRENGTHS & WEAKNESSES

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

STRENGTHS

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

WEAKNESSES

- Little direct power to mandate meaningful changes; is dependent on others in government (Public Works, SFMPO, Land Use)
- 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 – is BPAC a City Advisory Committee or Complete Streets Advisory Committee? Is there a difference? Is BPAC advising the City or Public Works Department?

- Where does the responsibility for City's bicycle and pedestrian improvements lie? Is it BPAC, SFMPO, or Public Works? 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 4 above) against BPAC's Strengths and Weaknesses the following 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 result in connected 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 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 provisions 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 (FY2023-2033)

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 infrastructure projects support BPAC's purpose and the City's goal to create a safe, convenient 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 neighborhood roads to allow 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 that 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 and tourists to become more active because riding an e-bike is considerably less strenuous than a traditional bike since the level of electric assistance can be adjusted so that less human power is needed during a ride.

Complete By: December 2022

Lead Subcommittee: PPL (If needed, work with City's Guillen, jbguillen@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, ejaune@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 daunting a task for BPAC members.

Complete By: December 2023

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

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/pedestrian advocates early on, and throughout the process of project design, the resulting project will likely be welcomed, rather than opposed, by the Community.

Complete By: Continuous

Lead Subcommittee: 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 (ejaune@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, and wayfinding signage are critical components to safety of vulnerable road users: children, older adults, people who walk and bike, people with disability and homeless people. Yet, the City of Santa Fe does not have a Maintenance Plan/Program. Therefore maintenance is usually underfunded.

Complete By: June 2023

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

Task 2.4 Facilitate the adoption and codification of Complete Streets.

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

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 c 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

Rationale: The last time the City was updated was in 2013. Since Tw as upsi C 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 priori 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 nee

Complete By: Continuous

Lead Subcommittee: TR

Table 2: BPAC Approved Priority Projects (2020 – present)

A) Roadway and Sidewalk Improvements:

1) Bishop's Lodge Road 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 Maclovia 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. Michael's Drive, 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 and/or Gail Ryba Trail. ~ $1,500,000
6) El Camino Real Academy Trail connecting Cottonwood Mobile Home Village to El Camino Real Academy. ~ $2,000,000
7) 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: Obtain media coverage in news outlets; propose to the *Santa Fe New Mexican* to include a regular column on biking and walking in Santa Fe; and increase visibility through social media outlets.

Rationale: Can reach wider audience, educate on the work of BPAC.

Complete By: June 2023

Lead Subcommittee: PEP

Task 3.2: Lobby to have input, and/or a seat at the table of other key City Committees/Commissions, particularly on Mayor's Parks and Trails, Planning Commission, Public Transit and Recreation.

Rationale: BPAC 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 are 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 are neither resources nor desire to change this condition. Further, a huge percentage of work force live outside Santa Fe such as Española, 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, ejaune@santafenm.gov, (505) 330-8483.)

Table 3: List of Possible Partner Organizations

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
- Seniors on Bikes (SOBs)

Hiking Groups

-

Events

- Santa Fe Century

Other

- Food Depot
- AARP
- The Green Chamber of Commerce



CONCLUSION

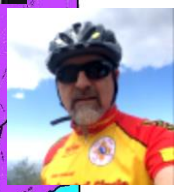
This Plan was developed by the BPAC Policy, Planning, and Law Subcommittee with input from and the approval of the entire BPAC Committee, facilitated and drafted by Staff Liaison Romella Glorioso-Moss. It is intended to be a dynamic document that changes with a changing Santa Fe and its citizens.

BPAC Subcommittees will work to implement the Plan and report to the full committee as appropriate. BPAC will officially review the Plan twice a year, revising as tasks are accomplished, goals are reached, and new ones added. As BPAC members term out and new ones join, the transitions will be transparent, as the Plan will be a major driver of the work of the committee.

BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE MEMBERS FY 2023



YOLANDA EISENSTEIN
Chair, Policy, Planning & Law Subcommittee



KHALIL SPENCER
Vice-Chair



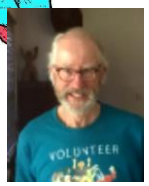
COUNCILOR MICHAEL GARCIA
CHAIR



JUDITH GABRIELE
Chair, Promotion, Education & Programming Subcommittee



BEN PINGILLEY
Chair, Technical Review Subcommittee

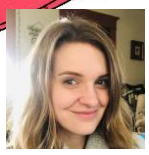


TONY GERLICZ

PALOMA SANCHEZ
Not Pictured



STEVEN PILCHER



CANDACE ELLA MARTINEZ



ERIK AABOE
Santa Fe County Representative



ROMELLA GLORIOSO-MOSS
Staff Liaison



OUR PARTNERS

APPENDICES

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

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

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

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

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

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

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

Section 2. PURPOSE: 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.

Section 3. DUTIES AND RESPONSIBILITIES: The Committee shall:

(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 polices, 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.

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

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

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

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

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

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

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

ALAN WEBBER, MAYOR

ATTEST:

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

KRISTINE MIHELCIC, CITY CLERK

APPROVED AS TO FORM:

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2021/Resolutions/2021-8 BTAC Amendments

APPENDIX B

STRATEGIC PLANNING NOTES (2022.04.30)

Introduction to Multiple Scenarios Strategic Planning (MSSP)

Laurence A. G. Moss & Romella S. Glorioso
IAMC, Santa Fe, NM & Port Townsend, WA, USA www.amenitymigration.org

Strategic analysis and planning determines where an entity or research undertaking should be focused, so that the core effort will be concentrated on that path. Its origin is centuries old, including Sun Tzu's *Art of War*, the famous 5th C BCE strategizing for peace. Futures research, as we know it today, has its beginning in the 1940s early systems thinking, where it was linked mainly to safety issues and strategic analysis (Berkhout & Hertin, 2002). Accepting as common the high variability and low predictability of future outcomes, strategists in the 1950s and 1960s developed a more rigorous approach to identifying likely futures by systemically integrating intuitive and analytical skills in formulating multiple future scenarios. This was further refined at Stanford Research Institute in the 1970s and early 1980s. While a Senior Planner at the Institute, and subsequently, Laurence Moss further developed the method for applied research, and planning by public and not-for-profits entities. In discussing this *MSSP* methodology with Moss in 1994, Murray Gell-Mann, Nobel Prize physicist, referred to it as *non-linear analysis and planning*.

Why Use MSSP ?

Using a multiple futures approach in strategic analysis & planning is especially useful for understanding and managing our increasingly complex and uncertain state. The method more successfully investigates and plans, not mechanistically part by part, but through the identification and understanding of societal patterning. It takes advantage of our *whole brain* capability, integrating logic and intuition to identify, analyze and solve issues and take advantage of opportunities. With teams, other groups or a larger community it more effectively harnesses and using their resources by obtaining clear and common understanding, intent and action. The method is particularly focused on better understanding and gaining timely foresight about the strategic external environment of an objective. Typically less resource consuming than other strategic methodologies, *MSSP* identifies and uses only the information most relevant to the phenomenon to be understood and objective to be achieved.

Key Characteristics of MSSP

- set of alternative, multiple future scenarios (not a single future view or foresight)
- clearly understood and agreed upon strategic concern, mission or objective
- use of pattern recognition to understand change, complexity and uncertainty
- focus on understanding of the external environment/ strategic environment
- bounded complexity and uncertainty
- participatory
- iterative

- strategy viability in changing external and internal environments
- use of external environment surveillance

The MSSP Process

Referring to the attached *Figure 1:The Multiple Scenarios Strategic Planning Process* will assist in understanding the description of the intuitive-logic process outlined below.

Vision

A vision is characteristically a preferred, positive image of the future. A strategic analysis or planning process may or may not begin with visioning of such a future condition, for example, that of a watershed, community or research outcome. It is particularly useful in bringing together a new team, other interest group or refocusing an existing one.

Mission (Strategic Objective)

Formulating an entity's or research mission is a critical element in this strategic planning process. The mission is a clearly stated and understood reason for analysis and planning, and should be specific enough to use as a tool for monitoring and evaluating the effectiveness of the strategy or action plan formulated to achieve the mission (see below). All principals involved in formulating the mission must agree upon it. As well, they must commit to it for the time estimated for its achievement, or an otherwise agreed upon period, such as until a mission's annual review. While a vision is characteristically a positive, and usually general view of the future, the mission is more bounded in scope, time and more specific in its objective(s). Importantly, analysis and planning for its achievement must include both positive and negative factors or influences (see below). Caveat: mission and vision may be confused when their differences are not clearly understood**.**

External Analysis

Step 1: This analysis begins with identifying the positive and negative key decision factor*s* (KDF), or influences, in a mission's external strategic environment, ones that are likely to greatly impact mission achievement; or its failure. This *external environment* is often referred to as the *world-of-the-mission*. KDFs may be identified as characteristically socio-cultural, economic, political, technological and environmental in their nature. Positive key decision factors are typically referred to as *opportunities*, and negative key decision factors as *threats,* or *constraints,* to mission achievement.

Step 2: Identify the clustering of the key decision factors that form a pattern of *societal driving forces* (SDF) in the external environment (see *Figure 2.* below). These forces will most likely drive the unfolding, alternative futures of the mission. This step harnesses both intuitive insight and analytical reasoning.

Step 3: Formulate alternative future scenarios of the external environment of the mission**.** This is done by first making the societal driving forces neutral, or non-directional, then positioning them in axial relationship, or what are called *scenario formats*. Their number

will depend on the number of societal driving forces identified. For example, 2 societal driving forces generate 4 scenario formats.
Future scenarios are a tool strategic analysts and planners use to make sense of our fluid, turbulent, and typically complex environment and its uncertain future. They are descriptions of conditions occurring in a particular period of time, and need to be plausible, internally consistent stories of main events and key stakeholders' actions reflecting the *key decision factors*. Typically, they inform the analysis about systemic relationships among conditions that are typically not generally perceived and anticipated.

Some analysts and planners contend that people cannot cope with several scenarios and so become confused. Others, including the authors, have found this is not the case, and moreover, hold that the very uncertainty that requires a scenario approach demands using multiple scenarios. Why ? 1) A well-structured set of future scenarios describes the range of uncertainty that must be addressed for mission achievement; 2) multiple scenarios significantly broaden the awareness of the analyst or client; and 3) they increase resilience and the ability to respond to the certainty of future uncertainty in both research and planning systems, and resulting strategy.

Step 4: Choose from the set of future scenarios the *most likely scenario* of the future to guide decisions and actions for a set period of time (while also monitoring and scanning for possible need to shift to an alternative one: see below). There is discussion about what is better to use, the *most desirab*le or the *most likely* scenario. Some strategists say it is better to choose the most desirable one, because the analyst or client will do their best to achieve the mission. However, in using this approach undesirable factors and critical issues or threats to the mission have a strong tendency to disappear in analyses. The less likely alternative scenarios should continue to be considered, mainly in the surveillance process (see below). They will assist especially in identifying change in the mission's external environment, which can lead to early awareness of another scenario in the set becoming more likely, and will assist in shifting a strategy or plan to address this new external environment.

Internal Analysis
This involves identifying and evaluating of an entity's or study's internal strengths and weaknesses for achieving its mission. They are usually identified in terms of *human, financial, physical, informational* and *temporal* resources. A caveat: learners of this process should guard against confusing internal and external factors. As a precaution when using this method, private sector entities typically have separate teams undertake the external and internal analyses.

SWOT Analysis
This step brings together for mission achievement the separately identified *strengths (S)* and *weaknesses (W)* of the entity or research to achieve its mission in the context of the chosen scenario's *opportunities (O)* and *threats (T)* for mission achievement. This action

should result in identification of the *key issues* that need to be addressed in formulating the strategy.

Strategy

Strategy is the core *elements* and *actions* an entity or study must include for achieving its mission. It describes how the entity will respond to salient opportunities and threats in the mission's unfolding world, especially by managing its strengths and weaknesses typically by modifying or changing them. It sets out how key issues identified in the SWOT Analysis will be managed to achieve the mission. The strategy is the sum of all products of the strategic analysis and serves as the foundation for *tactical actions* in the context of the mission's external environment and internal resources. Typically, strategy is composed of a several *strategic objectives* or *thrusts*, which form the bridge to tactics, and are usually spelled out in an *action plan* (see below). When resources permit, contingency strategies may be developed for the alternative, less likely scenarios that have been formulated in the above process. Caveat: attempts to create a single strategy for two or more scenarios usually result in too diluted or general a strategy to be of practical value, and therefore not a real strategy.

Action Plan

The action plan entails the tactical level of this strategic planning process, or how the strategy is to be implemented. It clearly sets out, *who, what where, when* and *how* resources are necessary to implement the strategy**,** and typically within a 3 to 5 year time frame. The plan is usually disaggregated into specific programs and projects. Caveat: the *who* refers to exactly who in the entity will be responsible for implementing the plan, its programs and its projects.

Surveillance

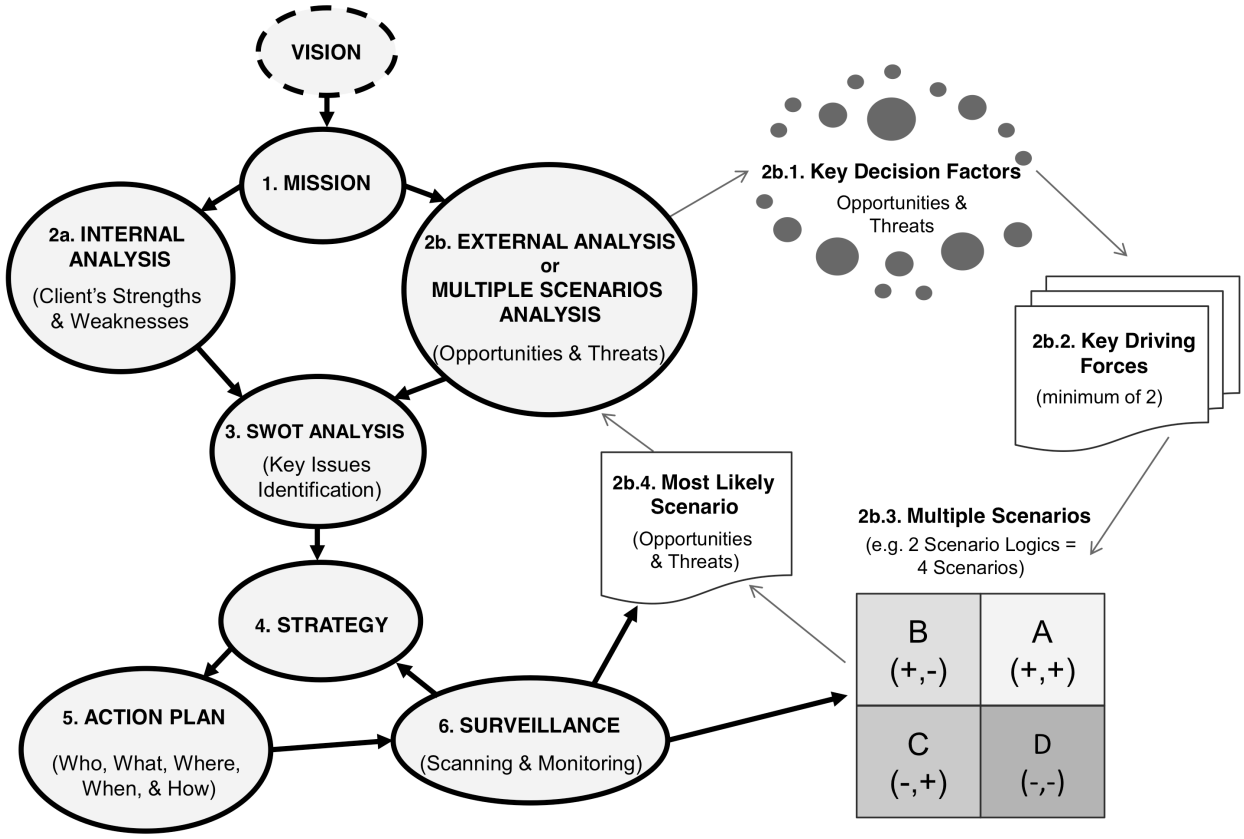
Multiple futures strategic analysis and planning includes a powerful surveillance system to assess progress toward mission achievement, including the continuing validity of the chosen most likely future scenario, strategy, and action plan. Surveillance is carried on at set times, continuously to annually, in accordance with the uncertainty an entity faces and its resources. Emphasis is placed on assessing the external, strategic environment, and especially on: does the chosen most likely scenario, or an alternative one, continue to be the most likely external environment of the mission? There are two surveillance activities: *scanning* and *monitoring*. Caveat: the authors have found that this is often the weakest aspect of the use of this method, a condition that is usually due to too infrequent surveillance, and/ or insufficient resources being committed for this activity.

Scanning focuses on future uncertainty, and alerts analysts and decision-makers to the signs of change. It is a systematic attempt to detect what the futures analyst Igor Ansoff termed *the weak signals* of emerging new conditions in the external environment, and to do so sufficiently early and accurately that an entity has as much lead time as possible to shift to more likely, and usually in this method, an already identified alternative scenario,

and more appropriate strategy and plan. The earlier scanning detects these signals, the more resources a user can save.

Monitoring in this method is a more frequent activity of tracking known indices, events and conditions (identified above in the *External Analysis*). Compared with scanning, monitoring collects information in the present to be systemically assessed cumulatively, and in conjunction with interpretation of the scanning activity.

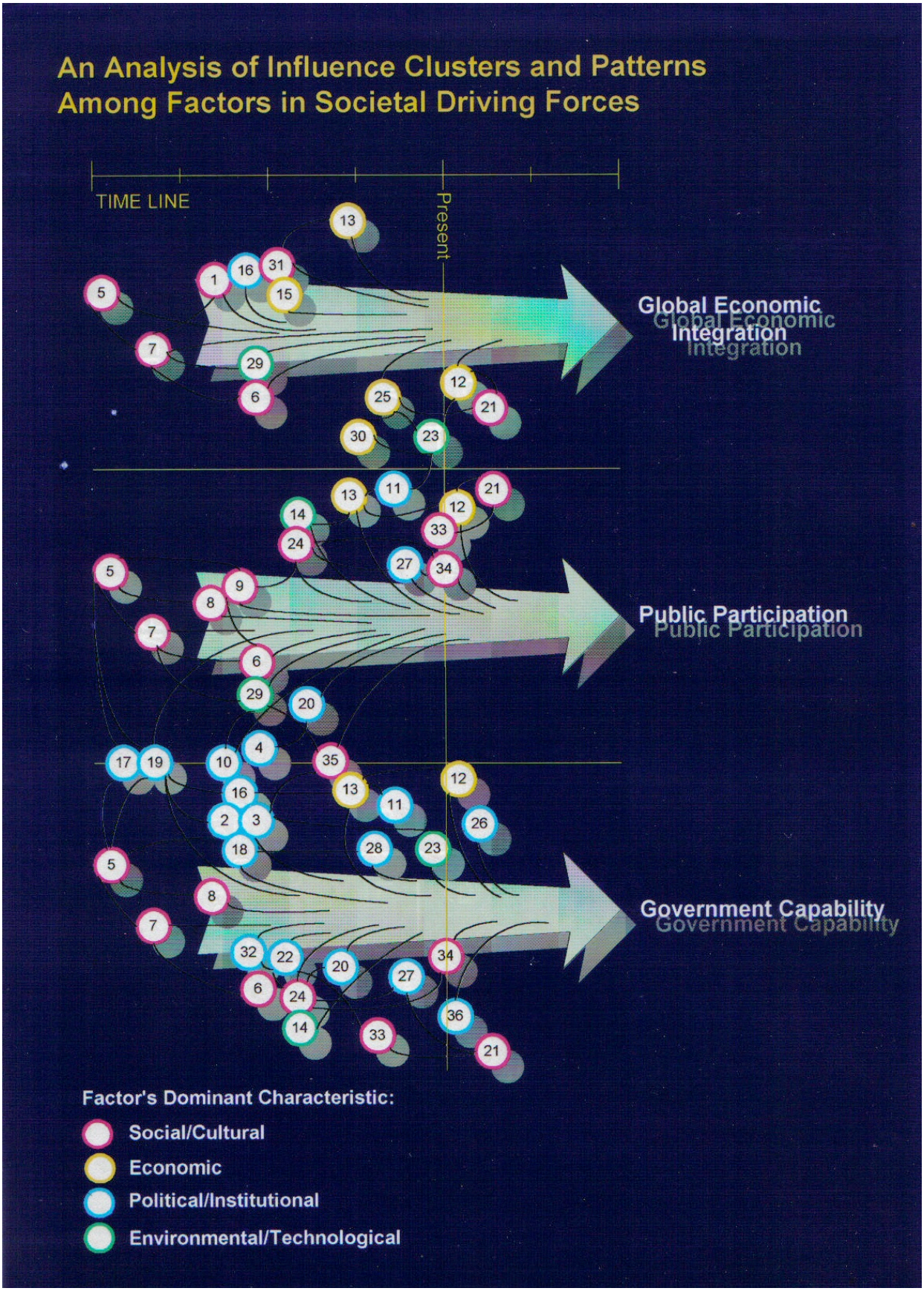
Figure 1: The Multiple Scenarios Strategic Planning Process



Source: Glorioso, R.S. (2014) Planning for sustainable living in high-amenity communities: Charting the course in an era of climate change. In: Moss, L.A.G. & Glorioso, R.S. (eds.) *Global Amenity Migration: Transforming Rural Culture, Economy & Landscape*, The New Ecology Press.

Figure 2: Illustration of Clustering of Key Factors into Societal Driving Forces

In this example, for the mission of establishing a national urban environmental quality platform to attract knowledge intensive economic and social activity, its external strategic environment has 36 key factors, or influences, that cluster into 3 societal driving forces: *Global Economic Integration, Public Participation, Government Capability* (to implement the mission). In this case the key positive and negative factors have 4 dominant characteristics: *social/ cultural, economic, political/ institutional and environmental/ technologica*l.


An Analysis of Influence Clusters and Patterns
Among Factors in Societal Driving Forces
TIME LINE
Present
Global Economic Integration
Public Participation
Government Capability
Factor's Dominant Characteristic:
Social/Cultural
Economic
Political/Institutional
Environmental/Technological

Note: While the authors have been successful in analyses and formulation of strategies and strategic plans, this has been less the case with mission achievement. For our experience and observation this outcome is likely due to the *MSSP* methodological expert, often a consultant, not being retained during the implementation of a strategy or plan, or for environmental surveillance. This outcome is also often the case if the mission was to institutionalize this method in an entity's research and/ or planning systems, and the expert was not available to monitor and evaluate the mission's achievement over time. Further, such follow-on usually demands a committed entity insider who will champion the method's use through its implementation phase, or again, in the process of institutionalizing the methodology. Unfortunately, this seems to be an uncommon condition.

Recommended Reading

Below is a selection of further reading about multiple future scenarios analysis and planning. It includes a short hand form of the methodology called *scenario planning*. This form, while not as powerful a tool as the one outlined above, is still a considerable improvement over the commonly used single future scenario approach (implied or prescribed), for example in urban, rural and regional research and planning. In addition, the author includes several successful applications they have undertaken.

Berkhout, F. and J. Hertin (2002) Foresight futures scenarios: Developing and applying a participative strategic planning tool, *Greener Management International* (pp. 37-52).

Chermack, Thomas J. (2011) *Scenario Planning in Organizations: How to Create, Use and Assess Scenarios*, Berrett-Koehler Publishers, San Francisco.

Glorioso, Romella S. (2014) Planning for Sustainable Living in High Amenity Communities: Charting the Course in an Era of Unprecedented Climate Change and Uncertainty. In: Moss, L.A.G. & Romella S. Glorioso (Eds.) *Global Amenity Migration: Transforming Rural Culture, Economy & Landscape*, The New Ecology Press, Kaslo, BC, Canada & Port Townsend, WA, USA (pp. 407-426) (available at: www.researchgate.com; www.academia.edu).

Glorioso, Romella S. (2014) The Role of Amenities in Crafting a Regional Sustainability Strategy: The Similkameen Valley in Western Canada. In: Moss, L.A.G. & Romella S. Glorioso (Eds.) *Global Amenity Migration: Transforming Rural Culture, Economy & Landscape*, The New Ecology Press, Kaslo, BC, Canada & Port Townsend, WA, USA (pp.137-159) (available at: www.researchgate.com; www.academia.edu).

Grenon, Michel and Michel Batisse (Eds.) (1989) *Futures for the Mediterranean Basin: The Blue Plan,* Oxford University Press, Oxford, UK.

Moss, Laurence A.G and Romella S. Glorioso (2010) Kaslo & District Community Forest Long-Term Sustainability Strategy, Glorioso, Moss & Associates & Kaslo and District

Community Forest Society, Kaslo, BC, Canada (available at: www.researchgate.com; www.academia.edu).

Moss, Laurence A.G. and Romella S. Glorioso (2010) Strategy for a Sustainable Similkameen Valley, BC, Canada, Glorioso, Moss & Associates & Similkameen Valley Planning Society, Kaslo & Keremeos BC, Canada (available at: www.researchgate.com; www.academia.edu).

Moss, L.A.G., J. Tesitel, F. Zemek, M. Bartos, D. Kusova, M. Herman (1999) Tourism in Bioregional Context: Approaching Ecosystemic Practise in the Sumava, Czech Republic. In: P. M. Goode, M. F. Price, F.M. Zimmermann (Eds.) CABI Publishing, Wallingford UK & Cambridge, USA (pp.85-113).

Moss, Laurence A. G. and Romella S. Glorioso (1997) Strategic Planning for Sustainable Development in a Central European Town and Bioregion, Office of the Mayor, Cesky Krumlov, Czech Republic (available at: www.researchgate.com; www.academia.edu).

Ogilvy, Jay and Erik Smith (2004) Mapping Public & Private Scenario Planning: Lessons From Regional Projects, *Development*, 47 (4) (pp.67-72).

Ralston, Bill and Ian Wilson (2006) *The Scenario Planning Handbook*, Thompson/ South-West, Mason, OH.

Ringland, Gill (2002) *Scenarios in Public Planning*, John Willey & Sons, Chichester, UK.

Santa Fe Metropolitan Planning Organization (2020) The 2020-2045 Metropolitan Transportation Plan, https://santafempo.org/plans/metropolitan-transportation-plan/.

Smith, E. (2007) Using a Scenario Approach: From Business to Regional Futures. In: Hopkins, L. D. and M.A. Zapata (Eds.), *Engaging the Future*, Lincoln Institute of Land Policy, Cambridge, USA (pp.79-101).

Schwartz, Peter (1991) *The Art of the Long View: Planning for the Future in an Uncertain World*, Doubleday,New York & London.

Wack, Pierre (1985) Scenarios: Uncharted Waters Ahead, *Harvard Business Review*, Sept.- Oct. (pp.73-89).

This technical paper was initially written for associates and clients of the International Amenity Migration Centre and Laurence Moss & Associates (Kaslo, BC, Canada, Santa Fe, NM and Port Townsend, WA, USA). Interest in the paper by a larger community has suggested this revision.

L.A.G. Moss & R.S. Glorioso, 2018.06.10 (revised 2022.04.30)

APPENDIX C

BPAC KEY SURVEY FINDINGS

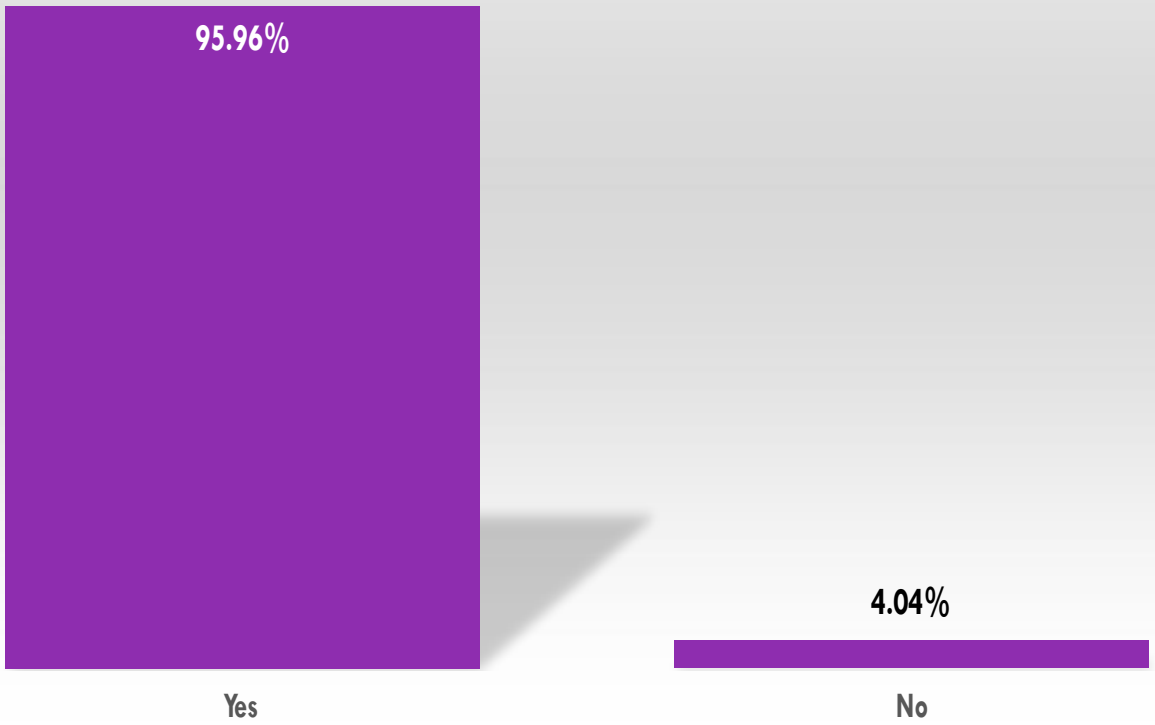
PROMOTION, EDUCATION & PROGRAMMING

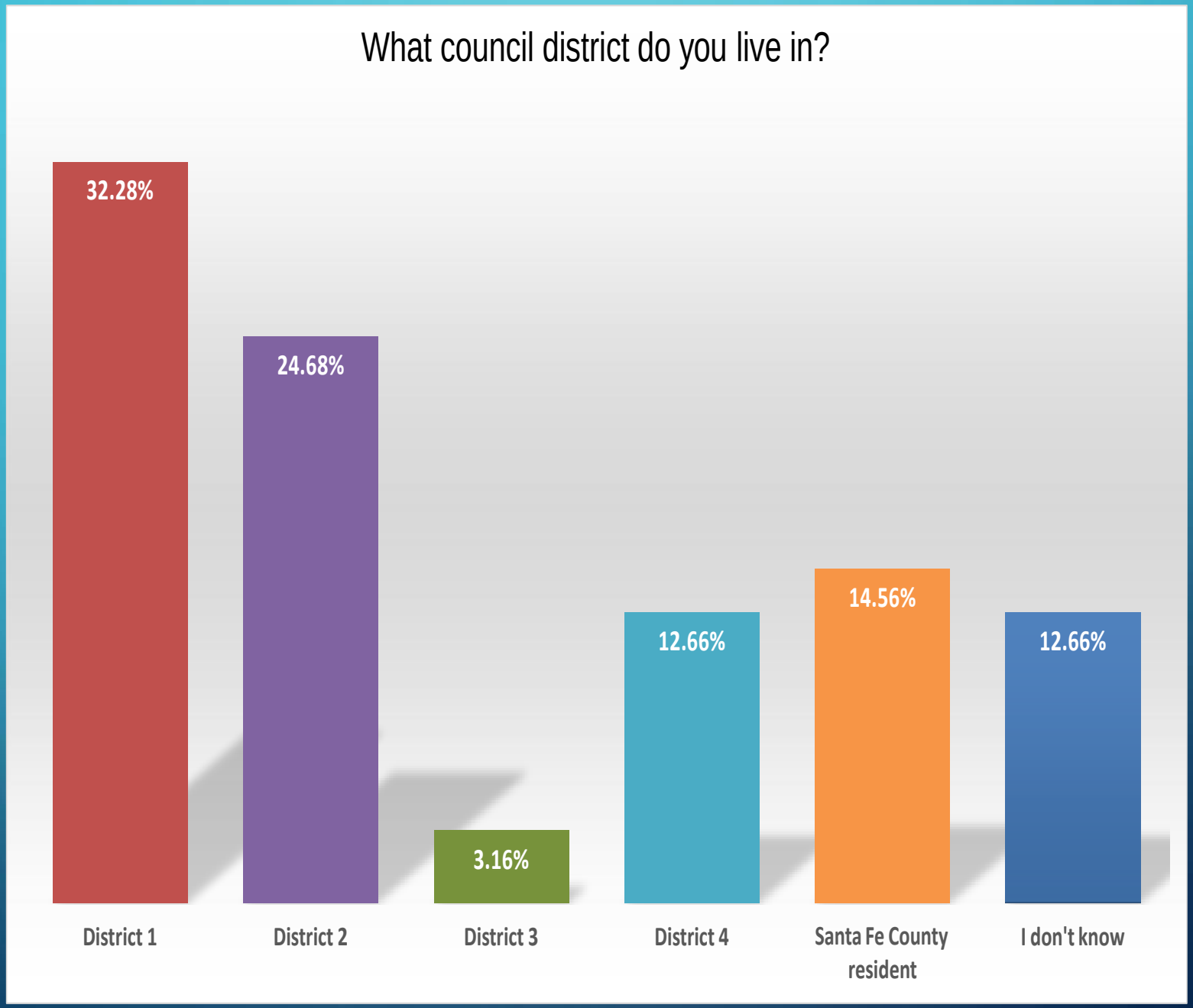
JUDITH GABRIELE, SUBCOMMITTEE CHAIR

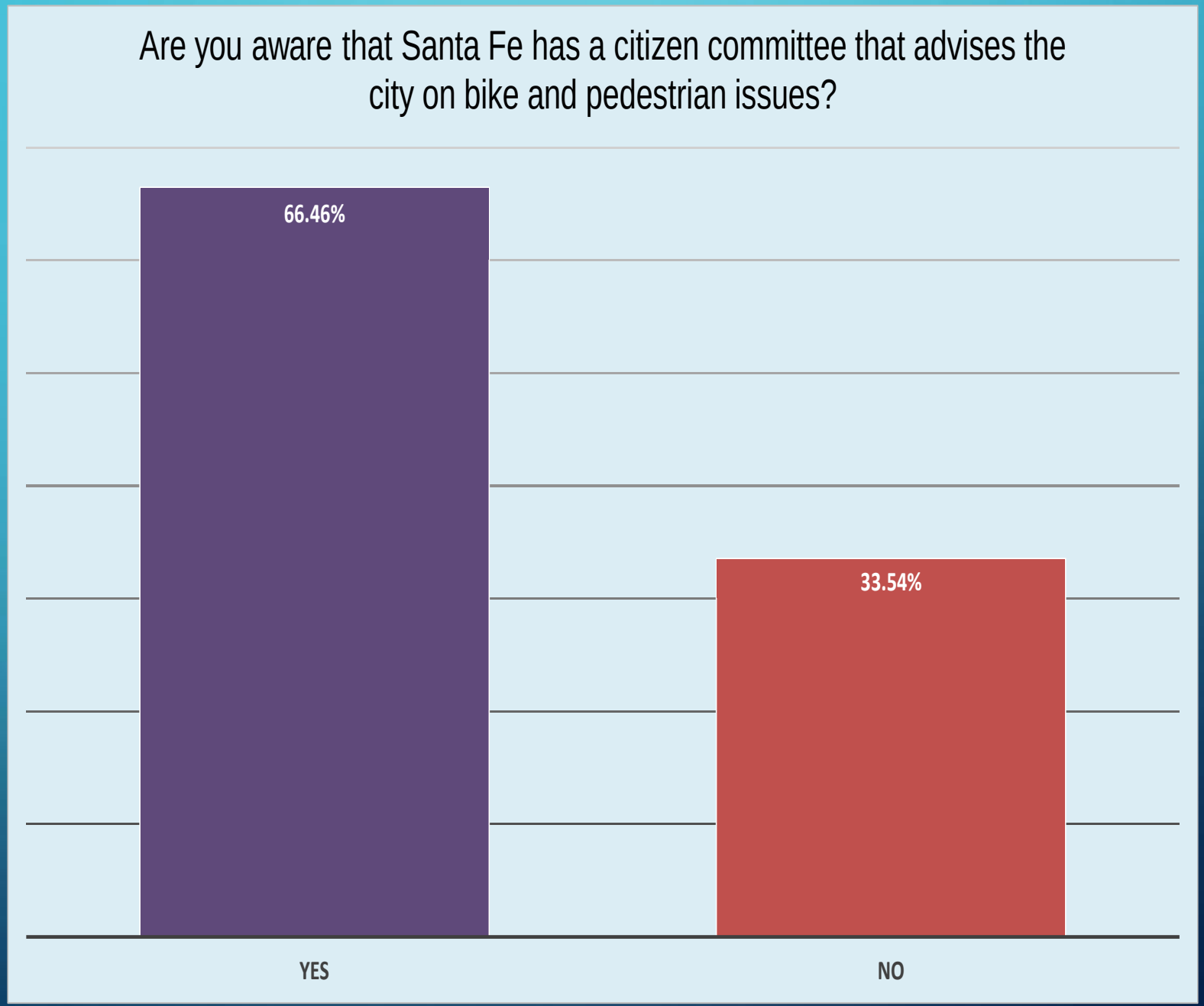
BPAC SURVEY RESULTS

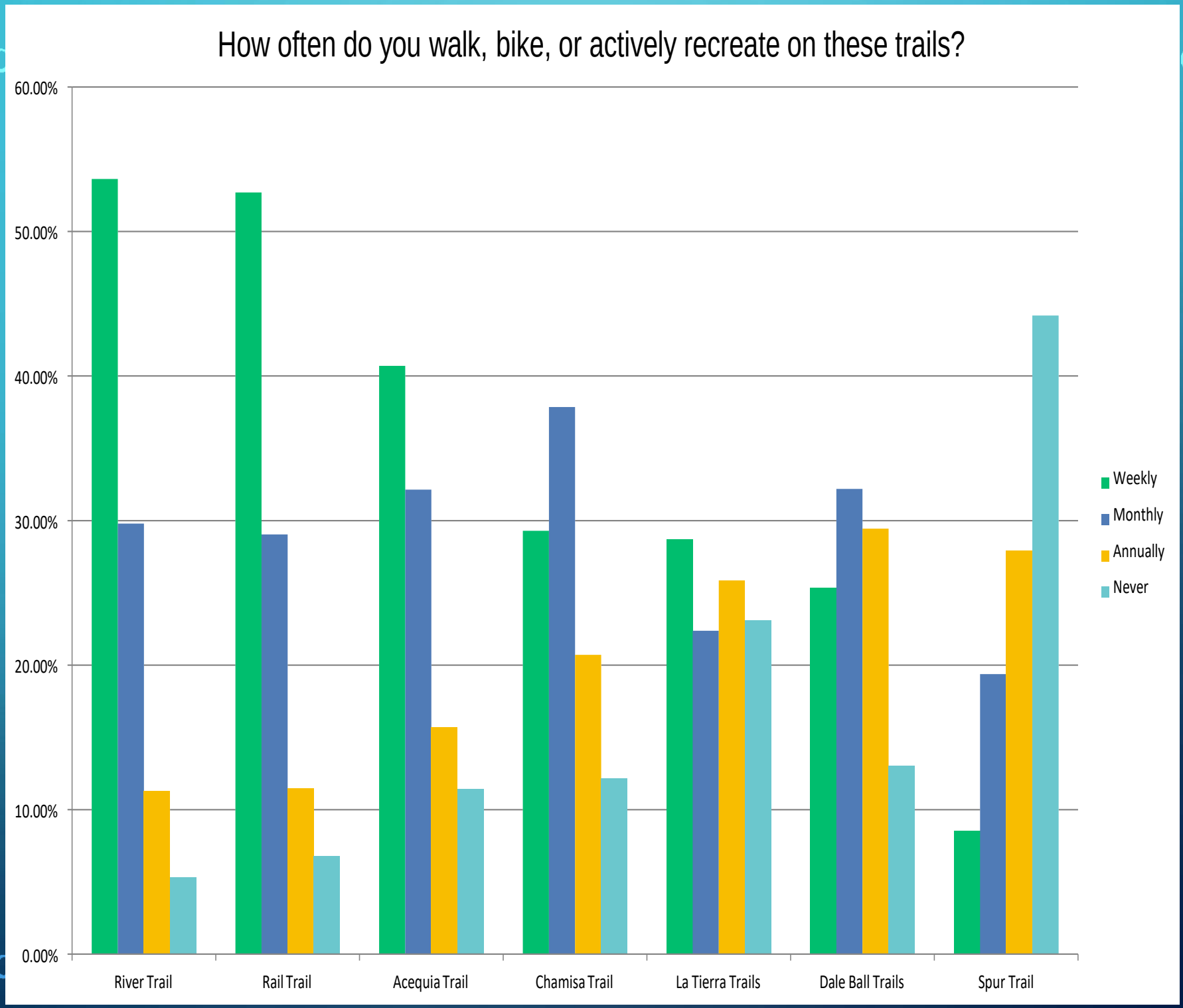
- October 9 through November 15, 2021
- Total of 200 Online and Paper Survey Respondents
- Total of 18 Questions
- Conducted with the assistance of the SFMPO

Are you a resident or second homeowner in Santa Fe?

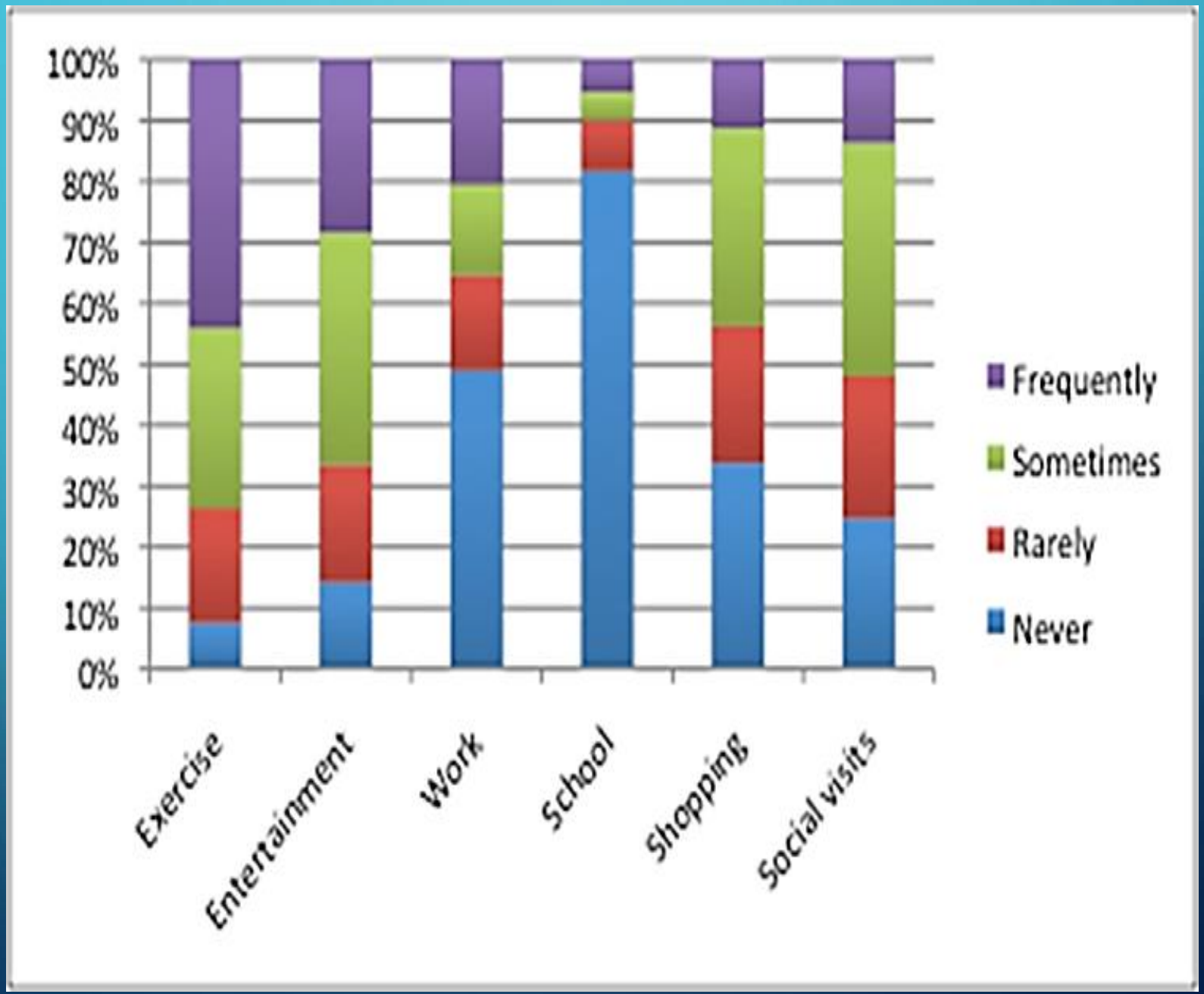



What council district do you live in?
32.28%
24.68%
3.16%
12.66%
14.56%
12.66%
District 1
District 2
District 3
District 4
Santa Fe County resident
I don't know

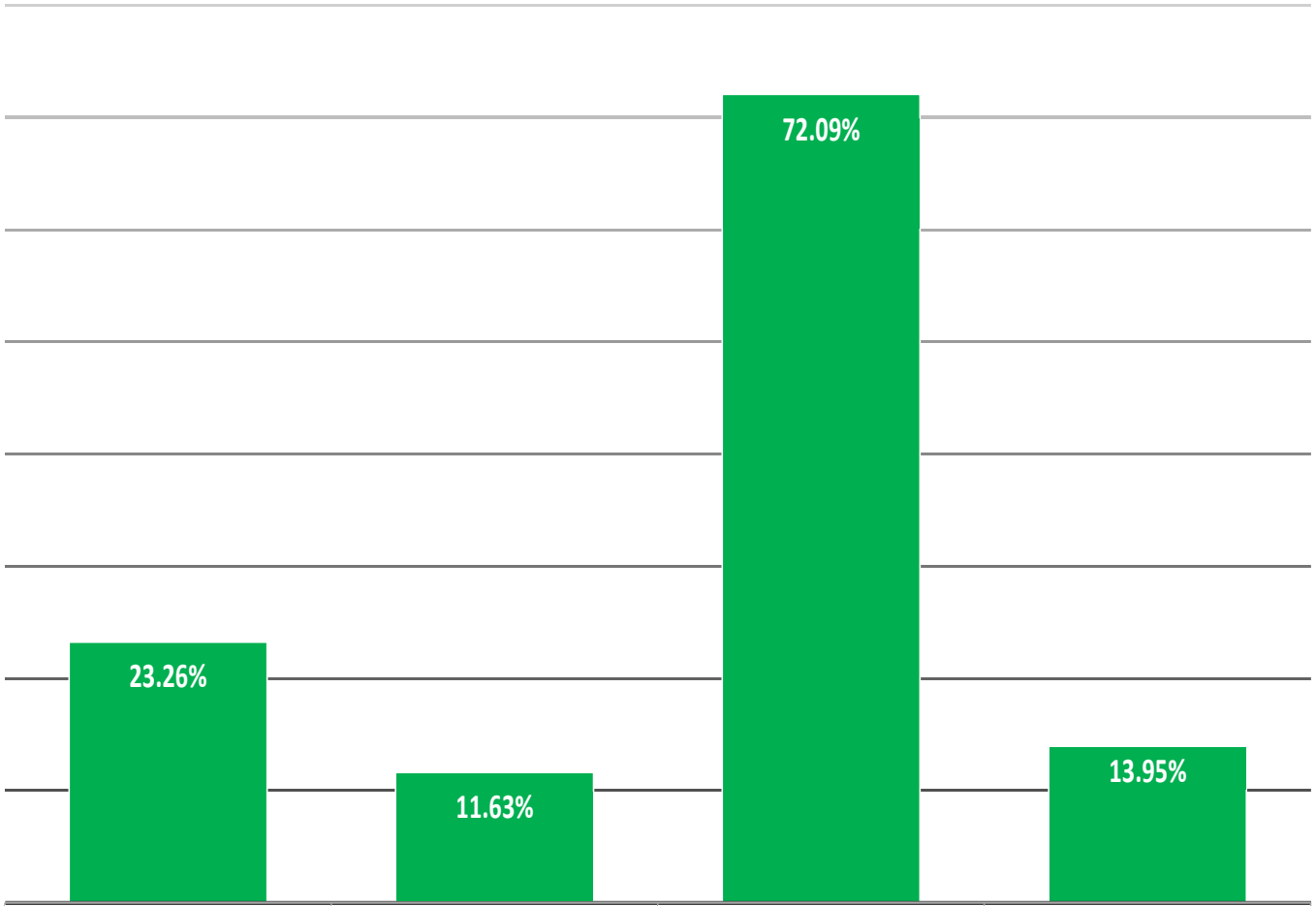

Are you aware that Santa Fe has a citizen committee that advises the city on bike and pedestrian issues?
66.46%
33.54%
YES
NO


How often do you walk, bike, or actively recreate on these trails?
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
River Trail
Rail Trail
Acequia Trail
Chamisa Trail
La Tierra Trails
Dale Ball Trails
Spur Trail
Weekly
Monthly
Annually
Never

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

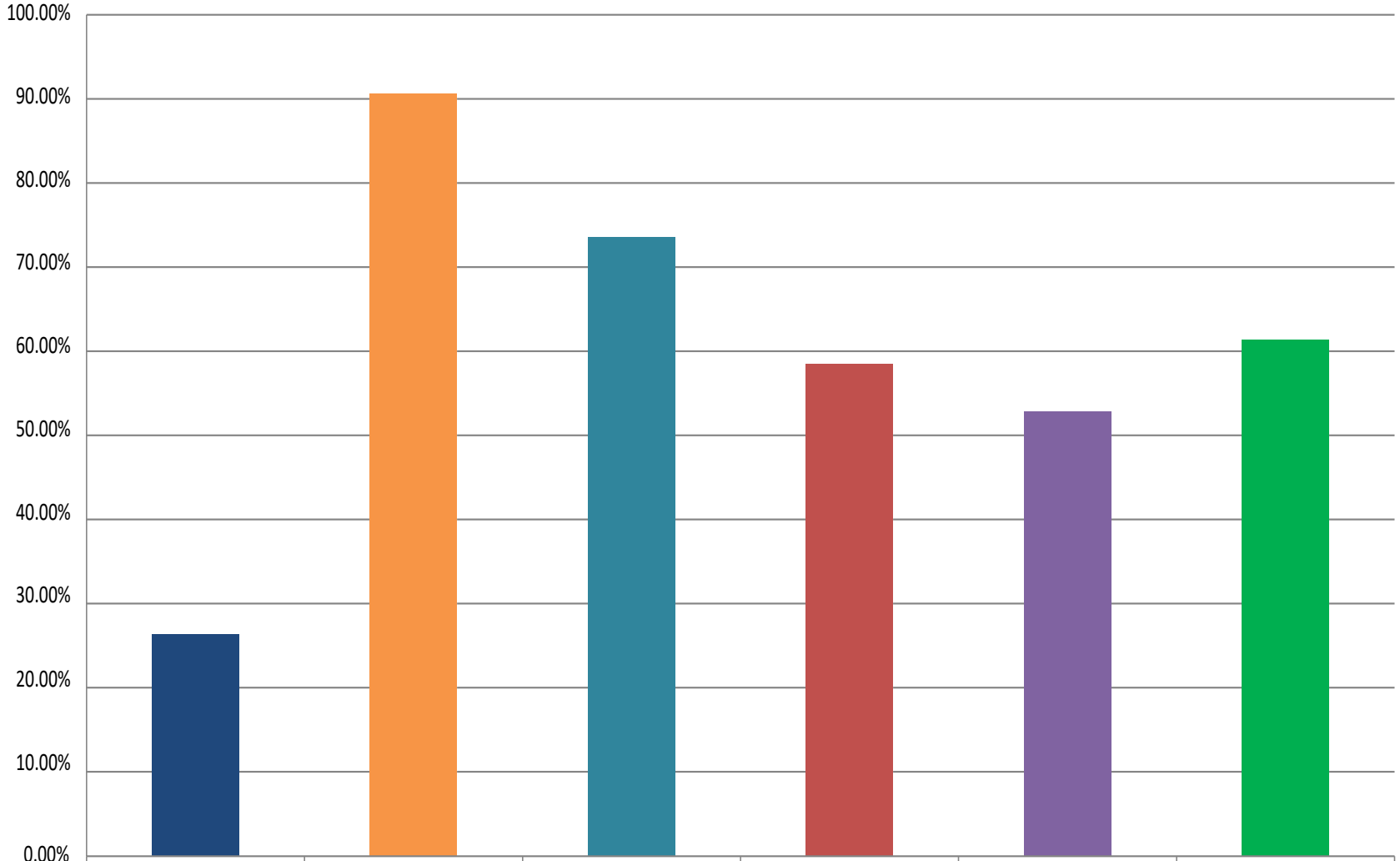


If you don't use the city bike and walking trails for walking, biking or actively recreating, please explain why.

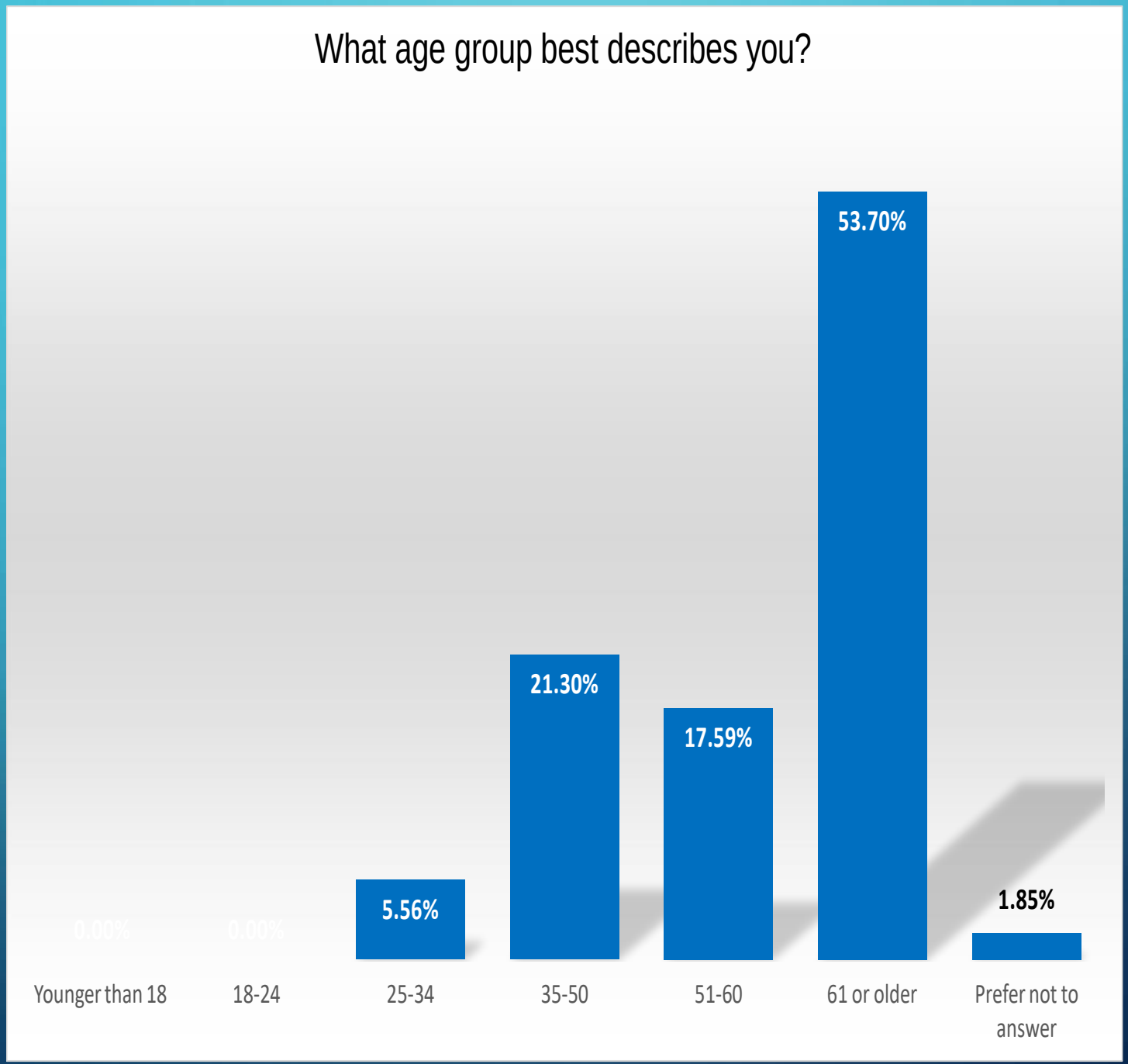


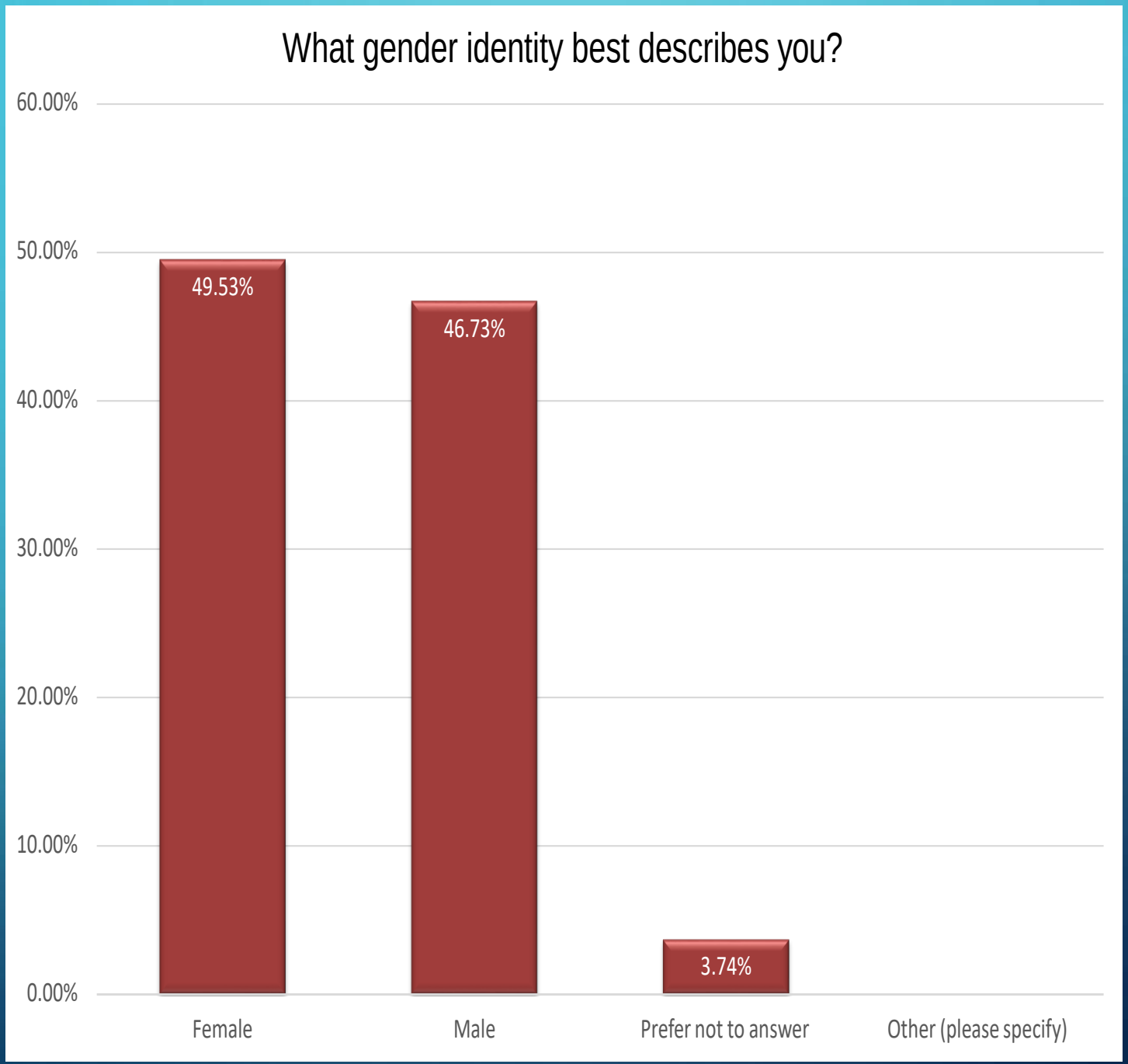
	I don't feel safe	They're in bad shape	They're inconvenient to access, not in my neighborhood, hard to get to, and/or they don't go where I want to go (connectivity)	They're too crowded
Responses	23.26%	11.63%	72.09%	13.95%

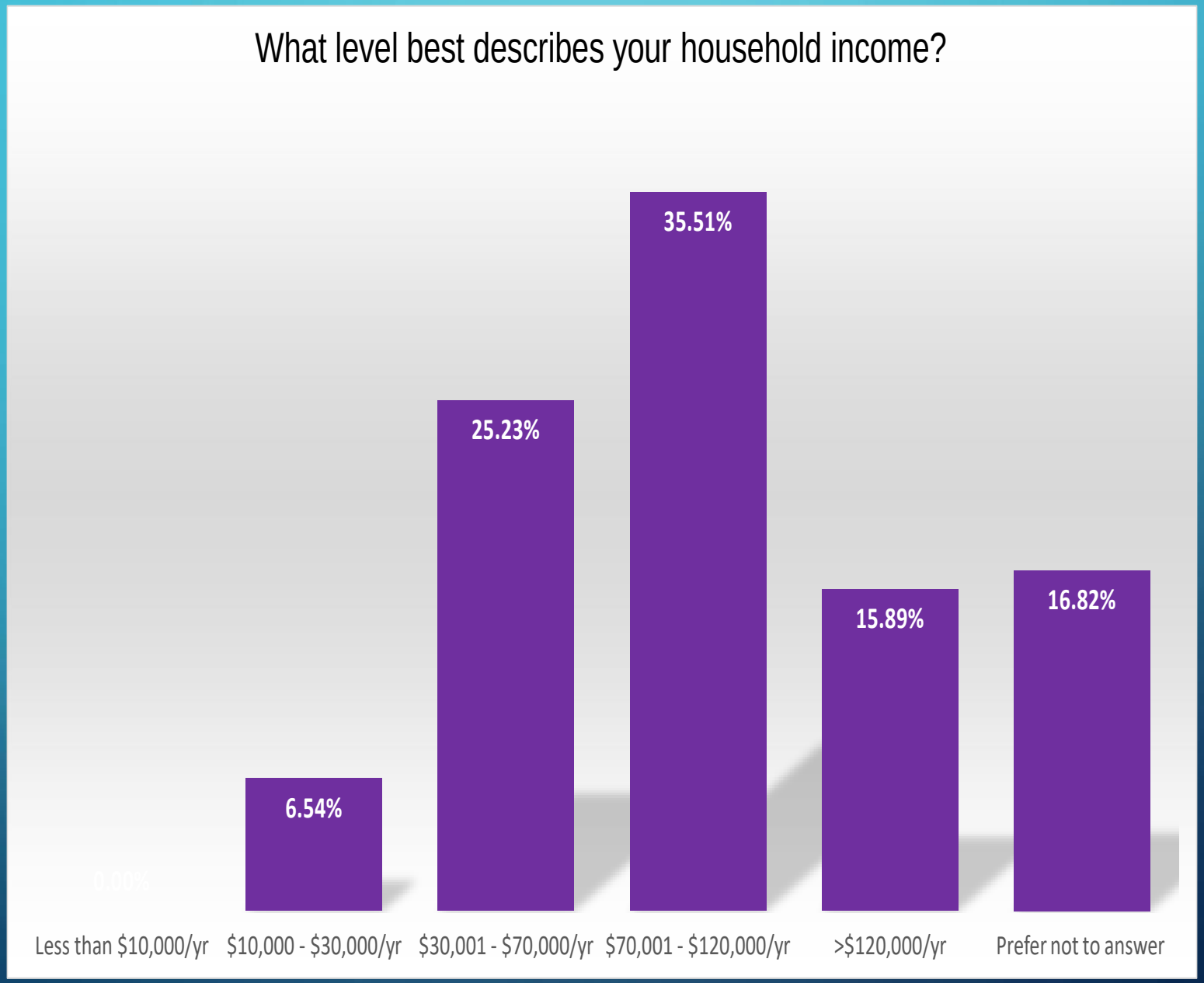
What kind of bike/pedestrian infrastructure does Santa Fe need that we don't currently have?



	Bike sharing systems	Physically separated/protected bike lanes	Easily navigable bikeways to the southside	Universal user activated blinking stop signals at crosswalks	Bike boxes (designated space for bikes at intersections to direct them through the intersection)	Streets closed to motorized traffic/cycling with pedestrian access only
Responses	26.42%	90.57%	73.58%	58.49%	52.83%	61.32%


What age group best describes you?
0.00%
0.00%
5.56%
21.30%
17.59%
53.70%
1.85%
Younger than 18
18-24
25-34
35-50
51-60
61 or older
Prefer not to answer


What gender identity best describes you?
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
49.53%
46.73%
3.74%
Female
Male
Prefer not to answer
Other (please specify)


What level best describes your household income?
0.00%
6.54%
25.23%
35.51%
15.89%
16.82%
Less than $10,000/yr
$10,000 - $30,000/yr
$30,001 - $70,000/yr
$70,001 - $120,000/yr
>$120,000/yr
Prefer not to answer

QUESTIONS



SENATE BILL 69

56TH LEGISLATURE - STATE OF NEW MEXICO - FIRST SESSION, 2023

INTRODUCED BY

Antoinette Sedillo Lopez

AN ACT

RELATING TO TRANSPORTATION; AMENDING THE CHILD HELMET SAFETY ACT; DEFINING "ELECTRIC-ASSISTED BICYCLE"; PROVIDING STANDARDS FOR THE REGULATION AND USE OF ELECTRIC-ASSISTED BICYCLES; AMENDING AND ENACTING SECTIONS OF THE MOTOR VEHICLE CODE.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF NEW MEXICO:

SECTION 1. Section 32A-24-2 NMSA 1978 (being Laws 2007, Chapter 66, Section 2) is amended to read:

"32A-24-2. DEFINITIONS.--As used in the Child Helmet Safety Act:

A. "bicycle" means a human-powered vehicle with two wheels in tandem designed to transport, by the act of pedaling, one or more persons seated on one or more saddle seats on its frame and includes an electric-assisted bicycle and a human-powered vehicle designed to transport by the act of pedaling,

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

which has more than two wheels when the vehicle is used on a public roadway, public bicycle path or other public road or right of way, including a tricycle;

B. "electric-assisted bicycle" means a bicycle with fully operable pedals and an electric motor not exceeding seven hundred fifty watts of power;

[~~B.~~] C. "minor" means a person under eighteen years of age;

[~~C.~~] D. "operator" means a person under eighteen years of age who travels on a bicycle seated on a saddle seat from which that person is intended to and can pedal the bicycle, or who propels [~~himself~~] the person's self by way of using inline skates, roller skates, a skateboard or a scooter;

[~~D.~~] E. "passenger" means a person under eighteen years of age who travels on a bicycle or scooter in any manner except as an operator;

[~~E.~~] F. "protective helmet" means a piece of headgear that meets or exceeds the impact standard for protective helmets set by the United States consumer product safety commission federal safety standard and those standards developed by the American national standards institute, the Snell memorial foundation or the American society for testing and materials;

[~~F.~~] G. "public bicycle path" means a right of way under the jurisdiction and control of the state or a local

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

political subdivision for use primarily by bicyclists and pedestrians;

[~~G.~~] H. "public roadway" means a right of way under the jurisdiction and control of the state or a local political subdivision for use primarily by motor vehicular traffic;

[~~H.~~] I. "public skateboard park" means an area of public property set aside, designed and maintained for recreation by persons using bicycles, scooters, skateboards or skates;

[~~I.~~] J. "scooter" means a wheeled vehicle, regardless of the number or placement of those wheels, that has handlebars, designed to be stood on by the operator or passenger and used to glide or propel the operator or passenger over the ground;

[~~J.~~] K. "skateboard" means a set of wheels attached to a platform or flat surface, regardless of the number or placement of those wheels, and used to glide or propel the operator over the ground; and

[~~K.~~] L. "skates" means a pair of devices worn on the feet with a set of wheels attached and used to glide or propel the user over the ground and may be either inline or roller, but "skates" does not include a pair of devices, similar to a pair of common shoes, that has one or more wheels embedded in the sole of each device."

SECTION 2. Section 66-1-4.5 NMSA 1978 (being Laws 1990,

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

Chapter 120, Section 6, as amended) is amended to read:

"66-1-4.5. DEFINITIONS.--As used in the Motor Vehicle Code:

A. "electric-assisted bicycle" means a vehicle having two or three wheels, fully operable pedals and an electric motor not exceeding seven hundred fifty watts of power. Electric-assisted bicycles are further required to conform to one of three classes as follows:

(1) "class 1 electric-assisted bicycle" means an electric-assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour;

(2) "class 2 electric-assisted bicycle" means an electric-assisted bicycle equipped with a motor that provides assistance regardless of whether the rider is pedaling but ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour; and

(3) "class 3 electric-assisted bicycle" means an electric-assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty-eight miles per hour;

[~~A.~~] B. "electric personal assistive mobility device" means a self-balancing device having two nontandem

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

wheels designed to transport a single person by means of an electric propulsion system with an average power of one horsepower and with a maximum speed on a paved level surface of less than twenty miles per hour when powered solely by its propulsion system and while being ridden by an operator who weighs one hundred seventy pounds;

[~~B.~~] C. "essential parts" means all integral and body parts of a vehicle of a type required to be registered by the provisions of the Motor Vehicle Code, the removal, alteration or substitution of which would tend to conceal the identity of the vehicle or substantially alter its appearance, model, type or mode of operation;

[~~C.~~] D. "established place of business", for a dealer or auto recycler, means a place:

(1) devoted exclusively to the business for which the dealer or auto recycler is licensed and related business;

(2) identified by a prominently displayed sign giving the dealer's or auto recycler's trade name used by the business;

(3) of sufficient size or space to permit the display of one or more vehicles or to permit the parking or storing of vehicles to be dismantled or wrecked for recycling;

(4) on which there is located an enclosed building on a permanent foundation, which building meets the

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

building requirements of the community and is large enough to accommodate the office or offices of the dealer or auto recycler and large enough to provide a safe place to keep the books and records of the dealer or auto recycler;

(5) where the principal portion of the business of the dealer or auto recycler is conducted and where the books and records of the business are kept and maintained; and

(6) where vehicle sales are of new vehicles only, such as a department store or a franchisee of a department store, as long as the department store or franchisee keeps the books and records of its vehicle business in a general office location at its place of business; as used in this paragraph, "department store" means a business that offers a variety of merchandise other than vehicles, and sales of the merchandise other than vehicles constitute at least eighty percent of the gross sales of the business; and

[~~D.~~] E. "explosives" means any chemical compound or mechanical mixture that is commonly used or intended for the purpose of producing an explosion and that contains any oxidizing and combustive units or other ingredients in such proportions, quantities or packing that an ignition by fire, friction, concussion, percussion or detonator of any part of the compound or mixture may cause such a sudden generation of highly heated gases that the resultant gaseous pressures are

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

capable of producing destructive effects on contiguous objects or of destroying life or limb."

SECTION 3. Section 66-1-4.11 NMSA 1978 (being Laws 1990, Chapter 120, Section 12, as amended) is amended to read:

"66-1-4.11. DEFINITIONS.--As used in the Motor Vehicle Code:

A. "mail" means any item properly addressed with postage prepaid delivered by the United States postal service or any other public or private enterprise primarily engaged in the transport and delivery of letters, packages and other parcels;

B. "manufactured home" means a movable or portable housing structure that exceeds either a width of eight feet or a length of forty feet, constructed to be towed on its own chassis and designed to be installed with or without a permanent foundation for human occupancy;

C. "manufacturer" means every person engaged in the business of constructing or assembling vehicles of a type required to be registered under the Motor Vehicle Code;

D. "manufacturer's certificate of origin" means a certification, on a form supplied by or approved by the department, signed by the manufacturer that the new vehicle or boat described in the certificate has been transferred to the New Mexico dealer or distributor named in the certificate or to a dealer duly licensed or recognized as such in another state,

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

territory or possession of the United States and that such transfer is the first transfer of the vehicle or boat in ordinary trade and commerce;

E. "moped" means a two-wheeled or three-wheeled vehicle with an automatic transmission and a motor having a piston displacement of less than fifty cubic centimeters, that is capable of propelling the vehicle at a maximum speed of not more than thirty miles an hour on level ground, at sea level;

F. "motorcycle" means every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, including autocycles and excluding an electric-assisted bicycle and a tractor;

G. "motor home" means a camping body built on a self-propelled motor vehicle chassis so designed that seating for driver and passengers is within the body itself;

H. "motor vehicle" means every vehicle that is self-propelled and every vehicle that is propelled by electric power obtained from batteries or from overhead trolley wires, but not operated upon rails, but does not include an electric-assisted bicycle; but for the purposes of the Mandatory Financial Responsibility Act, "motor vehicle" does not include "special mobile equipment"; and

I. "motor vehicle insurance policy" means a policy of vehicle insurance that covers self-propelled vehicles of a

underscored material = new
[bracketed material] = delete

kind required to be registered pursuant to New Mexico law for use on the public streets and highways. A "motor vehicle insurance policy":

(1) shall include:

(a) motor vehicle bodily injury and property damage liability coverages in compliance with the Mandatory Financial Responsibility Act; and

(b) uninsured motorist coverage, subject to the provisions of Section 66-5-301 NMSA 1978 permitting the insured to reject such coverage; and

(2) may include:

(a) physical damage coverage;

(b) medical payments coverage; and

(c) other coverages that the insured and the insurer agree to include within the policy."

SECTION 4. Section 66-1-4.13 NMSA 1978 (being Laws 1990, Chapter 120, Section 14, as amended) is amended to read:

"66-1-4.13. DEFINITIONS.--As used in the Motor Vehicle Code:

A. "odometer" means a device for recording the total mileage traveled by a vehicle from the vehicle's manufacture and for so long as the vehicle is operable on the highways;

B. "off-highway motor vehicle" means any motor vehicle operated or used exclusively off the highways of this

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

state and that is not legally equipped for operation on the highways of this state, but does not include an electric-assisted bicycle;

C. "official printout" means any record supplied by the division or a similar agency or government entity that indicates the lienholders of record or owners of record of a vehicle or motor vehicle registered within that government's jurisdiction or indicates information about a driver's license or identification card, including traffic violation history or status;

D. "official traffic-control devices" means all signs, signals, markings and devices consistent with the Motor Vehicle Code placed or erected, by authority of a public body or official having jurisdiction, for the purpose of regulating, warning or guiding traffic;

E. "operational design domain" means the specific conditions under which a given automated driving system or feature of the system is designed to function;

F. "operator" means driver, as defined in Section 66-1-4.4 NMSA 1978; and

G. "owner" means a person who holds the legal title of a vehicle and may include a conservator, guardian, personal representative, executor or similar fiduciary, or, in the event that a vehicle is the subject of an agreement for conditional sale or lease with the right of purchase upon performance of

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

the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee, or, in the event that a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor."

SECTION 5. Section 66-3-1 NMSA 1978 (being Laws 1978, Chapter 35, Section 21, as amended) is amended to read:

"66-3-1. VEHICLES SUBJECT TO REGISTRATION--EXCEPTIONS.--

A. With the exception of vehicles identified in Subsection B of this section, every motor vehicle, manufactured home, trailer, semitrailer and pole trailer when driven or moved upon a highway and every off-highway motor vehicle is subject to the registration and certificate of title provisions of the Motor Vehicle Code except:

(1) any such vehicle driven or moved upon a highway in conformance with the provisions of the Motor Vehicle Code relating to manufacturers, dealers, lien-holders or nonresidents;

(2) any such vehicle that is driven or moved upon a highway only for the purpose of crossing the highway from one property to another;

(3) an implement of husbandry that is only incidentally operated or moved upon a highway;

(4) special mobile equipment;

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

(5) a vehicle that is propelled exclusively by electric power obtained from overhead trolley wires though not operated upon rails;

(6) a freight trailer if it is:

(a) properly registered in another state;

(b) identified by a proper base registration plate that is properly displayed; and

(c) identified by other registration documents that are in the possession of the operator and exhibited at the request of a police officer;

(7) a freight trailer or utility trailer owned and used by:

(a) a nonresident solely for the transportation of farm products purchased by the nonresident from growers or producers of the farm products and transported in the trailer out of the state;

(b) a farmer or a rancher who transports to market only the produce, animals or fowl produced by that farmer or rancher or who transports back to the farm or ranch supplies for use thereon; or

(c) a person who transports animals to and from fairs, rodeos or other places, except racetracks, where the animals are exhibited or otherwise take part in performances, in trailers drawn by a motor vehicle or truck of

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

less than ten thousand pounds gross vehicle weight rating bearing a proper registration plate, but in no case shall the owner of an unregistered trailer described in this paragraph perform such uses for hire;

(8) a moped;

(9) an electric personal assistive mobility device;

(10) a vehicle moved on a highway by a towing service as defined in Section 59A-50-2 NMSA 1978; [~~and~~]

(11) an off-highway motor vehicle exempted pursuant to Section 66-3-1005 NMSA 1978; and

(12) an electric-assisted bicycle.

B. A certificate of title required pursuant to Subsection A of this section is not required for a vehicle of a type subject to registration owned by:

(1) the government of the United States; or

(2) a carrier that is from a jurisdiction that is not a participant in the International Fuel Tax Agreement, that is authorized by the United States government or an agency of the United States government to conduct cross-border operations beyond the commercial border zone pursuant to the provisions of the North American Free Trade Agreement and that identifies New Mexico as the carrier's base jurisdiction.

C. A person who violates the provisions of this section is guilty of a penalty assessment misdemeanor. A

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

person charged with violating this section shall not be convicted if the person produces, in court, evidence of compliance valid at the time of issuance of the citation."

SECTION 6. A new section of the Motor Vehicle Code, Section 66-3-708 NMSA 1978, is enacted to read:

"66-3-708. [NEW MATERIAL] ELECTRIC-ASSISTED BICYCLES--LABELS--STANDARDS.--

A. Every manufacturer or distributor of new electric-assisted bicycles intended for sale or distribution in New Mexico shall permanently affix to each electric-assisted bicycle, in a prominent location, a label that contains the classification number, top assisted speed and motor wattage of the electric-assisted bicycle. The label shall be printed in arial font in at least nine-point type.

B. A person shall not knowingly modify an electric-assisted bicycle so as to change the speed capability or motor engagement of the electric-assisted bicycle without also appropriately replacing, or causing to be replaced, the label indicating the classification required by Subsection A of this section.

C. An electric-assisted bicycle shall comply with the equipment and manufacturing requirements for bicycles adopted by the United States consumer product safety commission and codified at 16 CFR 1512 or its successor regulation.

D. A class 2 electric-assisted bicycle shall

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

operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied. Class 1 and class 3 electric-assisted bicycles shall be equipped with a mechanism or circuit that cannot be bypassed and that causes the electric motor to disengage or cease to function when the rider stops pedaling.

E. A class 3 electric-assisted bicycle shall be equipped with a speedometer that displays, in miles per hour, the speed that the electric-assisted bicycle is traveling."

SECTION 7. A new section of the Motor Vehicle Code, Section 66-3-709 NMSA 1978, is enacted to read:

"66-3-709. [NEW MATERIAL] OPERATION OF ELECTRIC-ASSISTED BICYCLES.--

A. A person may ride a class 1 or class 2 electric-assisted bicycle on a bicycle or pedestrian path where bicycles are authorized to travel; provided that a political subdivision of the state may prohibit the operation of a class 1 or class 2 electric-assisted bicycle on a bicycle or pedestrian path within its jurisdiction.

B. A person shall not ride a class 3 electric-assisted bicycle on a bicycle or pedestrian path unless:

(1) the path is within a street or highway; or

(2) a political subdivision of the state permits the operation of a class 3 electric-assisted bicycle on a path under its jurisdiction.

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

C. A person under sixteen years of age shall not operate a class 3 electric-assisted bicycle upon any street, highway or bicycle or pedestrian path, except that a person under sixteen years of age may ride as a passenger on a class 3 electric-assisted bicycle that is designed to accommodate passengers."

SECTION 8. EFFECTIVE DATE.--The effective date of the provisions of this act is July 1, 2023.

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

Phase IB Detailed Evaluation of Alternatives - Supplement
ARROYO DE LOS CHAMISOS CROSSING
Rodeo Road to Cerrillos Road

City of Santa Fe Project: 19-0127



Submitted to:

City of Santa Fe
Public Works Department

Submitted by:

WSP Bohannan Huston

January 2023

Phase IB Detailed Evaluation of Alternatives - Supplement

ARROYO DE LOS CHAMISOS CROSSING

Rodeo Road to Cerrillos Road

City of Santa Fe Project: 19-0127

Phase IB Supplement	
James E. Heimann	01/18/2023
James E. Heimann, PE WSP USA	Date



Concurrence:

1/23/22

Leroy Pacheco, P.E. Date
City Project Manager

1/23/2023

Regina Wheeler Date
Public Works Director

TABLE OF CONTENTS

Description **Page**

INTRODUCTION 1
STAKEHOLDER COORDINATION 1
PUBLIC MEETING NO. 3 1
UPDATES TO THE PREFERRED ALTERNATIVE 1

LIST OF EXHIBITS

EXHIBIT 1, CAMINO DEL PRADO INTERSECTION ALTERNATIVES 2

APPENDICES

APPENDIX A STAKEHOLDER MEETING SUMMARIES
APPENDIX B MATERIALS FROM PUBLIC MEETING NO. 3

INTRODUCTION

The Phase IB Detailed Evaluation of Alternatives Report for the Arroyo de los Chamisos Crossing study was completed in May 2022. Subsequent to the completion of the report, the Santa Fe MPO requested that Public Works move forward into Phase IC, Environmental, and Phase ID, Preliminary Design, with a roundabout at the intersection of Camino del Prado and Richards Avenue (see **Appendix A**). Because the City is following federal environmental guidelines for public involvement, and the Phase IB report proposed a "Split-T" intersection concept at this location, the City hosted a virtual public information meeting on December 5, 2022, to solicit public comment on this proposed change from a Split-T to a roundabout at this location.

The supplemental evaluation of the Richards Avenue/Camino del Prado intersection was based on previous efforts completed for Phase IA and Phase IB of this project as well as based on stakeholder/ public input. This Phase IB Report Supplement summarizes the additional coordination that occurred and updates the description of the preferred alternative to be advanced to Phase IC and Phase ID of this project.

STAKEHOLDER COORDINATION

An in-person stakeholder workshop was held on October 14, 2022 involving the City of Santa Fe's Project team, the Santa Fe MPO, a representative from the Bicycle and Pedestrian Advisory Committee (BPAC), and the project consultants (WSP and BHI). The workshop was held at the City offices to discuss the recommendations documented in the Phase IB report for the Arroyo de los Chamisos Crossing study. Refer to **Appendix A** for a summary of the workshop.

A conference call was held with a representative from Rodeo de Santa Fe on November 11, 2022, regarding the potential for right-of-way acquisition associated with the proposed improvements supporting the Arroyo de los Chamisos crossing. The focus of the call was to discuss the potential of reevaluating a roundabout at the Richards Avenue/Camino del Prado intersection, which would require right-of-way from the northwest corner of the Rodeo de Santa Fe property. Refer to **Appendix A** for a summary of the discussion.

PUBLIC MEETING NO. 3

The City of Santa Fe conducted a virtual public meeting for the Arroyo de los Chamisos Crossing study on December 5, 2022. The public meeting focused on consideration of a proposed roundabout intersection at Camino del Prado and Richards Avenue, in addition to the Split-T intersection previously described in the Phase IB report. The two alternatives presented at the meeting are shown in **Exhibit 1**. Refer to **Appendix B** for a summary of the materials for the public meeting.

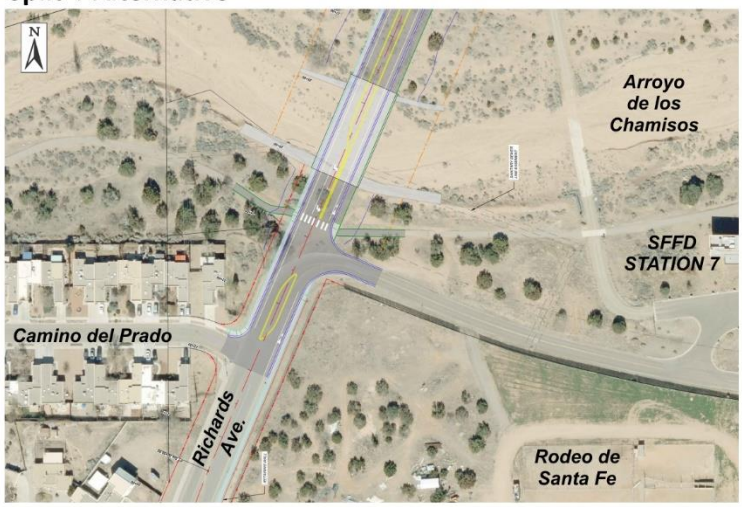
UPDATES TO THE PREFERRED ALTERNATIVE

Based on public and stakeholder input and on discussions with City leadership, the preferred alternative for the Richards Avenue/Camino del Prado intersection is modified to a modern roundabout configuration including the realignment of the road serving the fire station, community center and future tennis center. This modifies the preferred alternative in the Phase IB report for the north end of the South Segment, Rodeo Road to Camino del Prado, and for the south end of the Middle Segment, Camino del Prado to

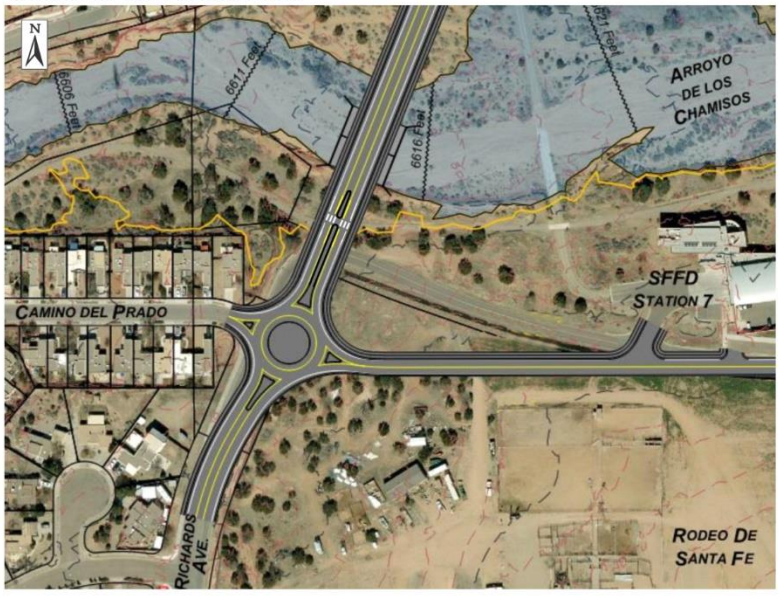
Siringo Road Eastbound. Other aspects of the proposed improvement may be refined as part of the preliminary and final design process and are expected to include additional traffic calming features. The roundabout and other proposed roadway elements will be designed consistent with an *Emergency Response Route 1* facility.

Exhibit 1, Camino del Prado Intersection Alternatives

Split-T Alternative



Roundabout Alternative



APPENDICES

APPENDIX A STAKEHOLDER MEETING SUMMARIES
APPENDIX B MATERIALS FROM PUBLIC MEETING NO. 3

APPENDIX A
STAKEHOLDER MEETING SUMMARIES

Bohannan Huston

Engineering
Spatial Data
Advanced Technologies

7500 Jefferson St. NE
Albuquerque, NM 87109

bhinc.com

voice: 505.823.1000
fax: 505.798.7988
toll free: 800.877.5332

MEMORANDUM

DATE: November 10, 2022

TO: Leroy Pacheco, City of Santa Fe

FROM: Denise Aten, Bohannan Huston

SUBJECT: **Arroyo de los Chamisos Crossing Study**
Stakeholder Workshop with Santa Fe MPO
October 14, 2022

The City of Santa Fe's Project team, the Santa Fe MPO, a representative from the Bicycle and Pedestrian Advisory Committee (BPAC), and the project consultants (WSP and BHI) held an in-person workshop on Friday, October 14, 2022, to discuss the recommendations developed for the Arroyo de los Chamisos Crossing Study – Phase 1B. The workshop agenda was focused on the comments provided by the Santa Fe MPO and the BPAC (attached).

Below is a summary of focus areas and discussion items:

Grade-separated crossing for the Arroyo de los Chamisos (ADLC) Trail:

- The project team reiterated that the intent to complete a feasibility for a potential grade separated crossing of the ADLC trail was included in the recommendations in the Phase 1B report and would be completed as the project moves forward into preliminary design.
- The project team ensured the group that all potential environmental impacts to the arroyo would be considered.
- It was also confirmed, that with approximately 10,000 vehicles daily, the option for both a grade-separated and an enhanced at-grade crossing would be appropriate.

Medians and Lane Width:

- Concern was expressed regarding the striped median. It was noted that it may not be effective in slowing traffic.
- Raised medians provide traffic calming. Medians support the left-turn needs at the fire station road and improves overall pedestrian safety by providing a refuge island for at-grade crossings.
- Raised medians were discussed and supported by the City, the MPO, and the consultants, as appropriate. This feature will be considered as the design progresses.
- Santa Fe MPO suggested narrower lanes, with a preference for 10 feet. Currently, 10.5-foot lanes are proposed. With raised medians, it was established that the width between the inside and outside curbs needs to accommodate the travel lane and the bike lane, and that a 10-foot lane could be striped with an inside shoulder to visually reduce the lane width. The lane width should be aligned with the current design standards and with the transit system.

Roundabout at Camino del Prado:

- Reevaluation of the roundabout at Camino del Prado previously presented in Phase A was discussed
- Benefits of the roundabout are as follows:
    - Allow the reduction in bridge width, minimizing impact and cost to the bridge structure
    - Provides traffic calming
    - Move emergency vehicles more efficiently
- Concerns with the roundabout were also discussed:
    - Vista del Prado Neighborhood was opposed due to cut-thru traffic
    - Requires more right-of-way

Bulb-outs / Weave:

- Consider bulb-outs in the roadway, as appropriate, to provide additional traffic calming and potentially space for emergency services and/or enforcement

Pedestrian crossing at Mark Brandt Park:

- It was requested that the addition of one more crossing location in this area be considered
- Design team will look at all options within this stretch of the project corridor
- Will consider raised crosswalk, as appropriate
- Need to consider nearby driveways
- Coordinate with the City on future plans to improve the park entrance
- Consider the newly adopted Multimodal Transition Plan

Bike Lanes:

- Santa Fe MPO prefers a 5-foot bike lane and 1- to 2-foot buffer
    - Prefer buffer between bike lane and driving lane

Next Steps:

- The project team will further consider issues noted above during preliminary design; grade-separated crossing of trail, enhanced at-grade crossing of trail, raised medians, bulb-outs and weave options to integrate traffic calming, pedestrian crossing near Mark Brandt Park, and bike lanes with appropriate buffers.

- The project team will continue with additional coordination and evaluation of the roundabout option at Camino de Prado.
    - Additional coordination is expected as follows:
        - City Councilors
        - Vista del Prado Neighborhood
        - Public meeting
        - Inquire with Rodeo de Santa Fe regarding potential land acquisition

Attachments:

Santa Fe MPO ADLC Crossing Memo – May 4, 2022
Santa Fe BPAC ADLC Crossing Comments – April 21, 2022

Meeting Attendees:

Reginal Wheeler, CSF
Leroy Pacheco, CSF
Melissa MacDonald, CSF
Zoe Isaacson, CSF
Heather Lamboy, CSF
Jeanne Wolfenbarger, CSF
Erick Aune, SFMPO
Leah Yngve, SFMPO
Hannah Burnham, SFMPO
Khal Spencer, BPAC
Jim Heimann, WSP
Bert Thomas, BHI
Denise Aten, BHI

.

Santa Fe Metropolitan Planning Organization

Date: **May 4, 2022**

To: **Leroy Pacheco**

Cc: **Regina Wheeler, Public Works Director**

Romella Glorioso-Moss, Senior Project Administrator

From: **Santa Fe MPO**

ITEM & ISSUE:

Arroyo de los Chamisos Crossing Phase B: Detailed evaluation of alternatives

RECOMMENDATIONS:

The MPO supports the BPAC recommendation to consider a trail only alternative for the short (immediate) term or long term. Providing a pedestrian and bicycle route on the existing fire road would be low cost and provide critical connectivity as called for in the Pedestrian and Bicycle Master Plans.

The MPO also supports an underpass alternative for the Arroyo de los Chamisos (ADLC) Trail to cross under Richards Road. The MPO trail counter located approximately 200 feet from the proposed Richards trail crossing shows an average use of 500 people per day, or 31 per hour between 5am and 9pm. The other major crossings of the ADLC Trail are Avenida de las Campanas (~5,000+ AADT pre-2020, ~38ft), and Camino Carlos Rey (~5,700+ AADT, ~38ft). The AADT Richards given the bridge is built will probably match or exceed those crossings, however, the crossing distance will be greater (46ft with Alternative 1, 43ft with Alternative 2) and the proposed crossings do not include pedestrian refuge islands as Avenida de las Campanas and Camino Carlos Rey have. These conditions will create a substantially worse pedestrian and bicyclist experience on the ADLC Trail without an underpass.

The MPO strongly supports the recommendation of the elimination of the median across the bridge and reducing lane widths to 10' or 10.5' as it will be a substantive cost savings and reduce speeds. If the purpose of the median is to accommodate left turns on what will be the renamed section of Richards accessing the Fire Station and GCCC we don't see the volume of traffic to this roadway section requiring the left turn lane. However, if it is essential we recommend that the intersection be relocated to align with Camino Del Prado as was suggested in previous iterations showing a round about accommodating those turns.

The existing pedestrian refuge island crossing to get to Marc Brandt Park is removed in both alternatives. Keeping this crossing should be considered to provide safe access to the park for the adjacent neighborhood.

The ADLC crossing provides the City of Santa Fe a unique opportunity to exemplify the intention and recommendations of the forthcoming Multimodal Transition Plan. Relevant recommendations from the Active Mode Strategy Plan (pages 67-73) include:

- The recommended width of vehicle travel lanes for street types that are currently 11' (arterials) should be reduced to 10', in an effort to reduce speeding and potentially create additional space for multimodal facilities such as widened sidewalks or on-street bike lanes.
- The minimum bikeway widths and locations in Table 14-9.2-1 and the accompanying illustrations should be adjusted to match the recommended bike facility types and their design guidance as described in "Appendix A: Bike Design Toolkit" pages 10 through 21 that was produced in 2019 by the Santa Fe MPO. The Bike Design Toolkit indicates that a five-foot wide (un-buffered and unprotected) bike lane would be insufficient for roads with higher than 6,000 Average Daily Traffic (ADT), and speeds over 30 mph – and that in those circumstances, separated facilities are necessary.
- Continue bike lane pavement markings through intersections as standard practice, to provide visual continuity and remind drivers that bicyclists may be present.
- Apply shared lane markings at intersection approaches where bike lanes merge with right-turn lanes.
- Increase the minimum width of the white stripe between bike lanes and vehicle travel lanes from six inches to nine inches.
- Prioritize wayfinding signage that directs trail users between off-street trail segments (that are connected via on-street routes).

The MPO supports following these recommendations to reduce vehicle travel lanes to 10', include buffered or protected bicycle lanes, continue bike lane markings through the intersection, and include wayfinding signage in this project.

Technical Corrections:
P 2-1, Statement "On the north segment, from Siringo Road to Cerrillos Road, there are no designated bike facilities." The MPO bike map and exibit 1-3 show an existing bike lane/shoulder here.

Bicycle and Pedestrian Advisory Committee (BPAC) Comments:

Phase B Detailed Evaluation of Alternatives, ARROYO DE LOS CHAMISOS CROSSING, Rodeo Road to Cerrillos Road.

Thank you for the analysis and recommendations on this greatly needed transportation connection to serve motorized and non-motorized users.

Trail-Only Alternative: A fourth alternative of "Trail Only" should have been studied and included as previously recommended during public input process. The Metropolitan Bicycle Master Plan has prioritized a trail connection here since 2012 to create direct connections between the Arroyo de los Chamisos Trail, the two sides of Richards Ave. (each with bike lanes and sidewalks), and the Marc Brandt Park Trail, along with Siringo Rd.

In the absence of a road project, a stand-alone non-motorized facility could be achieved at very little cost by simply opening up the City's emergency fire road crossing the Arroyo de los Chamisos into a facility to be shared with pedestrians and bicyclists. Or the City could work with the state to make a separate trail alignment available. This could serve non-motorized users either instead of or until construction of a road. This has been a missed opportunity since the original creation of the emergency road crossing the Arroyo de los Chamisos Trail over a decade ago. This immense opportunity should not be overlooked as part of this conversation focusing on Richards Ave.

For both alternatives presented:

Grade-Separated Trail Crossing: In addition to at-grade crossing as shown, an underpass for the Arroyo de los Chamisos Trail to travel under Richards Ave. must be incorporated into this design. The Rodeo Rd. underpass just down the same trail is instructive on how this can be done efficiently and cheaply within this proposed road project. That underpass was built by the city as a "retrofit" of an existing concrete box culvert barrel and it continues to provide both excess drainage capacity and a functional, comfortable, and safe grade-separated trail crossing.

Incorporating an underpass into the Richards Ave. design would not be a retrofit. The designers have the opportunity to raise the ceiling of part of the bridge, or of a particular CBC barrel to be used. Additional vertical difference may also be achieved between road and trail surface by raising the level of Richards Ave. to the height of its approaches on Richards Ave and the Fire Station Rd., to the south and east, rather than accommodating the low point where the two roads now meet.

A trail overpass as proposed during meeting is neither practical, for many reasons, nor desirable since this would likely be considered some future, add-on requiring a separate multi-million dollar project.

Fear of encampments and other "nefarious" activity is no reason to rule out a trail underpass. CBC barrels and bridge elsewhere along this arroyo already host these activities without a trail, and in fact a public trail would simply push activity elsewhere as we continue to grapple with the social causes of the phenomenon. Concerns about safety and security of trail users can be addressed with lighting and by providing a safe and functional at-grade crossing of Richards Ave. (both as an alternative crossing and to provide essential links to Richards Ave.).

Roundabout: The roundabout is presented as "traffic-calming" but is in fact a very expensive traffic management device that does not tie into any existing road. It is a huge windfall to the landowner and

any future developer. These elements are more typically left for land developers to fund and build, so why are we paying for it now? A roundabout south of the arroyo, on the other hand, would provide traffic management function at an existing intersection and would eliminate the need for a median on the road (as proposed) since there would be no need for any left-turn lane. It would provide the same traffic calming effect being offered by the team as well as a suitable location for an at-grade trail crossing of Richards Ave.

Median: A 14-ft.-wide median should not be necessary for the road crossing the Arroyo de los Chamisos. If the justification is to allow for speed differentials between traffic turning left onto Fire Station Rd. and those continuing southbound on Richards Ave., it would seem to be the opposite of traffic calming but rather more of a highway design. If the justification is to leave space for cueing while waiting to turn left, then this need should be studied and the length of the left-turn lane minimized to accommodate the level of need identified. Eliminating the open 14 ft.-wide median where it is not needed would not only reduce speeds but it will dramatically reduce the cost of the bridge or culverts, and the rest of the roadway being proposed with this median to the north. This cost-savings might be passed on to some of the other recommendations being developed for non-motorized traffic and for all users.

Side Path: (Trail along Richards Ave.) A "side-path" along east side of Richards Ave. as proposed is justifiable and desirable particularly as a way to directly extend the Arroyo de los Chamisos Trail and connect it to the Marc Brandt Park Trail and other alignments to the north. If the trail is to follow the road, where possible, north of the arroyo, the trail should have more separation from the road rather than be built "Back of curb." If this is really a trail, the approach to proposed roundabout should be substantially separated from the roundabout, not integrated into a typical roundabout sidewalk (whose function for pedestrians it will be replacing).

The approach of the side-path to Siringo Rd. and Marc Brandt Park would also need to be improved to function as a trail. No additional curb cuts should be allowable on any stretch of this side-path if it is intended to function as such with two-way bicycle traffic. Existing raised crosswalk and intersection in general at Siringo Rd. and Marc Brandt Park needs to all be far more closely examined and carefully developed to function as a safe, combined multi-trail and multi-road intersection.

Emergency Road as Trail, within "Build Road" Alternative: Given that the existing emergency road is parallel to the proposed alignment of Richards Ave. and then converges into that alignment as one heads north, why not eliminate the sidepath on the east side of the bridge or culverts, replace with a simple sidewalk, and keep the emergency road in place as a trail? This would bring substantial savings to the project as currently designed. It already connects to Arroyo de los Chamisos Trail at a safer location, and overall would serve as a far better trail facility, compared to side-path proposal, making the same connection north. (If water is ever flowing, trail users and use sidewalks and bike lanes on Richards Ave instead.)

Arroyo de los Pinos. Humans and animals use this arroyo alignment, which is also proposed to be preserved and possibly improved as a formal trail alignment in the Bicycle Master Plan. Will humans and animals continue to be able to travel along the Arroyo de los Pinos after the construction of Richards Ave.? Can anything be done to accommodate current and future trail needs for crossing and connection to Richards Ave. here?

"Bike Buffers" being shown on widening intersections at Rodeo and Cerrillos. Cost of, need for, and impact of widening these intersections in order to add lanes to accommodate more motor vehicle traffic as part of this project could be examined more deeply. "Bike buffers" are presented as if they are something new and different being added, but they are simply bike lanes and they already exist on each approach.

Bicycle and Pedestrian Advisory Committee (BPAC)
Chair: Councilor Michael Garcia
Members:
Erik Aaboe – County Representative
Yolanda Eisenstein – District 1
Judith Gabriele – District 2
Tony Gerlicz – District 2
Phil Lucero – District 4
Ben Pingilley – District 3
Khalil Spencer – District 4
Staff Liaison:
Romella Glorioso-Moss

NOTE: The Technical Review Subcommittee of BPAC whose members are: Ben Pingilley (Chair); Nathan Lemons (Member); and Tim Rogers (Member) evaluated the Phase B Arroyo Chamisos Report, and wrote the above comments, which at the April 14th BPAC meeting, members passed a motion to submit these comments to Project Consultants.

Bohannan Huston

Engineering
Spatial Data
Advanced Technologies

7500 Jefferson St. NE
Albuquerque, NM 87109
bhinc.com
voice: 505.823.1000
fax: 505.798.7988
toll free: 800.877.5332

MEMORANDUM

DATE: November 11, 2022

TO: Leroy Pacheco, City of Santa Fe

FROM: Denise Aten, Bohannan Huston

SUBJECT: **Arroyo de los Chamisos Crossing Study**
Rodeo de Santa Fe Coordination Call - November 11, 2022

A coordination call was held on November 11, 2022, with Jim Butler with the Rodeo de Santa Fe regarding the potential for right-of-way acquisition associated with the proposed improvements supporting the Arroyo de los Chamisos crossing. Participating in the call was Leroy Pacheco (City of Santa Fe), Jim Heimann (WSP), and Bert Thomas and Denise Aten (BHI).

The focus of the call was to discuss the potential of reevaluating a roundabout at the Richards Avenue/ Camino del Prado intersection, as part of the Arroyo de los Chamisos Crossing Study, which would require right-of-way from the northwest corner of the Rodeo de Santa Fe property.

Mr. Butler indicated the following concerns about the inclusion of a roundabout at the intersection:

- The area under consideration for right-of-way acquisition is used for contestant parking. Attendance at rodeo events increases every year and the entire site is utilized. At some events there are up to 300-400 contestants so space for parking associated trucks and trailers is critical.
- The area under consideration for right-of-way acquisition is adjacent to Mr. Butler's residence, which is located on the rodeo site.
- Roundabouts can be challenging for large trucks and trailers accessing the rodeo grounds to maneuver as they enter/exit events.
- Ownership for the fire station access road through the rodeo site will need to be clarified and confirmed prior to any right-of-way acquisition initiatives. Also, the area between the fire station road and Arroyo de los Chamisos may be owned by Rodeo de Santa Fe and will need to be investigated.

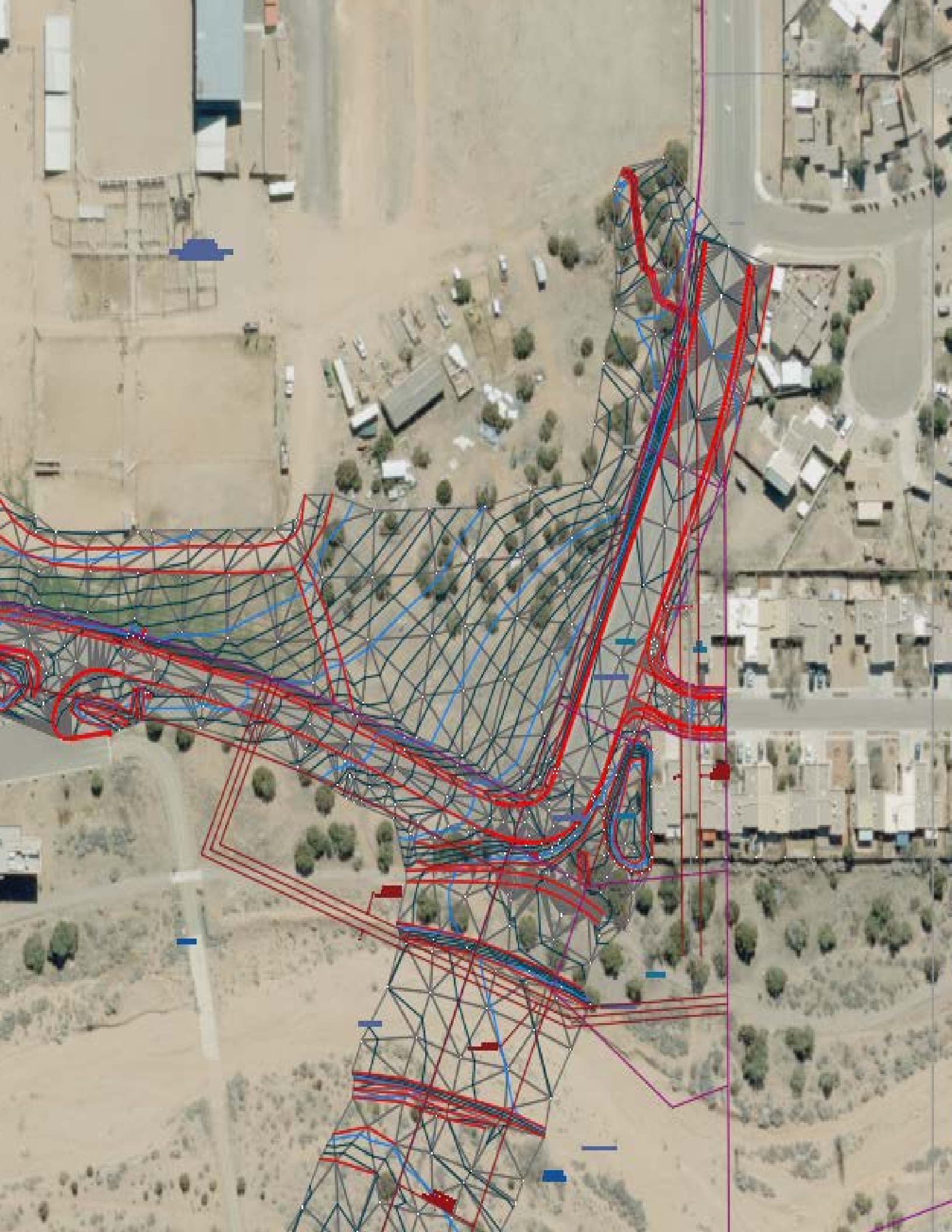
Mr. Butler was provided visuals for the proposed roundabout concept. He will share/discuss with the Rodeo de Santa Fe Board for further input and comment. An estimate of the area needed will be provided by the design team.

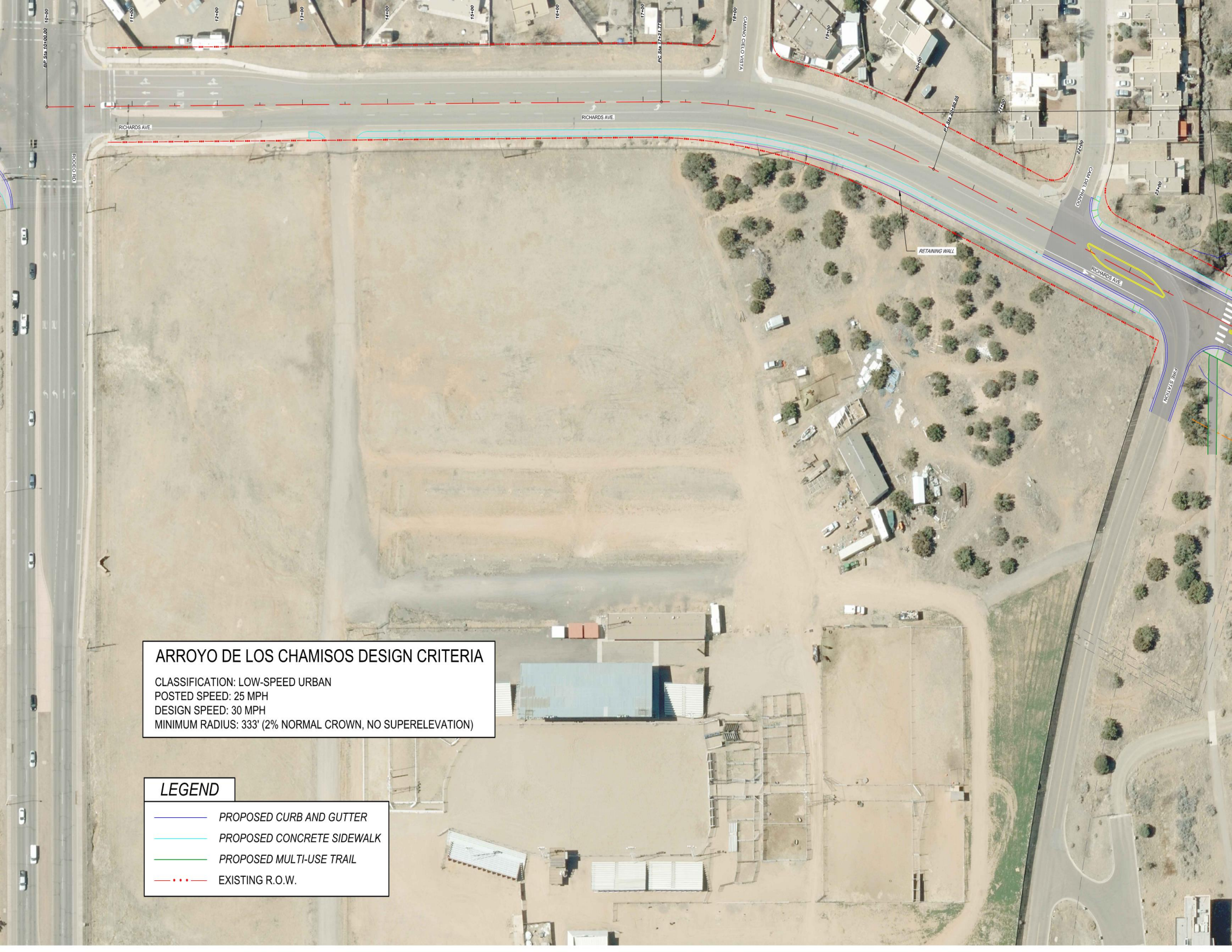
Coordination with Mr. Butler and Rodeo de Santa Fe will continue as project development continues.

Attachments: Plans provided to Mr. Butler via email on November 11, 2022



FIGURE 5.3 - ALTERNATIVE "B"




RICHARDS AVE.
RICHARDS AVE.
RICHARDS AVE.
CAMINO CIELO VISTA
CAMINO DEL PRADO
RETAINING WALL
ROSECRANS
INDIA STATION
ARROYO DE LOS CHAMISOS DESIGN CRITERIA
CLASSIFICATION: LOW-SPEED URBAN
POSTED SPEED: 25 MPH
DESIGN SPEED: 30 MPH
MINIMUM RADIUS: 333' (2% NORMAL CROWN, NO SUPERELEVATION)
LEGEND
PROPOSED CURB AND GUTTER
PROPOSED CONCRETE SIDEWALK
PROPOSED MULTI-USE TRAIL
EXISTING R.O.W.

APPENDIX B
MATERIALS FROM PUBLIC MEETING NO. 3

Bohannan Huston

Engineering
Spatial Data
Advanced Technologies

Courtyard I
7500 Jefferson St. NE
Albuquerque, NM
87109-4335
www.bhinc.com
voice: 505.823.1000
facsimile: 505.798.7988
toll free: 800.877.5332

M E M O R A N D U M

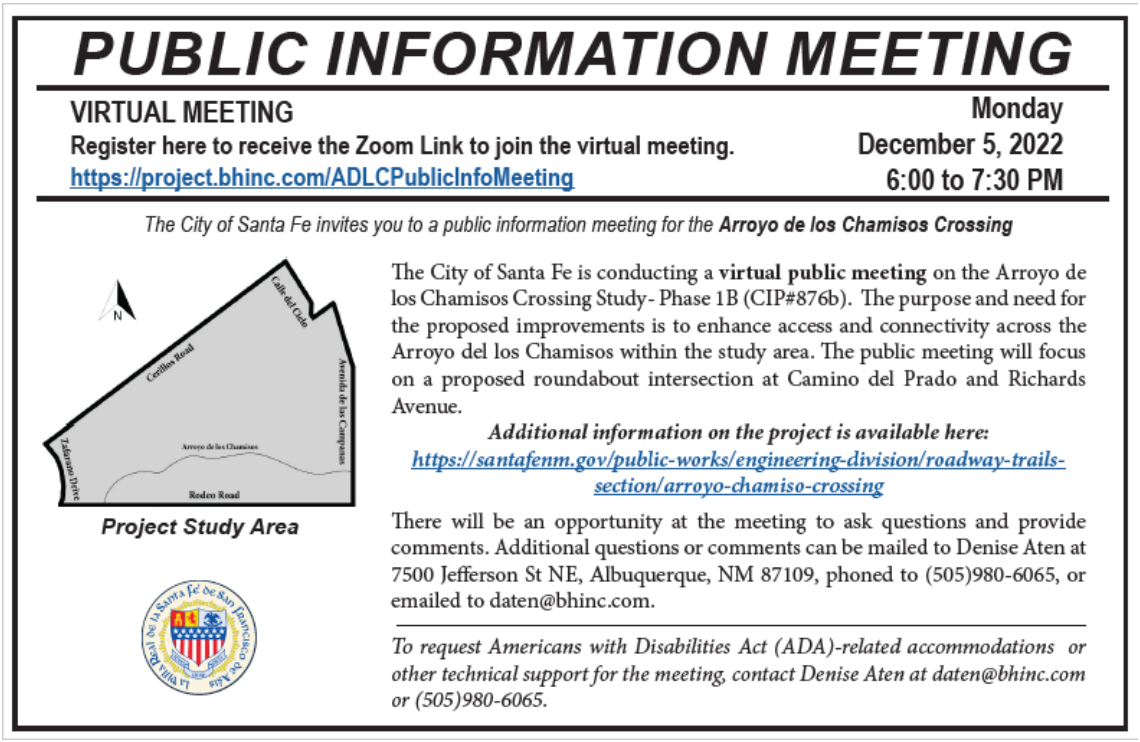
DATE: January 13, 2023

TO: Jim Heimann, PE, WSP

FROM: Denise Aten, AICP, Bohannan Huston

SUBJECT: **Arroyo de los Chamisos Crossing Study Public Meeting – Outreach**

Public Meeting
A virtual public meeting was held on December 5, 2022, at 6pm. The meeting platform was on Zoom with 107 people registered to attend and 78 actual attendees. The public meeting focused on a proposed roundabout intersection at Camino del Paro and Richards Ave, along with status updates and discussion of next steps.



PUBLIC INFORMATION MEETING

VIRTUAL MEETING
Register here to receive the Zoom Link to join the virtual meeting.
https://project.bhinc.com/ADLCPublicInfoMeeting

Monday
December 5, 2022
6:00 to 7:30 PM

The City of Santa Fe invites you to a public information meeting for the ***Arroyo de los Chamisos Crossing***

Project Study Area

The City of Santa Fe is conducting a **virtual public meeting** on the Arroyo de los Chamisos Crossing Study- Phase 1B (CIP#876b). The purpose and need for the proposed improvements is to enhance access and connectivity across the Arroyo del los Chamisos within the study area. The public meeting will focus on a proposed roundabout intersection at Camino del Prado and Richards Avenue.

Additional information on the project is available here:
https://santafenm.gov/public-works/engineering-division/roadway-trails-section/arroyo-chamiso-crossing

There will be an opportunity at the meeting to ask questions and provide comments. Additional questions or comments can be mailed to Denise Aten at 7500 Jefferson St NE, Albuquerque, NM 87109, phoned to (505)980-6065, or emailed to daten@bhinc.com.

To request Americans with Disabilities Act (ADA)-related accommodations or other technical support for the meeting, contact Denise Aten at daten@bhinc.com or (505)980-6065.

Project team members present to facilitate the meeting include Jim Heimann (WSP), Denise Aten (BHI), Bert Thomas (BHI), Leroy Pacheco (City of Santa Fe), and Regina Wheeler (City of Santa Fe).

Public Meeting Advertisement

The meeting was well advertised and in compliance with the Early Neighborhood Notification (ENN) process. The meeting invite flyer was shared through the following mechanisms:

- Meeting advertisement postcards produced and mailed to individuals within the study area, as noted in the ENN requirements.
    - 761 postcards sent on Friday, November 18th, 2022
- The Santa Fe New Mexican has reported an Ad titled, "Public Information Meeting", published on November 21st and December 4th
- Santa Fe Metropolitan Planning Facebook page and The City of Santa Fe Government website
- Email invites and reminders sent out several times (to over 300 recipients) between November 17th and December 5th, 2022

Public Meeting Summary

The presentation included an overview of the proposed alternatives for the Richards Avenue and Camino del Prado Intersection, along with a project update and discussion of next steps. A copy of the presentation is attached.

There were many opportunities for input with an open request for verbal comments during the meeting, chat box options for written comments, and texting options for those not able to join Zoom with the visual elements. Outside of the meeting, comments were invited via email, phone calls, and written comments sent through the mail. A copy of the comprehensive comment matrix is attached.

In addition to both support and concern with a proposed roundabout at Richards and Camino del Prado Intersection, additional comments made by the public and stakeholders are as follows:

- Increased traffic along Richards
- Cut through traffic into Vista del Prado, Camino Carlos Rey and Kachina Ridge Neighborhoods
- Potential right-of-way acquisition needed
- Speed bumps and traffic calming measures
- Environmental impact to the arroyo by construction and architecture
- Project timeline
- Status of the trail crossing
- Development plans for the Game & Fish Property within the Study Area

The virtual public meeting was recorded and a video of the recording, as well as the presentation materials, were made available on the City of Santa Fe website.

Arroyo Chamiso Crossing | City of Santa Fe (santafenm.gov)

Attachments-

Public Meeting Comprehensive Comment Matrix

Bicycle and Pedestrian Advisory Committee Comments

Public Meeting Postcard

Public Meeting Newspaper Ads

Public Meeting Presentation

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Almut Spalding	aspaldi@ic.edu	12/1/2022	From everything I have read and seen (documents of earlier public meetings), I very much support the roundabout idea/plan. Two comments generally (without knowing current details of the plans): 1) Are decent bike lanes planned in? (Most roundabouts that I know do NOT have bike lanes and simply alert motorists that bikes are merging--not safe! Given the poor US record of traffic deaths involving bikes and pedestrians, this should be of high priority.) 2) The actual crossing of the arroyo--with a bridge, I hope? This may not yet come up, and I know a bridge is more expensive initially. But I have read about the option with culverts--in the long run, more expensive due to continued maintenance, and also culverts really cut off passageways for wildlife and water when it really counts! Kind regards, Almut Spalding 7 Pajarito Peak, Santa Fe		for	email
Paul Burguieres	santafepb@gmail.com	12/5/2022	Hi Denise, Thanks for the zoom meeting. The presentation was well done. Can't wait for the project to be completed. This will benefit a lot of residents. Take care.		for	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Suzie Briddsang	esuzabeth@gmail.com	12/5/2022	Hi. Just want to send a comment in full support of the process and the design work to date. I'm a resident of Rancho Viejo and drive in to central Santa Fe almost daily. I've been following this project since March of 2020. Really pleased to see it moving forward and the sensitivity with which the design team is addressing every piece. It's looking like a nice compromise between "Absolutely no more traffic through our neighborhood and CERTAINLY not on my street!" and "We need to plow Richards right through from Rodeo to Cerrillos, four lanes wide!" Well done, all. Best of luck moving (ever so slowly) forward.		for	email
Susanne Lockford	susanne.lockford@gmail.com	11/1/2022	Hi Jaimie and Denise, I've been attending the zoom meeting tonight. So thanks for providing information about the Richards/Camino del Prado . I prefer the 'T' intersection; the roundabout will funnel more traffic through our neighborhood. Concern How am I going to be able to get in and out of my driveway, especially in the morning rush hour? Thanks Susanne	for	against	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Susanne Lockford	susanne.lockford@gmail.com	12/7/2022 12:10pm	Good afternoon Jamie, I wanted to get back to you about the zoom meeting on Monday night. After some careful consideration, I want to let you know that I think the roundabout being suggested is probably a better option than the 'T' Intersection. In addition, I was wondering when is a good idea for our neighborhood to submit a request for speech humps? How can we ask for speed humps and NOT speed tables, as they don't really slow down traffic? Can speed humps be added to Richards, from Cerrillos to Rodea? Also, how can we ask for a raised crosswalk to get across the street to the mailboxes? Is there any way that a traffic signal could be put in at the intersection of Camino del Prado and Rodeo Road? Right now, there is only a stop sign. With 10,000 cars potentially using Richards Avenue from Cerrillos to Rodeo, Vista del Prado will, for sure, be used as a cut-through, from Richards to Rodeo. I'm very concerned about how homeowners will be able to safely get out of their driveway to the street. I really appreciate your caring for district 4, Susanne	for		

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Susanne Lockford	susanne.lockford@gmail.com	12/7/2022 7:34pm	Now I'm thinking the T intersection would benefit our neighborhood rather than the roundabout. The roundabout just feeds cars into our subdivision. Plus I'm wondering about the fire department getting around the roundabout. Does the company doing this construction want input from us? When is the decision going to be made? Thanks for listening, Susanne Vista del Prado	for	against	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Tim Rogers	tim@sfct.org	12/5/2022	Hi Regina hope you are well! I hope the City doesn't spend a dime to dismantle the emergency road which is / will be a great trail that can converge w Richards Ave to the north just as it leaves the flood zone (Re this comment below that I submitted). Thanks! May need to talk about Safe Routes to School soon… - Tim Tim Rogers (You): Comment: A trail along a road is inferior to a trail that is not along a road. Please keep the emergency road as a trail crossing the arroyo, with its own existing intersection with Arroyo Chamiso Trail. let it converge with Richards ave as a side path along Richards Ave at that point to the north. Don't bother putting a 10 ft wide trail on the arroyo crossing. We don't need a trail intersection and road intersection all at the same place, at Fire Station Rd. Thank you			email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Tim Rogers	tim@sfct.org	12/5/2022	I'm advocating to simply keep the emergency road as is. Its existing surface is very accessible, probably to 95+% of users, and may be far a more enjoyable trail surface to many. Actual ADA accessibility across the arroyo will be met through the sidewalks along the Richards Ave crossing. (And there will be bike lanes there for pavement purists, but you can ride a road bike on the emergency road no problem too) At some point just north of the floodplain, the existing emergency road alignment converges with the future Richards Ave alignment. Then trail users can use the road alignment but why force them to do this all the way from Arroyo Chamiso Trail at "Fire Station Rd.", and why spend money for 6 ft more width of the road crossing the arroyo (12 ft for trail vs, 6 ft for sidewalk as stated by engineer), in order to create an inferior trail? Like I say, trails on independent alignments like the emergency road are absolutely superior to trails along roads (can cite AASHTO on that one!) The engineers on this project have to think narrowly here but the City should be able to think more broadly, there is no need to get rid of emergency road across the arroyo, unless perhaps the arroyo grade is all going to be changed. Thanks			email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Mike Gomez	MGomez@SantaFeEngineering.cor	12/6/2022	Leroy, Good work last night. I saw part of the ENN. That connection will really help to improve traffic flow in Santa Fe, especially the cut through traffic in the neighborhoods. Mike		for	email
Warren Thompson	warrenthompson@mac.com	12/10/2022	Denise, Good presentation. The round-a-bout looks like a much better solution than the Split T. Warren	against	for	email
Keith Higgins	keithhiggins65@gmail.com	12/10/2022	I surely hope this project goes through soon. As far as roundabouts: they save gas by sitting there idling, they're safer than 4 way stops that drivers these days are not taught how to use, but, and a big but, the roundabout needs to have a large enough circumference to be safer. Check with other cities that have roundabouts and find out what the optimum size should be. Most of Santa Fe's are way too small or are a substitute 4 way stop like on de las Campanas. Really dumb circles done there, they should be removed or redone correctly they are a joke. Good building, hope it works out. Keith		for	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Nate Cagle	cglnate@comcast.net	12/9/2022	I thought this was an excellent meeting. I really believe we need the road to go through from Rodeo to Cerrillos and I appreciate the alternatives that were presented. I'm a believer in roundabouts and believe it would calm traffic, slow or eliminate racing and be the best option. I do appreciate those home owners who oppose the entire project but with the growth of southern Santa Fe we have limited roads to get between Rodeo and Cerrillos, especially with Beckner closed. In the mornings the traffic is totally backed up on Richards and Governor Miles. All of us have had to make adjustments to our travel and with the construction of many more houses, condos, and apartments the traffic in the area is just going to get worse. Thank you for holding the meeting and all the work you are doing to make this project possible.		for	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Steven Forde	steven.forde@gmail.com	12/12/2022	Dear committee, I am grateful that the city is finally moving forward with this. I have no preference regarding the roundabout. I do wish to oppose any speed bumps or "speed tables" or whatever you want to call them. This city is far too addicted to these already. They disrupt traffic flow and cause unnecessary wear on car suspensions. I imagine too that the fire station is lobbying hard against any speed bumps. Steven Forde Santa Fe			email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Marcia Baker	marciabaker@rocketmail.com	12/15/2022	I was unable to attend the zoom meeting live, but have listened to the recording. Uselessly I would like to go on record completely opposing the project. If open space is of value to Santa Fe, why not leave us some. Install a fabulous park. The fact that a roundabout is planned for the middle of the Forest Service property indicates to me that high density housing is already the use objective for this space regardless of dithering about "not being there yet." Kachina Ridge, where I reside, cannot be accessed except via Cerrillos. Already, presumably because of the large number of new apartment type buildings, traffic has become very heavy on Cerrillos. Will the cut through not make this situation even worse. Even more high density housing without providing alternative main routes besides St. Francis and Cerrillos will be unlikely improve traffic flow now matter how many cut throughs you make. I do not understand why there is such resistance to providing speed bumps/humps/whatever. I've seen cars drag race on Cerrillos, and they will do it even on a back water straight-away only five short blocks long (Kachina Ridge Drive). People in Santa Fe automatically drive at least up to 10 mph over the posted speed limits. A pedestrian crossing the goes under a roadway (Arroyo Chamisos at Rodeo Road) seems to be an invitation to litter, to homeless activities, etc., so I would not advocate that for this project. The walking trail along this Arroyo seems to be well used. Although cars are supposed to stop for pedestrians crossing roads from the trail, it's very iffy whether they actually will. It sort of spoils the walk, not to mention the poisonous gas fumes. Can we still dare to be the City Different, or do we just keep cramming. My two cents.	against	against	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Nancy Jones	jonesnjj64@gmail.com	12/28/2022	I am one of the neighbors in Kachina Ridge. I viewed the plan and have significant concerns about the traffic numbers. The noise and flood potential from the arroyo backing up water into our neighborhood should lead to reconsideration of the plan. Thank you for your timely response. We have already had a significant flooding events because the city fails to hold builders accountable.			email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Tavo Holloway	tavo9@comcast.net	12/28/2022	Hello Ms. Aten. Thank you for collecting feedback on the proposed roundabout on Arroyo De Los Chamisos Crossing. I strongly advocate the inclusion of a roundabout. I understand the point that Americans are generally uncomfortable with roundabouts. However, every study proves them more beneficial, efficient, safer, and environmentally sensitive than stop lights (reflected in FOD's own Benefits of Roundabouts https://www.fdot.gov/agencyresources/roundabouts/benefits.shtm). Above all, roundabouts slow traffic. New Mexico has the fifth-highest driving fatality record. We have ranked as "the second worst drivers in the U.S." This side of town is subject to ongoing nighttime drag racing. PLEASE PUT IN A ROUNDABOUT AND SPEED BUMPS. We have no choice in the imposition of this new thoroughfare. An increased population requires accommodations, and it is our neighborhoods that are being forced to absorb the unexpected and undesired costs. Many of us in the Katcina Ridge development chose this location not just because the South Side is more affordable, but because it had a slice of peace. Our arroyo, buttressed by New Mexico Game and Fish's greenbelt, provides a sense of peace and quiet. We walk out our door and can stroll our arroyo all the way down to the park - in peace. It's quiet enough to hear the horses' whinny and the cow's moo over at the Rodeo Ground. This project is estimated to have 10,000 cars a day moving through. With it will come noise, pollution, greenbelt destruction, stress, and reduced property value. You let us know that low-income housing will be inserted in the old Game and Fish greenbelt as well. Please do all you can to slow the traffic down and prevent dangerous/noisy drag racing. Use a roundabout and speed bumps. Thank you for soliciting our feedback. Sincerely, Tavo Holloway		for	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Debra Sanderson	debra_sanderson@hotmail.com	12/31/2022	Hi Denise, Thank you for allowing area residents to submit comments. As a Kachina Ridge residence, I'd like to submit my preference for a roundabout option. I am in agreement with fellow neighbors, as we'd like to discourage drag racing and other activity as much as possible, given that traffic will increase. We very much like this wonderful, quite area and particularly the arroyo which allows us to walk without feeling unsafe and away from cars. I am sure the project will be a positive change for Santa Fe, however, we appreciate the opportunity to make it as safe as possible for all those who live in the area. Thank you very much! Debra Sanderson		for	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Miguel Gabaldon	mickg1984@gmail.com	12/31/2022	Dear Ms. Aten, Unfortunately, I was not able to attend the Public Meeting in person for the subject project. However, I am very interested in the advancement of the subject project, and I am forwarding my comments regarding the presentation slides included in the city's website. As residents in the neighborhood located on Las Casitas, which intersects with Camino Carlos Rey, my neighbors and I strongly support this project as a whole to help alleviate the ever increasing traffic volumes on Camino Carlos Rey. As the subject matter for this public meeting was the intersection of Richards Avenue and Camino Del Prado, I will focus my comments on that matter. Based on the comparison of advantages and disadvantages of the roundabout intersection design, I support this alternative for moving forward with the project. The traffic safety and operation advantages of the roundabout design far outweigh the other disadvantages, which are mostly related to property acquisition. As such, it would best serve the public's safety, health and welfare to proceed with the roundabout design. Sincerely, Miguel Gabaldon Resident of Las Casitas Neighborhood		for	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Paul Burguieres 06:15 PM When will we get to the construction phase? Leroy – difficult to anticipate when construction would begin as we are just entering phase c. Closing out phase d at the end of 2023 with good wind behind us.			meeting
		12/5/2022	Diana Hardy 06:15 PM For the round-about intersection, will drivers be YIELDING when they enter the round-about? Drivers on Richards will not have priority on entering the intersection? Jim - everyone must yield to the left			meeting
		12/5/2022	Richard Wood 06:17 PM Fire Department opinion should given the most weight. To me, Split Tee seems best. Denise – communication will be happening with Fire Dept	for		meeting
		12/5/2022	Diana Hardy 06:17 PM Will there be a separate intersection/route for pedestrian and bicycle traffic? They will NOT use the round-about OR the T-section? Jim – considering at grade crossing and underpass in either alternative			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Floyd Cable 06:20 PM In comparing a T-intersection and traffic circle. traffic calming should be discussed more - calming also served to greatly reduce traffic noise, and, not incidentally, pollution.			meeting
		12/5/2022	CHARLES MARSH 06:21 PM How can I object to the total crossing plan? I DO NOT want the crossing to move forward. Do I need to get legal help?	against	against	meeting
		12/5/2022	Diana Hardy 06:21 PM Referring to the separate route for pedestrians/bicycle users, will there be an underpass or overpass to cross Richards Road? Jim – considering at grade crossing and underpass in either alternative			meeting
		12/5/2022	Suzie Briddsang 06:22 PM When traffic is high on Richards, it's highly likely that people will give up trying to turn left from Fire Station Road onto Richards. They will make a right onto Richards and hope to be able to make a U turn before getting too far north. Can you anticipate how far north they would need to drive before being able to turn around and go south on Richards? Jim – go to roundabout just north of neighborhood where they could turn around and make a safe uturn			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Tim Rogers 06:22 PM What other elements of the project design have changed? Is a roundabout still also proposed on north side of the protect? Can the emergency road be salvaged as a vitally needed Trail connection? (Please show cover photo). This would make the trail proposed along the road crossing the arroyo unnecessary. Can this design integrate consideration of "emergency road" trail and future Arroyo de Los Pinos Trail? Leroy- everything that is in the signed phase b report stands including the split t intersection; coming back specifically to bring roundabout into phase b so the decision can be made considering both. Nothing else has changed. Yes, proposed on north side. No, the alignment of the roadway goes right through there; it would be interrupted by the roadway itself. Jim - Trail users will be accommodated on wider facility than a normal sidewalk			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	J.R. Damron 06:26 PM Comment: As this will be a significant road connecting Cerrillos to Rodeo with a straight section, I too am concerned about speeding as Regina alluded. Roundabouts will help with speeding more so than with the T configurement.			meeting
		12/5/2022	Rick Martinez – question regarding roundabout and traffic. Creating another intersection on both sides? Concerned with the affordable housing for future Jim – it is designed for future access on both sides. Leroy – roundabout is south of the siringo Terry Lease – To include potential uses, too early to decide what is happening with property. In the due diligence phase and currently in the transaction process so unsure if will actually happen or what will happen at this point.			meeting
		12/5/2022	Diana Hardy 06:30 PM On the 'trail', which is a bike lane next to Richards Road, will there be a fence or concrete barrier to separate the drivers from the pedestrians? Denise – buffered bike lanes will be viewed in the future			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Rachel Thompson – drag racing happens a lot on rodeo; adding this would be a total nightmare for the neighborhoods. Width of bridges, with or without the road? How much wider? Jim – in the split t scenario the bridge is about 70 feet wide and a good size 12 foot trail on right and 6 foot sidewalk on left. Roundabout would tapper the bridge and not be as wide. Get it down to a two lane road with bike lanes, sidewalks, and trails. 72 feet with roundabout without median			meeting
		12/5/2022	Tim Rogers 06:38 PM Comment: A trail along a road is inferior to a trail that is not along a road. Please keep the emergency road as a trail crossing the arroyo, with its own existing intersection with Arroyo Chamiso Trail. let it converge with Richards ave as a side path along Richards Ave at that point to the north. Don't bother putting a 10 ft wide trail on the arroyo crossing. We don't need a trail intersection and road intersection all at the same place, at Fire Station Rd. Thank you			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	AARON MILLER 06:39 PM What has been done to address the homes directly on Richards Ave between Cerrillos Rd and Siringo Rd. Traffic flow is already increased as people avoid Cerrillos Rd to the point of difficulty getting out of our own driveways. I see this project as just increasing traffic as well as vehicle speed. As some of us know our police force is down on personnel. Leroy – all the traffic calming that exists from Richards to cerrillos and siringo will be maintained and improved. Looking for additional safety enhancements. We are looking to maintain the traffic calming on roadway. Working one by one with each property owner down the road to go over possible impacts			meeting
		12/5/2022	Diana Hardy 06:40 PM I think lots of recreation users would prefer an underpass crossing at Richards rather than an 'at-grade' crossing. Can this aspect be changed? Diana Hardy 06:40 PM The 'at-grade' crossing is NOT safe!! Jim – abutments and spin offs of the trail that go down and underneath. Make underpass better on the trail.			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Angela Bordegaray 06:42 PM Can you show a street-level view at Prada toward the north and the same for a roundabout? I recognize this is conceptual; it will assist all of us to have that perspective. Thanks! Jim- we don't have a perspective of that. Birds eye view of split t is the best we have at this time			meeting
		12/5/2022	Floyd Cable – is for two roundabouts north and south on Richard. Traffic circles can help mitigate. Can hear drag racing currently			meeting
		12/5/2022	James Horn 06:46 PM Very excited to see this project becoming more real! Those that live in Casa Solana / West Alameda and have numerous family and business activities in Community College / Rancho Viejo / IAIA / Rodeo area - like us - will have a nice connectivity in Santa Fe! Thank You!			meeting
		12/5/2022	Diana Hardy 06:50 PM For the underpass that I am requesting for recreation users, the bike path could be re-routed to go under the bridge.			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Ryan Flahive 06:51 PM Good evening, I do not need a reply, just to be on record. I am part of the disc golf community and this project disrupts much of Santa Fe's most played course. 1. I agree, from experience at that particular spot on the trail, that at-grade crossing is very dangerous for bkers and runners. 2. Is renovation and expansion of the disc golf course being considered by the City of Santa Fe as part of this road project. Thank you.			meeting
		12/5/2022	Vin Kelley 06:52 PM What is the yellow jagged line in the roundabout schematic? Jim – that's the topographic line of the terrain			meeting
		12/5/2022	Barbara Kalb 06:53 PM Any thoughts with speed humps on Richards?			meeting
		12/5/2022	Bernadette Freeman – the two lanes don't like they would handle much traffic; traffic south of Richards near rodeo is quite heavy. Bert – intersection improvements at rodeo and cerrillos; corridor itself will be able to handle traffic we need as a single lane in future.			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	James Horn 06:58 PM 35 MPH speed limit along West Alameda / Casa Solana / Gonzales Community School is not appropriate in our neighborhood - it should be more like 25 MPH / 30 MPH with the neighborhood activity - I would hope this project will consider calmer speeds that we need too? Jim – the design speed is 35 but we can post it less than that. Going through roundabout will be 15-20 Leroy – 30 mile posted and 35 engineered			meeting
		12/5/2022	Floyd Cable 07:00 PM the intersection design for Rodeo & Richards, with multiple turn lanes, and a single straight-ahead lane, would be like the current intersections of Zafarano & Cerillos and Richards & Cerillos			meeting
		12/5/2022	James Keele 07:01 PM Are you aware there is a main sewer line parallel to the arroy in the vicinty of the trail underpass? Jim- yes we are and it got blown out by the major storm 3 years ago; city had to replace that line			meeting
		12/5/2022	Luke Griffin 07:01 PM She's right. The northward traffic from South Richards is not the same as the other two.			meeting
		12/5/2022	Lucy River – likes the roundabout. She objects to project as a whole since no one has communicated with the actual residents.		for	meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Leslie Reynolds – why cant we put speed bumps? Who ultimately gets to decide on design? Leroy – the long version is tables, but not off the table. These are conceptual phases and not final so nothing is off the table. The big picture is there and the details are not. Governing body gets to decide on the design when it comes to spending money; will be informed by all factors including public input. Jim – raised cross walks on the road and would help with traffic calming and speeding. They would be speed table instead of a bump. Anywhere a ped can cross we will be doing a raised cross walk			meeting
		12/5/2022	Luke Griffin 07:03 PM Richards connects to Rancho Viejo and many other subdivisions. These other streets you are mentioning do not.			meeting
		12/5/2022	Barbara Kalb 07:03 PM If I am correct, Carlos Rey has a lot of stop signs; Las Campanas has many tiny roundabouts . . . the roundabout planned for Richards bigger or smaller than those on Las Campanas?			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Matthew Downing 07:03 PM Going on record as remaining adamantly opposed to this entire plan. My comments following the last public hearing apply: The plan would cause delays to emergency services provided by the fire department located at the firehouse there, which now has private road access across the arroyo, allowing them to respond immediately, quickly, and without need to use their sirens (in both directions, whether crossing the arroyo or going out on Richards). Creating an area of congestion around their firehouse will only delay their services while adding noise from their sirens, which would become necessary for them to use. Further, every plan to develop leads to an increase in traffic on Cerrillos, which is not what Santa Fe needs. Cerrillos is already overloaded, and does not need to be congested further. Each of the plans to build a road is ill-conceived and unnecessary. You would only add to pollution, noise, and traffic in an area that is enjoyed exactly for the absence of pollution, noise, and traffic.			meeting
		12/5/2022	Rachel Thompson 07:07 PM I used Google Earth to measure the width of the 3 existing bridges and found Campanas abt. 50 wide, Carlos Rey abt. 58 feet, and Yucca abt. 65 feet. PLEASE could you report out what those are, in the next communication? Leroy – this will be more like Yucca.			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Rachel Thompson 07:08 PM Will there be bus service from Cerrillos to the Community College? How that affect traffic-slowing measures (humps bumps etc.) Leroy – very likely there will be bus service, but we are not there yet. We will work with transit to find out what they need for service.			meeting
		12/5/2022	khal spencer 07:12 PM If the design speed is 35 mph, it doesn't matter what you post it. People will drive it at 40 mph			meeting
		12/5/2022	Barbara Kalb 07:12 PM if we end up with speed humps, that will lower rated speeds to 25mph			meeting
		12/5/2022	Rachel Thompson 07:14 PM Re the 1000-year flood: It tore up all of the work that had been done along the arroyo. Installation of the sewer line itself destroyed many pinon and cypress trees and shrubs that were never replaced. I hope the health of the arroyo can also be improved. Denise – health of arroyo will be in consideration in either design. Any improvements composed will be under the national environmental act			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Jennifer Booth 07:15 PM Like a previous person mentioned, I think the fire department's needs should be number one. Consult them soon, please. Thanks, Jen, runner who uses the bike path. Leroy – fire dept will be closely meet with from phase c through build			meeting
		12/5/2022	Tavo Holloway 07:18 PM Is there a study/plan to address erosion impact on the arroyo from the support architecture of the bridge? Erosion toward our homes is already an ongoing issue. Despite some previous efforts - it continues to eat away closer to our roads/homes. Denise – we are not quite at that design level yet. Jim – whenever we build bridges we do drainage modeling to see how a large storm will affect the arroyo. We will do the scour on embankment to learn affects and possible mitigation			meeting
		12/5/2022	Angela Bordegaray 07:18 PM Would like to go record in strong support of FINALLY reaching the sensible solution to connect Rodeo to Cerrillos. It will distribute traffic more event and fairly on the north side of the Arroyo. Thanks to the project team but most critically, to my city councilor Cassutt for the political will.			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Kim Shanahan 07:19 PM Have engineers accounted for ingress and egress from possible multifamily apartments on Game and Fish Land, for as many as 300 to 400 apartments? Denise – the land use has not yet been determined and should be considered in future conversations. Jamie – a lot of conversation forthcoming around use of the land			meeting
		12/5/2022	Kim Shanahan 07:21 PM IF it happened could the plan accommodate that possibility? Regina – initial roundabout with the tree; possibility the entire acreage can be accessed by that roundabout and access roads. Access to land will evaluated for safety and convenience			meeting
		12/5/2022	Rachel Thompson 07:22 PM WHAT happens next?			meeting
		12/5/2022	CHARLES MARSH 07:22 PM At 10,000 units of traffic per day + current traffic will make Entering and exiting siringo impossible.			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Barbara Kalb 07:23 PM the size of the roundabout planned on the rodeo side of the arroya . . . whose property are you going to buy to build that? Leroy – property is owned by the Rodeo de Santa Fe Denise – we have been communicating with them			meeting
		12/5/2022	Lucy River 06:32 PM What affordable housing project and where EXACTLY is that going to be? I absolutely object to having that behind my home at the intersection of Siringo and Richards Ave. When will the homeowners be made aware of this? How many stories will this be? Why have I not been made aware of this? Lucy River.			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Floyd Cable 06:01 PM Why is this meeting being done via Zoom rather than in person? The State has lifted its restrictions on public gatherings, and this format serves to limit public participation and expression. Floyd Cable 06:09 PM For our Council members: Why is the outdated ban on public meetings being used to justify doing this on Zoom? The city dropped restrictions on public gatherings months ago. I attended the Spanish Market and Indian market events in the past 10 days. Hundreds attended, very few masked. Zoom in current circumstances does not honor the requirements for public meetings. Jamie – increases participation as some cannot attend in person. Also continuing ENNs continuation on Zoom meetings. Smoother process and easier for public			meeting

Bicycle and Pedestrian Advisory Committee (BPAC) Comments:

Phase B Detailed Evaluation of Alternatives, ARROYO DE LOS CHAMISOS CROSSING, Rodeo Road to Cerrillos Road.

Thank you for the analysis and recommendations on this greatly needed transportation connection to serve motorized and non-motorized users.

Trail-Only Alternative: A fourth alternative of "Trail Only" should have been studied and included as previously recommended during public input process. The Metropolitan Bicycle Master Plan has prioritized a trail connection here since 2012 to create direct connections between the Arroyo de los Chamisos Trail, the two sides of Richards Ave. (each with bike lanes and sidewalks), and the Marc Brandt Park Trail, along with Siringo Rd.

In the absence of a road project, a stand-alone non-motorized facility could be achieved at very little cost by simply opening up the City's emergency fire road crossing the Arroyo de los Chamisos into a facility to be shared with pedestrians and bicyclists. Or the City could work with the state to make a separate trail alignment available. This could serve non-motorized users either instead of or until construction of a road. This has been a missed opportunity since the original creation of the emergency road crossing the Arroyo de los Chamisos Trail over a decade ago. This immense opportunity should not be overlooked as part of this conversation focusing on Richards Ave.

For both alternatives presented:

Grade-Separated Trail Crossing: In addition to at-grade crossing as shown, an underpass for the Arroyo de los Chamisos Trail to travel under Richards Ave. must be incorporated into this design. The Rodeo Rd. underpass just down the same trail is instructive on how this can be done efficiently and cheaply within this proposed road project. That underpass was built by the city as a "retrofit" of an existing concrete box culvert barrel and it continues to provide both excess drainage capacity and a functional, comfortable, and safe grade-separated trail crossing.

Incorporating an underpass into the Richards Ave. design would not be a retrofit. The designers have the opportunity to raise the ceiling of part of the bridge, or of a particular CBC barrel to be used. Additional vertical difference may also be achieved between road and trail surface by raising the level of Richards Ave. to the height of its approaches on Richards Ave and the Fire Station Rd., to the south and east, rather than accommodating the low point where the two roads now meet.

A trail overpass as proposed during meeting is neither practical, for many reasons, nor desirable since this would likely be considered some future, add-on requiring a separate multi-million dollar project.

Fear of encampments and other "nefarious" activity is no reason to rule out a trail underpass. CBC barrels and bridge elsewhere along this arroyo already host these activities without a trail, and in fact a public trail would simply push activity elsewhere as we continue to grapple with the social causes of the phenomenon. Concerns about safety and security of trail users can be addressed with lighting and by providing a safe and functional at-grade crossing of Richards Ave. (both as an alternative crossing and to provide essential links to Richards Ave.).

Roundabout: The roundabout is presented as "traffic-calming" but is in fact a very expensive traffic management device that does not tie into any existing road. It is a huge windfall to the landowner and

any future developer. These elements are more typically left for land developers to fund and build, so why are we paying for it now? A roundabout south of the arroyo, on the other hand, would provide traffic management function at an existing intersection and would eliminate the need for a median on the road (as proposed) since there would be no need for any left-turn lane. It would provide the same traffic calming effect being offered by the team as well as a suitable location for an at-grade trail crossing of Richards Ave.

Median: A 14-ft.-wide median should not be necessary for the road crossing the Arroyo de los Chamisos. If the justification is to allow for speed differentials between traffic turning left onto Fire Station Rd. and those continuing southbound on Richards Ave., it would seem to be the opposite of traffic calming but rather more of a highway design. If the justification is to leave space for cueing while waiting to turn left, then this need should be studied and the length of the left-turn lane minimized to accommodate the level of need identified. Eliminating the open 14 ft.-wide median where it is not needed would not only reduce speeds but it will dramatically reduce the cost of the bridge or culverts, and the rest of the roadway being proposed with this median to the north. This cost-savings might be passed on to some of the other recommendations being developed for non-motorized traffic and for all users.

Side Path: (Trail along Richards Ave.) A "side-path" along east side of Richards Ave. as proposed is justifiable and desirable particularly as a way to directly extend the Arroyo de los Chamisos Trail and connect it to the Marc Brandt Park Trail and other alignments to the north. If the trail is to follow the road, where possible, north of the arroyo, the trail should have more separation from the road rather than be built "Back of curb." If this is really a trail, the approach to proposed roundabout should be substantially separated from the roundabout, not integrated into a typical roundabout sidewalk (whose function for pedestrians it will be replacing).

The approach of the side-path to Siringo Rd. and Marc Brandt Park would also need to be improved to function as a trail. No additional curb cuts should be allowable on any stretch of this side-path if it is intended to function as such with two-way bicycle traffic. Existing raised crosswalk and intersection in general at Siringo Rd. and Marc Brandt Park needs to all be far more closely examined and carefully developed to function as a safe, combined multi-trail and multi-road intersection.

Emergency Road as Trail, within "Build Road" Alternative: Given that the existing emergency road is parallel to the proposed alignment of Richards Ave. and then converges into that alignment as one heads north, why not eliminate the sidepath on the east side of the bridge or culverts, replace with a simple sidewalk, and keep the emergency road in place as a trail? This would bring substantial savings to the project as currently designed. It already connects to Arroyo de los Chamisos Trail at a safer location, and overall would serve as a far better trail facility, compared to side-path proposal, making the same connection north. (If water is ever flowing, trail users and use sidewalks and bike lanes on Richards Ave instead.)

Arroyo de los Pinos. Humans and animals use this arroyo alignment, which is also proposed to be preserved and possibly improved as a formal trail alignment in the Bicycle Master Plan. Will humans and animals continue to be able to travel along the Arroyo de los Pinos after the construction of Richards Ave.? Can anything be done to accommodate current and future trail needs for crossing and connection to Richards Ave. here?

"Bike Buffers" being shown on widening intersections at Rodeo and Cerrillos. Cost of, need for, and impact of widening these intersections in order to add lanes to accommodate more motor vehicle traffic as part of this project could be examined more deeply. "Bike buffers" are presented as if they are something new and different being added, but they are simply bike lanes and they already exist on each approach.

Bicycle and Pedestrian Advisory Committee (BPAC)
Chair: Councilor Michael Garcia
Members:
Erik Aaboe – County Representative
Yolanda Eisenstein – District 1
Judith Gabriele – District 2
Tony Gerlicz – District 2
Phil Lucero – District 4
Ben Pingilley – District 3
Khalil Spencer – District 4
Staff Liaison:
Romella Glorioso-Moss

NOTE: The Technical Review Subcommittee of BPAC whose members are: Ben Pingilley (Chair); Nathan Lemons (Member); and Tim Rogers (Member) evaluated the Phase B Arroyo Chamisos Report, and wrote the above comments, which at the April 14th BPAC meeting, members passed a motion to submit these comments to Project Consultants.

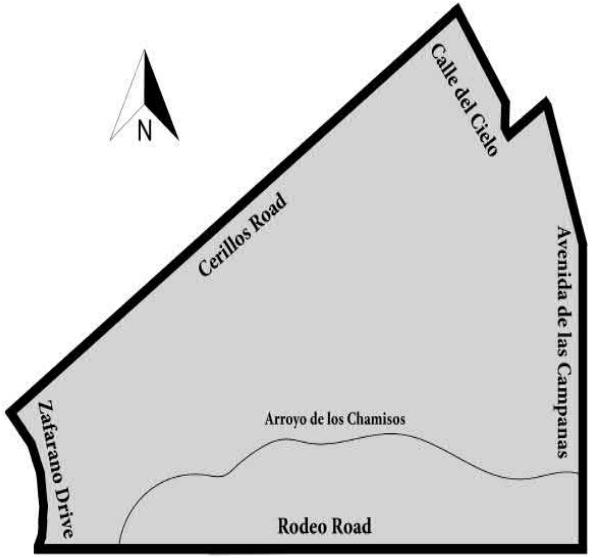
PUBLIC INFORMATION MEETING

VIRTUAL MEETING

Register here to receive the Zoom Link to join the virtual meeting.
https://project.bhinc.com/ADLCPublicInfoMeeting

Monday
December 5, 2022
6:00 to 7:30 PM

The City of Santa Fe invites you to a public information meeting for the ***Arroyo de los Chamisos Crossing***



Project Study Area

The City of Santa Fe is conducting a **virtual public meeting** on the Arroyo de los Chamisos Crossing Study- Phase 1B (CIP#876b). The purpose and need for the proposed improvements is to enhance access and connectivity across the Arroyo del los Chamisos within the study area. The public meeting will focus on a proposed roundabout intersection at Camino del Prado and Richards Avenue.

Additional information on the project is available here:
https://santafenm.gov/public-works/engineering-division/roadway-trails-section/arroyo-chamiso-crossing

There will be an opportunity at the meeting to ask questions and provide comments. Additional questions or comments can be mailed to Denise Aten at 7500 Jefferson St NE, Albuquerque, NM 87109, phoned to (505)980-6065, or emailed to daten@bhinc.com.

To request Americans with Disabilities Act (ADA)-related accommodations or other technical support for the meeting, contact Denise Aten at daten@bhinc.com or (505)980-6065.

COP27

World leaders make deal on damages fund

By Seth Borenstein, Samy Magdy and Frank Jordans
Associated Press

SHARM EL-SHEIKH, Egypt — For the first time, the nations of the world decided to help pay for the damage an overheating world is inflicting on poor countries, but they finished marathon climate talks Sunday without further addressing the root cause of those disasters — the burning of fossil fuels.

The deal, gaveled around dawn in this Egyptian Red Sea resort city, established a fund for what negotiators call loss and damage.

It was a big win for poorer nations which have long called for money — sometimes viewed as reparations — because they are often the victims of climate-worsened floods, droughts, heat waves, famines and storms despite having contributed little to the pollution that heats up the globe.

It has also long been called an issue of equity for nations hit by weather extremes and small island states that face an existential threat from rising seas.

"Three long decades and we have finally delivered climate justice," said Seve Paeniu, the finance minister of Tuvalu. "We have finally responded to the call of hundreds of millions of people across the world to help them address loss and damage."

Pakistan's environment minister, Sherry Rehman, said the establishment of the fund "is not about dispensing charity."

"It is clearly a down payment on the longer investment in our joint futures," she said, speaking for a coalition of the world's poorest nations.

Antigua and Barbuda's Molwyn Joseph, who chairs the organization of small island states, described the agreement as a "win for our entire world."

"We have shown those who have felt neglected that we hear you, we see you, and we are giving you the respect and care you deserve," he said.

The deal followed a game of chicken, with nations that supported the fund also signaling they would walk away if there was any backsliding on language on the need to slash greenhouse gas emissions.



PETER DEJONG/ASSOCIATED PRESS FILE PHOTO

Mitzi Jonelle Tan, center, of the Philippines participates in a demonstration Friday at the COP27 U.N. Climate Summit in Sharm el-Sheikh, Egypt.

Early Sunday morning, delegates approved the compensation fund but had not dealt with the contentious issues of an overall temperature goal, emissions cutting and the desire to target all fossil fuels for phase down. Through the wee hours of the night, the European Union and other nations fought back what they considered backsliding in the Egyptian presidency's overarching cover agreement and threatened to scuttle the rest of the process.

The package was revised again, removing most of the elements Europeans had objected to but adding none of the heightened ambition they were hoping for.

"What we have in front of us is not enough of a step forward for people and planet," a disappointed Frans Timmermans, executive vice president of the European Union, told his fellow negotiators. "It does not bring enough added efforts from major emitters to increase and accelerate their emissions cuts.

"We have all fallen short in actions to avoid and minimize loss and damage," Timmermans said. "We should have done much more."

Germany's Foreign Minister Annalena Baerbock likewise voiced frustration.

"It is more than frustrating to see overdue steps on mitigation and the phase-out of fossil energies being stonewalled by a number of large emitters and oil producers," she said.

The agreement includes a veiled reference to the benefits of natural gas as low emission energy, despite many nations calling for a phase down of natural gas, which does contribute to climate change.

While the new agreement doesn't ratchet up calls for reducing emissions, it does retain language to keep alive the global goal of limiting warming to 1.5 degrees Celsius, or 2.7 degrees Fahrenheit. The Egyptian presidency kept offering proposals that harkened back to 2015 Paris language which also mentioned a looser goal of 2 degrees. The world has already warmed 1.1 degrees Celsius, or 2 degrees Fahrenheit, since pre-industrial times.

Nor did the final deal expand on last year's call to phase down global use of "unabated coal" even though India and other countries pushed to include oil and natural gas in language from Glasgow. That too was the subject of last minute debate, especially upsetting Europeans.

Last year's climate talks president chided the summit leadership for knocking down his efforts to do more to cut emissions with a forceful listing of what was not done.

"We joined with many parties to propose a number of measures that would have contributed to this emissions peaking before 2025, as the science tells us is necessary. Not in this text," the United Kingdom's Alok Sharma said emphasizing the last part. "Clear follow through on the phase down of coal. Not in this text. A clear commitment to phase out all fossil fuels. Not in this text. And the energy text weakened in the final minutes."

And in his remarks to negotiators, U.N. climate chief Simon Stiell, who hails from Grenada, called on the world "to move away from fossil fuels, including coal, oil and gas."

However, that fight was overshadowed by the historic compensation fund.

"Quite a few positives to celebrate amidst the gloom and doom" of not cutting emissions fast enough to limit warming to 1.5 degrees, said climate scientist Maarten van Aalst of the Red Cross Red Crescent Climate Center, which responds to climate disasters.

Next year's talks will also see further negotiations to work out details of the new loss and damage fund, as well as review the world's efforts to meet the goals of the Paris accord, which scientists say are slipping out of reach.

Leak at Pa. gas storage well plugged, company says

By Michael Biesecker
Associated Press

The operator of a natural gas storage well in Western Pennsylvania says workers have successfully plugged a leak that had been spewing massive amounts of planet-warming methane into the atmosphere for two weeks.

Equitrans Midstream said the well at its Rager Mountain storage facility, located in a rural area about an hour and a half east of Pittsburgh, was sealed shut with concrete Sunday. The well had been venting about 100 million cubic feet of natural gas per day since Nov. 6, according to initial estimates.

If accurate, that would total more than 1.4 billion cubic feet in methane, equal to the greenhouse gas emissions from burning more than 7,200 tanker trucks of gasoline.

Pennsylvania environmental regulators have issued the company notice of five potential violations of state law.

A written statement provided Sunday by Equitrans says the company had verified a 0 percent gas reading at and around the well. More than 250 feet of cement was pumped into the wellbore above two plugs to ensure venting does not recur, the company said.

The Rager facility is in Jackson Township, at the heart of the Marcellus Shale formation that has seen a boom in gas production since the introduction of hydraulic fracturing more than a decade ago. Residents living as four miles away from the leak told the Associated Press on Friday they could hear the roar of pressurized gas escaping from the well and smell the fumes.

Methane, the primary component of natural gas, is colorless and odorless. But when the gas is processed for transport and sale, producers add a chemical called mercaptan to give it a distinctive "rotten egg" smell that helps make people aware of leaks.

Methane's Earth-warming power is some 83 times stronger over 20 years than the carbon dioxide that comes from car tailpipes and power plant smokestacks.

Shooter kills 5 at Colorado club, is subdued by patrons

Continued from Page A-1

motive and whether to prosecute it as a hate crime, said El Paso County District Attorney Michael Allen. Charges against the suspect will likely include first-degree murder, he said.

Police identified the alleged gunman as Anderson Lee Aldrich, who was in custody and being treated for injuries.

Aldrich was arrested in 2021 after his mother reported he threatened her with a homemade bomb and other weapons, authorities said. They declined to elaborate on that arrest. No explosives were found, authorities said at the time, and the *Gazette* in Colorado Springs reported that prosecutors did not pursue any charges and that records were sealed.

Of the 25 injured, at least seven were in critical condition, authorities said. Some were hurt trying to flee, and it was unclear if all of the victims were shot, a police spokesperson said.

Suthers said there was "reason to hope" that all of those hospitalized would recover.

The shooting rekindled memories of the 2016 massacre at the Pulse gay nightclub in Orlando, Fla., that killed 49 people. Colorado has experienced several mass killings, including at Columbine High School in 1999, a movie theater in suburban Denver in 2012 and at a Boulder supermarket last year.

It was the sixth mass killing this month and came in a year when the nation was shaken by the deaths of 21 in a school shooting in Uvalde, Texas.

Authorities were called to Club Q at 11:57 p.m. Saturday with a report of a shooting, and the first officer arrived at midnight.

Joshua Thurman said he was in the club with about two dozen other people and was dancing when the shots began. He initially thought it was part of the music, until he heard another shot and said he saw the flash of a gun muzzle.

Thurman, 34, said he ran with another person to a dressing room where someone already was hiding. They locked the door, turned off the lights and got on the floor but could hear the violence unfolding, including the gunman getting beaten up, he added.

"I could have lost my life — over what? What was the purpose?" he said as tears ran down his cheeks. "We were just enjoying ourselves. We weren't out harming anyone. We were in our space, our community, our home, enjoying ourselves like everybody else does."

Detectives also were examining whether anyone had helped Aldrich before the attack, Police Chief Adrian Vasquez said. He said patrons who intervened during the attack were "heroic" and owed a debt of gratitude for preventing more deaths.

Club Q is a gay and lesbian nightclub that features a drag show on Saturdays, according to its website. Club Q's Facebook page said planned entertainment included a "punk and alternative show" preceding a birthday dance party, with a Sunday all-ages drag brunch.

Suthers noted the club had operated for 21 years and had not reported any threats before Saturday's attack.

Drag events have become a focus of anti-LGBTQ rhetoric and protests recently as opponents, including politicians, have proposed banning children from them, falsely claiming they're used to "groom" children.



PARKER SEIBOLD/THE GAZETTE VIA ASSOCIATED PRESS

Tyrice Kelley, center right, a performer at Club Q, is comforted Sunday during a service held at All Souls Unitarian Church following an overnight fatal shooting at the gay nightclub in Colorado Springs, Colo.

Attorney General Merrick Garland was briefed on the shooting and the FBI was assisting police with the investigation.

To substantiate a hate-crime charge against Aldrich, prosecutors would have to prove he was motivated by the victims' actual or perceived sexual orientation or gender identity. So far, the suspect has not been cooperative in interviews with investigators and has not given them clear insight yet about the motivation for the attack, according to the official who spoke on condition of anonymity.

President Joe Biden said that while the motive for the shootings was not yet clear, "we know that the LGBTQI+ community has been subjected to horrific hate violence in recent years."

"Places that are supposed to be safe spaces of acceptance and celebration should never be turned into places of terror and violence," he said. "We cannot and must not tolerate hate."

Colorado Gov. Jared Polis, who became the first openly gay man in the United States to be elected governor in 2018, called the shooting "sickening."

"My heart breaks for the family and friends of those lost, injured and traumatized," Polis said. "Colorado stands with our LGTBQ community and everyone impacted by this tragedy as we mourn."

A makeshift memorial sprang up Sunday near the club, with flowers, a stuffed animal and candles and a sign saying "Love over hate" next to a rainbow-colored heart.

Seth Stang was buying flowers for the memorial when he was told that two of the dead were his friends. The 34-year-old transgender man said it was like having "a bucket of hot water getting dumped on you. ... I'm just tired of running out of places where we can exist safely."

Ryan Johnson, who lives near the club and was there last month, said it was one of only two nightspots for the LGBTQ community in conservative-leaning Colorado Springs. "It's kind of the go-to for pride," the 26-year-old said of the club, which is tucked behind other businesses, including a bowling alley and a sandwich shop.

Colorado Springs, a city of about 480,000 located 70 miles south of Denver, is home to the U.S. Air Force Academy, the U.S. Olympic Training Center, as well as Focus on the Family, a prominent evangelical Christian ministry that lobbies against LGBTQ rights. The group condemned the shooting and said it "exposes the evil and wickedness inside the human heart."

In November 2015, three people were killed and eight wounded at a Planned Parenthood clinic in the city when authorities say a gunman targeted the clinic because it performed abortions.

"Club Q is devastated by the senseless attack on our community," the club posted on Facebook. "We thank the quick reactions of heroic customers that subdued the gunman and ended this hate attack."

The CEO of a national LGBTQ-rights organization, Kevin Jennings of Lambda Legal, pleaded for tighter restrictions on guns.

"America's toxic mix of bigotry and absurdly easy access to firearms means that such events are all too common and LGBTQ+ people, BIPOC communities, the Jewish community and other vulnerable populations pay the price again and again for our political leadership's failure to act," he said in a statement.

Student

Continued from Page A-1

police statement read. "The victim, who also had a firearm, shot Travis. The female and the other two males fled the scene."

The state police statement said the female was later arrested and booked into the Bernalillo County juvenile detention center and charged with aggravated battery and conspiracy. The other two males, both UNM students, have been identified by state police but have not been arrested.

"Agents are working with the district attorney to determine what, if any, charges they face," the state police statement read.

Multiple sources said Peake suffered a gunshot wound to his leg and has been in an Albuquerque hospital receiving treatment. NMSU said multiple members of the Aggies' coaching staff remained in Albuquerque through the weekend to be with Peake. His injury was not considered life-threatening.

NMSU athletic director Mario Moccia said he and his basketball program will withhold making public statements until all the details of Saturday's shooting come out.

NMSU has canceled Aggies basketball coach Greg Heiar's regularly scheduled Monday news briefing with local media. The NMSU basketball team traveled by bus back to Las Cruces on Saturday afternoon, getting pulled over by state police on Interstate 25 south of Socorro. No details about that traffic stop have been released, but Moccia said the team did make it home without further incident.

The shooting forced the postponement of Saturday night's highly anticipated game between NMSU and UNM. Originally scheduled for a 5 p.m. tipoff in The Pit, the game was called off after administrators from both schools agreed not to play.

When and if the game will be made up is still in doubt. A spokesman for UNM athletic director Eddie Nuñez said Sunday the school will not make any statements until a decision is reached on whether the game will be rescheduled or canceled altogether. The Lobos and Aggies are scheduled to meet for a second time Dec. 3 in Las Cruces.

Multiple sources said Saturday's incident did not involve student-athletes from UNM.

Social media was buzzing with activity following the shooting. A video surfaced on Twitter of a brawl involving at least a dozen fans during the Lobos-Aggies football game in Las Cruces on Oct. 15. The cellphone footage is said to show Peake in the middle of the fracas. Multiple posts suggested that was the genesis for Saturday's incident, one in which Peake may have been targeted for retribution.

A 6-foot-7 senior from Chicago, Peake started the first two games this season for the Aggies.

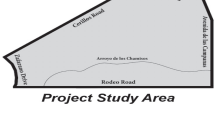
There was no word as of Sunday evening on how refunds for tickets purchased would work. UNM officials were anticipating a crowd of 15,000, making it one of the highest attended games in The Pit in several years. Not since 2015 has a Lobos home game drawn at least 15,000.

PUBLIC INFORMATION MEETING

VIRTUAL MEETING
Register here to receive the Zoom Link to join the virtual meeting.
https://project.bhinc.com/ADLCPublicInfoMeeting

Monday
December 5, 2022
6:00 to 7:30 PM

The City of Santa Fe invites you to a public information meeting for the ***Arroyo de los Chamisos Crossing***



Project Study Area

The City of Santa Fe is conducting a **virtual public meeting** on the Arroyo de los Chamisos Crossing Study- Phase 1B (CIP#876b). The purpose and need for the proposed improvements is to enhance access and connectivity across the Arroyo del los Chamisos within the study area. The public meeting will focus on a proposed roundabout intersection at Camino del Prado and Richards Avenue.

Additional information on the project is available here:
https://santafenm.gov/public-works/engineering-division/roadway-trails-section/arroyo-chamiso-crossing

There will be an opportunity at the meeting to ask questions and provide comments. Additional questions or comments can be mailed to Denise Aten at 7500 Jefferson St NE, Albuquerque, NM 87109, phoned to (505)980-6065, or emailed to daten@bhinc.com.

To request Americans with Disabilities Act (ADA)-related accommodations or other technical support for the meeting, contact Denise Aten at daten@bhinc.com or (505)980-6065.

GEORGIA SENATE RUNOFF ELECTION

Heated race stirs Black voters

By Maya King, Clyde McGrady and Jazmine Ulloa
New York Times



DUSTIN CHAMBERS/NEW YORK TIMES

Georgia voters wait to cast their ballots Friday outside a polling location in Atlanta. The contest between the incumbent Sen. Raphael Warnock, D-Ga., and Herschel Walker has many Black voters questioning if Walker represents Black people's interests.

ATLANTA — The line of voters circled around the East Point Library on a recent Thursday evening, giving Dacia Davis, a 45-year-old human resources coordinator braced against the chill, plenty of time to contemplate the historic significance of the ballot waiting for her inside.

Two African American men — Herschel Walker, a Republican, and Raphael Warnock, the Democratic incumbent — are vying for a Senate seat in the Deep South, in a runoff contest, a process designed decades ago to thwart Black candidates. The winner in Tuesday's election will serve in an institution that has been overwhelmingly white throughout its history.

But a race that may seem like a triumph for Black political power has stirred a complicated mix of emotions for Davis and many other Black Georgians. Walker's troubled candidacy has clouded their pride with suspicions, dismay, offense and even embarrassment.

In conversations with more than two dozen Black voters across Georgia, many said they did not see Walker, who has taken a conciliatory approach to matters of race, as representing the interests of Black people. Far more than a victory for racial representation, they cast the election in terms of now-familiar political stakes: a chance to keep a Republican backed by former President Donald Trump from gaining power and working to reverse policies they care about.

"It is a very historic moment," said Davis, a supporter of Warnock's. "But it is sort of like a bittersweet moment." Sure, two Black men are running for Senate, she added, but many Black voters disagree with how Walker "views the nation and also other African American people."

Polls suggest Davis' views are widely held. A CNN poll released Friday found Walker winning just 3 percent of Black voters, who make up about one-third of Georgia's electorate. That is less support than Gov. Brian Kemp, a Republican, won when he defeated Stacey Abrams in the governor's race last month, according to AP VoteCast, a survey of Georgia voters.

Those numbers do not spell the end of Walker's bid. Warnock led Walker only narrowly among all voters in the CNN survey. A strong turnout among white Republicans across the state could lift Walker to victory.

Still, Republicans had hoped Walker would make inroads with Black Georgians. Encouraged by signs that Black voters, particularly Black men, have been softening to Republican messages in recent years, the party has made attempts to speak more directly to Black voters and recruit Black candidates. Walker looked to some like the best possible shot of taking back a seat Warnock won in a stunning Democratic surge just two years ago.

It became a matchup layered with meaning: Walker and Warnock both earned acclaim by succeeding in fields central to Southern Black culture. They represent what were, for the longest time, two of the few paths for Black men to gain social status and financial security in America: religion and athletics.

Warnock is the pastor of Atlanta's Ebenezer Baptist Church, preaching from the same pulpit Martin Luther King Jr. once occupied.

In the 1980s, Walker led the University of Georgia football team to a national championship and won the Heisman Trophy before embarking on a professional football career.

But skepticism of Walker seemed to override the power of football fandom, even in Georgia.

Timothy Woodson, a 69-year-old veteran and financial manager in Columbus, a city near the Alabama border, was among those who were quick to praise Walker as a player, recounting Walker's prowess on the field.

But as Woodson, a Democrat, stood on the front steps of his home in his majority-Black, middle-class neighborhood, he said he saw Walker's candidacy as a political ploy engineered by Trump in an attempt to win Black voters.

"I saw through all the politics," he said. "I know why Herschel was picked. And I know who picked him, and I'm not with that."

Antisemitic celebrities stoke fears over normalizing hate

By Michael Kunzelman
Associated Press

A surge of anti-Jewish vitriol, spread by a world-famous rapper, an NBA star and other prominent people, is stoking fears that public figures are normalizing hate and ramping up the risk of violence in a country already experiencing a sharp increase in antisemitism.

Leaders of the Jewish community in the U.S. and extremism experts have been alarmed to see celebrities with massive followings spew antisemitic tropes in a way that has been taboo for decades. Some said it harkens back to a darker time in America when powerful people routinely spread conspiracy theories about Jews with impunity.

Former President Donald Trump hosted a Holocaust-denying white supremacist at Mar-a-Lago. The rapper Ye expressed love for Adolf Hitler in an interview. Basketball star Kyrie Irving appeared to promote an antisemitic film on social media.

"These are not fringe outliers sending emails from their parents garage or idiots no one has ever heard of. When influential mainstream cultural, political and even sports icons normalize hate speech, everyone needs to be very concerned," said Miami Beach Mayor Dan Gelber, a leader in South Florida's Jewish community.

Northwestern University history professor Peter Hayes, who specializes in Nazi Germany and the Holocaust, said normalizing antisemitism is a "real possibility" when there is a "public discussion of things that used to be beneath contempt."

"I'm very concerned about it," Hayes said. "It's one of the many ways in which America has to get a grip and stop toying with concepts and ideas that are potentially murderous."

Trump hosted Ye — the rapper formerly known as Kanye West — and Holocaust denier Nick Fuentes for dinner at his Florida home on Nov. 22.

Fuentes was a Boston University student when he attended a white nationalist rally in Charlottesville, Va., that erupted in violence in 2017. He became an internet personality who used his platform to spread white supremacist and antisemitic views. Fuentes leads a far-right extremist movement called "America First," with supporters known as "Groypers."

On Thursday, Fuentes joined Ye in appearing on the Infowars show hosted by conspiracy theorist Alex Jones. Ye praised Hitler during the interview, ratcheting up the rhetoric that already cost him a lucrative business deal with Adidas.

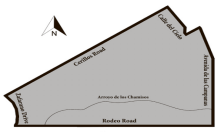
Jonathan Greenblatt, national director and CEO of the Anti-Defamation League, said it is astonishing and alarming that two of the nation's leading purveyors of antisemitism were "breaking bread with the erstwhile head of the GOP."

PUBLIC INFORMATION MEETING

VIRTUAL MEETING
Register here to receive the Zoom Link to join the virtual meeting.
https://project.bhinc.com/ADLCPublicInfoMeeting

Monday
December 5, 2022
6:00 to 7:30 PM

The City of Santa Fe invites you to a public information meeting for the ***Arroyo de los Chamisos Crossing***



Project Study Area

The City of Santa Fe is conducting a **virtual public meeting** on the Arroyo de los Chamisos Crossing Study- Phase 1B (CIP#8726b). The purpose and need for the proposed improvements is to enhance access and connectivity across the Arroyo del los Chamisos within the study area. The public meeting will focus on a proposed roundabout intersection at Camino del Prado and Richards Avenue.

Additional information on the project is available here:
https://santafenm.gov/public-works/engineering-division/roadway-trails-section/arroyo-chamiso-crossing

There will be an opportunity at the meeting to ask questions and provide comments. Additional questions or comments can be mailed to Denise Aten at 7500 Jefferson St NE, Albuquerque, NM 87109, phoned to (505)980-6065, or emailed to daten@bhinc.com.

To request Americans with Disabilities Act (ADA)-related accommodations or other technical support for the meeting, contact Denise Aten at daten@bhinc.com or (505)980-6065.

Iowa caucuses, built on myth, lose leading spot

By Thomas Beaumont
Associated Press

DES MOINES, Iowa — The Hy-Vee Hall ballroom in Des Moines erupted in cheers in 2008 when the youthful Illinois senator hinted at the improbable possibility of the feat ahead: "Our time for change has come!"

That Iowa, an overwhelmingly white state, would propel Barack Obama's rise to become America's first Black president seemed to ratify its first-in-the-nation position in the presidential nominating process.

But in the half-century arc of the state's quirky caucuses, Obama's victory proved to be an outlier. All other Democratic winners turned out to be also-rans.

The caucuses and their outsize importance were largely an exercise in myth-making, that candidates could earn a path to the White House by meeting voters in person where they live, and earnest, civic-minded Midwesterners would brave the winter cold to stand sometimes for hours to discuss issues and literally stand for their candidate.

As the caucuses have played out, the flaws have become glaring. First among them: The state's Democrats botched the count in 2020, leaving an embarrassing muddle. But there were more. Since 2008, the state's political makeup has changed dramatically, from a reliable swing state to solidly Republican. And with the Democratic Party increasingly becoming a party of diversity, Iowa's lack of it left the state without much of a rationale for leading the way.

"We've been headed this way for a while," said Joe Trippi, who managed Missouri Rep. Dick Gephardt's winning Iowa campaign in 1988, adding "2020 broke the camel's back."

The Democratic National Committee's rulemaking arm voted Friday to remove Iowa as the leadoff state in the presidential nominating order and replace it with South Carolina starting in 2024, a dramatic shakeup championed by President Joe Biden to better reflect the party's deeply diverse electorate.

The caucuses were once a novel effort to expand local participation in national party decision-making, but this vestige of 19th century Midwestern civic engagement has simply been unable to keep pace with the demands of 21st century national politics.

Having a contest where rules allowed for no winner was an early sign the arcane process would one day become a key point in the argument against keeping Iowa first.

But in 1976, the legend was born. An outsider could generate momentum heading into the first-in-the-nation New Hampshire primary election.

Richard Bender, an architect of Iowa's caucuses, never expected his work to become a national spectacle.

"We knew this was a story. And we knew it was first, and that was fun," said Bender. "But we didn't realize when we did it that this was going to be huge. In a sense, it was an accident."

Santa Fe Pens
THE "WRITE" PLACE FOR GIFTS!
DeVargas Center • 989-4742
www.santafepens.com

Nonreligious voters slant Democratic

When members of the small Pennsylvania chapter of Secular Democrats of America log on for their monthly meetings, they're not there for a virtual happy hour.

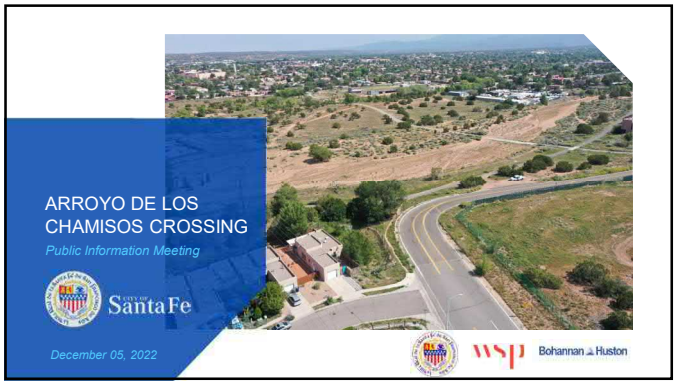
The group, mostly consisting of atheists and agnostics, mobilizes to knock on doors and make phone calls on behalf of Democratic candidates "who are pro-science, pro-democracy, whether or not they are actually self-identified secular people," said David Brown, a founder from the Philadelphia suburb of Ardmore. "We are trying to keep church and state separate. That encompasses LGBTQIA+, COVID science, bodily autonomy and reproductive rights."

Voters with no religious affiliation supported Democratic candidates and abortion rights by staggering percentages in the 2022 midterm elections.

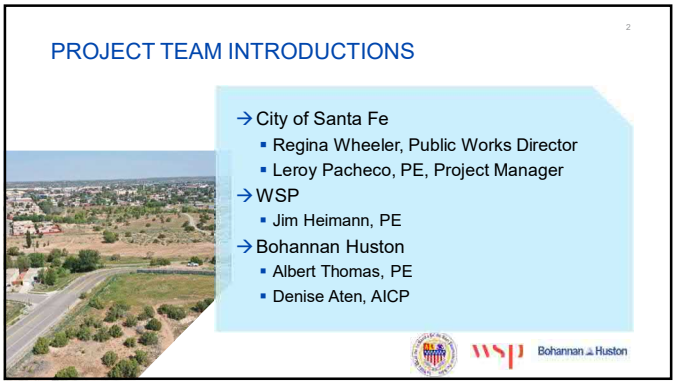
And they're voting in large numbers. In 2022, some 22 percent of voters claimed no religious affiliation, according to AP VoteCast, an expansive survey of more than 94,000 voters nationwide. They contributed to voting coalitions that gave Democrats victories in battleground states such as Pennsylvania, Wisconsin and Arizona.

Associated Press

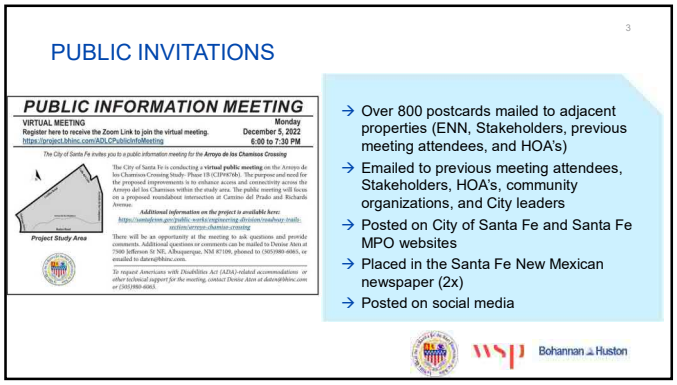



ARROYO DE LOS CHAMISOS CROSSING
Public Information Meeting
City of Santa Fe
December 05, 2022
WSP
Bohannan Huston

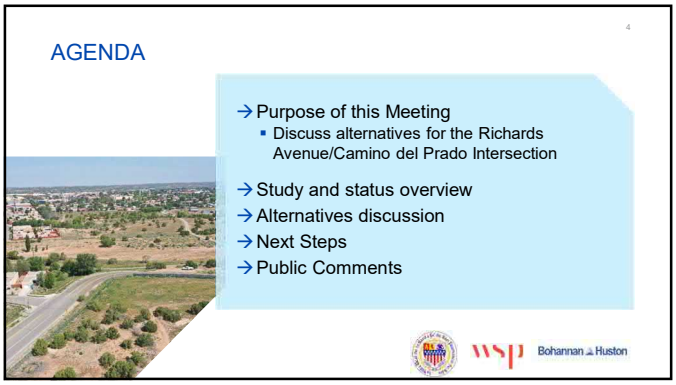
1


2
PROJECT TEAM INTRODUCTIONS
City of Santa Fe
Regina Wheeler, Public Works Director
Leroy Pacheco, PE, Project Manager
WSP
Jim Heimann, PE
Bohannan Huston
Albert Thomas, PE
Denise Aten, AICP
WSP
Bohannan Huston

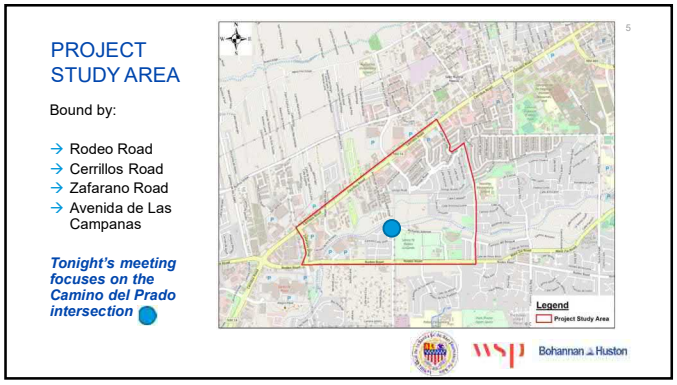
2


3
PUBLIC INVITATIONS
PUBLIC INFORMATION MEETING
VIRTUAL MEETING
Register here to receive the Zoom Link to join the virtual meeting.
Monday
December 5, 2022
6:00 to 7:30 PM
Project Study Area
Over 800 postcards mailed to adjacent properties (ENN, Stakeholders, previous meeting attendees, and HOA's)
Emailed to previous meeting attendees, Stakeholders, HOA's, community organizations, and City leaders
Posted on City of Santa Fe and Santa Fe MPO websites
Placed in the Santa Fe New Mexican newspaper (2x)
Posted on social media
WSP
Bohannan Huston

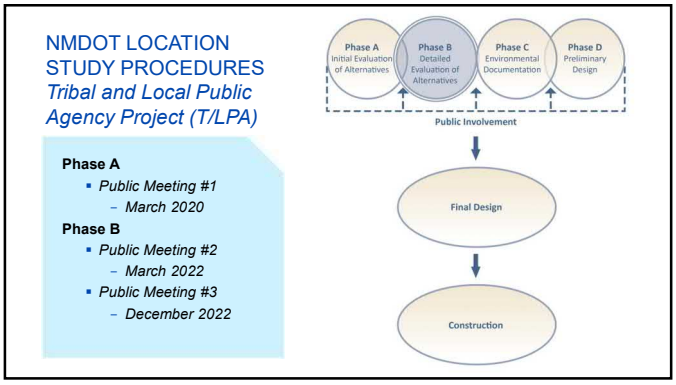
3


4
AGENDA
Purpose of this Meeting
Discuss alternatives for the Richards Avenue/Camino del Prado Intersection
Study and status overview
Alternatives discussion
Next Steps
Public Comments
WSP
Bohannan Huston

4

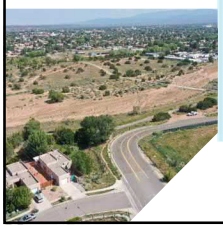

5
PROJECT STUDY AREA
Bound by:
Rodeo Road
Cerrillos Road
Zafarano Road
Avenida de Las Campanas
Tonight's meeting focuses on the Camino del Prado intersection
Legend
Project Study Area
WSP
Bohannan Huston

5


NMDOT LOCATION STUDY PROCEDURES
Tribal and Local Public Agency Project (T/LPA)
Phase A
Public Meeting #1
March 2020
Phase B
Public Meeting #2
March 2022
Public Meeting #3
December 2022
Phase A Initial Evaluation of Alternatives
Phase B Detailed Evaluation of Alternatives
Phase C Environmental Documentation
Phase D Preliminary Design
Public Involvement
Final Design
Construction

6

STATUS OVERVIEW



- City purchase of New Mexico Game and Fish property (in process)
- City has obtained $1M in State Funding for design
- Review Alternatives for the Richards Avenue/Camino del Prado intersection

Bohannan Huston

7

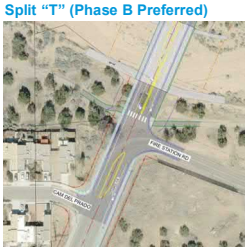
CAMINO DEL PRADO INTERSECTION ALTERNATIVES

Bohannan Huston

8

INTERSECTION ALTERNATIVES

Split "T" (Phase B Preferred)



Roundabout (Phase A/B Alternative)



Bohannan Huston

9



SPLIT "T" CONCEPT

Bohannan Huston

10

WHY WAS SPLIT "T" PREFERRED ALTERNATIVE?

→ ADVANTAGES

- Separates Camino del Prado on the west from Fire Station Road on the east
  - Addresses public concern with neighborhood cut-through traffic
- Provides acceptable and safe traffic performance
  - Left-turn bay to Fire Station Road;
  - Stop-signs on Camino del Prado and on Fire Station Road
- Minimizes impacts to the Rodeo de Santa Fe private property

→ DISADVANTAGES

- Wider Arroyo Chamisos bridge to accommodate left-turn lane
  - Approximately 20% larger
- At-grade trail crossing (~48 feet)
  - More pedestrian/vehicular conflict points
  - No pedestrian refuge



Bohannan Huston

11



ROUNDABOUT CONCEPT

Bohannan Huston

12

WHY IS A ROUNDABOUT BEING CONSIDERED?

13

→ ADVANTAGES

- Safety benefits for vehicles and pedestrians
  - Fewer conflict points by eliminating all left-turns
  - At-grade trail crossing has pedestrian refuge island; cross ~18 feet at a time
  - Traffic calming effect decreases speeds through intersection
- Provides acceptable traffic performance
- Reduces size of Arroyo Chamisos bridge area by narrowing median
  - Approximately 20% smaller



→ DISADVANTAGES

- Rodeo de Santa Fe property impacts
  - Loss of parking area
  - Proximity to on-site residence
- Higher ROW needs
  - Approximately 1.5 acres
- Higher roadway costs
- Public concerns with cut-through traffic due to alignment of Camino del Prado with Fire Station Road
- Emergency vehicle concerns

Bohannan Huston

13

SUMMARY

14

→ Either intersection type will provide acceptable levels of performance with key cost differences

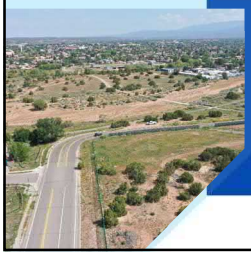
- Split "T" requires a wider bridge (Approx. 20%)
- Roundabout results in higher ROW and roadway costs

→ Traffic calming trade-offs

- Split "T" reduces neighborhood cut-through traffic concerns
- Roundabout provides a traffic calming effect on Richards Avenue, due to fewer conflict points and lower speeds

Bohannan Huston

14



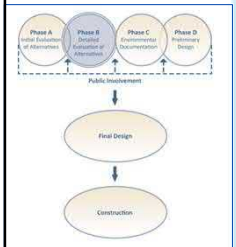
NEXT STEPS

Bohannan Huston

15

NEXT STEPS

16



→ **Collect Public Comments**
→ **Document input to inform decision-making**
→ **Confirm Preferred Alternative for Preliminary Design**

→ *Establish funding and contracting*

- *Coordination on ROW needs*
- *Complete Phase C Environmental*
- *Develop Phase D Preliminary Design*

Bohannan Huston

16

QUESTIONS AND COMMENTS

17



→ During public meeting

- Enter comments and questions in the Q & A
- Raise your hand if you want to speak
- Text comments to 505-980-6065

→ After public meeting

- Recording and PPT on City website
  - https://santafenm.gov/public-works/engineering-division/roadway-trails-section/arroyo-chamiso-crossing
- Written comments will be accepted
  - Daten@bhinc.com

→ Comments due by December 20, 2022

Bohannan Huston

17



THANK YOU!!

Public Information Meeting

Santa Fe

December 5, 2022

Bohannan Huston

18

Submitted by:



2440 Louisiana Boulevard NE, Suite 400
Albuquerque, New Mexico 87110
(505) 881-5357

www.wsp.com

Bohannan Huston

7500 Jefferson Street NE
Albuquerque, New Mexico 87109
(505) 823-1000

bhinc.com

Bicycle Friendly Community
APPLICATION PREVIEW

Updated October 17, 2022

TO APPLY

Applications are only accepted through the online form.
To submit an application online, please visit apply.bikeleague.org

Access additional resources at bikeleague.org/community
Email questions regarding the BFC application or process to bfa@bikeleague.org

UPCOMING APPLICATION CYCLES

Spring 2023
Open: October 2022
Deadline: February 15, 2023
Awards announced: May 2023

Fall 2023
Open: February 2023
Deadline: August 30, 2023
Awards announced: December 2023

APPLICATION TIPS

NOTE: Questions in **shaded blue boxes like this** are dependent fields that do not appear in the online application until their corresponding parent answer option above is selected. **If these questions are not applicable to your community, skip ahead to the next question.**

- To provide continuity for returning applicants, recent changes are highlighted throughout the application preview below.
- Find a Glossary of Terms used in the BFC Application here. If you come across a term on the application that is not listed on the glossary that you have questions about, please email bfa@bikeleaue.org.
- **The Bicycle Friendly Community online application now allows multiple user accounts to collaborate** on a single application! To add a collaborator, click on "Manage Collaborators" in the upper right-hand corner of your online application. Learn more on our Application Portal FAQs.
- The application will refer to your type of jurisdiction as 'community' throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, **please only list what is provided within your jurisdiction's boundaries**. However, if there is a significant bicycle amenity or activity close by that benefits your community, you can tell us about it in the bonus point question at the end of the appropriate 'E' section.

- The application is designed **for communities of all sizes.** The conditions that make your community unique -- size, type, location, climate, demographics -- are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application.

- **It is not necessary to be able to check every box on this application to earn a BFC designation.** We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, or more relevant to some communities than others, but we don't expect any community to do everything on the list.

- Unless a question specifically asks about plans for the future, **only check boxes for things that are already being done**. So if several improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments).

- If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Check "other" on the appropriate question, or **use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details**. This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices.

- If you would like to share any documents such as a community bike map or a file with photos with the reviewers, **please include a link or upload the file** either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. Applicants can compile several photos into a single zip file to save space on their application.

- Don't be shy to **tell us about your community's weaknesses**. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning.

- **A note about the impact of the COVID-19 Pandemic:** We recognize that many communities had to cancel or severely alter their in-person classes and events due to the COVID-19 pandemic over the last several years. On questions that ask about in-person activities that happen "at least annually" you can check the box for activities that typically happened annually before the pandemic, and that have resumed or are planned to be resumed when it is safe to do so.

- If you need help with the online application, visit our Application Portal FAQs page here or contact us at bfa@bikeleague.org.

TO SUBMIT AN APPLICATION, VISIT APPLY.BIKELEAGUE.ORG.

BICYCLE FRIENDLY COMMUNITY

Spring 2023 APPLICATION
FOR REVIEW ONLY.

Only applications submitted through the online form at apply.bikeleague.org will be considered for designation.

Table of Contents

TO APPLY 1

UPCOMING APPLICATION CYCLES 1

APPLICATION TIPS 1

APPLICATION INTRO 5

Web & Social Media Presence 5

CONTACT INFORMATION 6

Primary Application Contact 6
Additional Community Contacts 6

COMMUNITY PROFILE 7

Community Socioeconomic & Demographic Information 9

ENGINEERING 13

Policies and Design Standards for the Built Environment 13
End-of-Trip Facilities 16
Bicycle Network 19
Network Maintenance 26
Bicycle Access to Public Transportation 29
Bike Sharing 33
Other Bicycle-Related Amenities 37
Regional Coordination 38
Engineering Bonus Points 38

EDUCATION 39

Youth Bicycle Education 39
Adult Bicycle Education 45
Motorist Education 48
Bicycle Safety Education Resources 50
Inclusive Education 51
Education Bonus Points 53

ENCOURAGEMENT 53

Encouragement Policies, Programs and Partnerships 53
Route-Finding Support 54
Bicycle Culture and Promotion 55
Access to Bicycle Equipment and Repair Services 59
Reducing Work-Related/Fleet VMT 61
Encouragement Bonus Points 62

EVALUATION & PLANNING 62

Staffing and Committees 62

PUBLIC ENGAGEMENT FOR BICYCLE PLANNING 66
PLANNING, FUNDING, AND IMPLEMENTATION 68
EVALUATING THE BICYCLE NETWORK 71
EVALUATING RIDERSHIP 74
EVALUATING & IMPROVING SAFETY OUTCOMES 75
EVALUATION & PLANNING BONUS POINTS 79

EQUITY & ACCESSIBILITY 80

EQUITY & ACCESSIBILITY STAFFING, COMMITTEES, & PARTNERSHIPS 81
EQUITY DATA COLLECTION & GOALS 83
EQUITY & ACCESSIBILITY POLICIES & PLANS 84
EQUITY & ACCESSIBILITY BONUS POINTS 86

FINAL OVERVIEW 87

SUPPLEMENTARY MATERIALS 88

WHAT HAPPENS AFTER I APPLY? 89

BICYCLE FRIENDLY COMMUNITY

Spring 2023 APPLICATION
FOR REVIEW ONLY.

Only applications submitted through the online form at apply.bikeleague.org will be considered for designation.

APPLICATION INTRO

Name of Community:

Has the community applied to the Bicycle Friendly Community program before?

- ❑ **First-Time Application**
  (Select this option only if your community has NEVER applied to the BFC program before.)
- ❑ **Returning Application***
  (Select this option if your community has applied to the BFC program, even if that application did not result in an award, or was more than four years ago.)

***If returning, is your community's intention to renew its existing status at the same BFC Award Level, or to apply for a higher BFC designation?**

- ❑ Applying for Higher Award Level
- ❑ Renewing at Current Award Level

***If returning, what year was the community's most recent BFC application, and what was the result (award level)?**

Please note: *the online BFC application now has the capability to copy previous submissions into the current online form. This feature will work for a limited number of questions and answer options that have remained consistent since your last application, so we encourage renewing applicants who use this feature to review every answer carefully for accuracy. Learn more at: https://bicyclefriendly.secure-platform.com/a/page/community/renewals*

Web & Social Media Presence

If awarded, the following links will appear on your BFA Award Profile on the League's Connect Locally Map and used to promote your community through League social media channels. (optional)

Community Website:
Community's Twitter URL:
Community's Facebook URL:
Community's Instagram URL:
Community's Flickr or other public photo sharing URL:

BICYCLE FRIENDLY COMMUNITY

Spring 2023 APPLICATION
FOR REVIEW ONLY.

Only applications submitted through the online form at apply.bikeleague.org will be considered for designation.

CONTACT INFORMATION

Primary Application Contact

Applicant First Name
Applicant Last Name
Title
Department
Employer
Street Address (No PO Box, please)
City
State
Zip
Phone
Applicant Email

Additional Community Contacts

Did you work with any other local government agencies, departments, or city staff on this application?

- ❑ Yes*
- ❑ No

***If Yes, provide the following information for each contact:** *(Up to 10 contacts.)*

First Name, Last Name, Agency/Department/Organization, Title, and Email

Did you work with any local advocacy organizations or citizen volunteers on this application?

- ❑ Yes*
- ❑ No

***If Yes, provide the following information for each contact:** *(Up to 10 contacts.)*

First Name, Last Name, Organization, Title, and Email

Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?

- ❑ Yes*
- ❑ No

***If Yes, provide the following information for each contact:** *(Up to 10 contacts.)*

Name of Primary Contact, Organization, and Email

Note: *The League will contact local bike advocates in your community (both those listed here and others from our existing database of member groups) for their feedback and input about the community's bicycle-friendly efforts.*

Mayor or top elected official *Note: For internal use only.*
Name
Title
Email
Street Address
City
State
Zip

COMMUNITY PROFILE

A1. Community Name*: (Please do not include "City of", "Town of", etc.)*

A2. Name of County/Borough/Parish:

A3. State:

A4. Link to map of community boundaries: (e.g. Google Maps)

A5. Type of Jurisdiction

- ❑ Town/City/Municipality
- ❑ County/Borough/Parish*
- ❑ Metropolitan Planning Organization/ Council of Governments*
- ❑ Regional Planning Organization*
- ❑ Rural Planning Organization*
- ❑ Census Designated Place (not age-restricted)
- ❑ Census Designated Place (age-restricted)

Please note: The application will refer to your type of jurisdiction as **'community'** throughout the application, which should not include any bicycle amenities, services and other resources outside your

- ❑ Indian Country
- ❑ Military Base

***A5a. If a County/Borough/Parish, MPO, COG, or RPO, please list all other local jurisdictions (cities, towns, municipalities, or Census Designated Places) that fall within your community's borders.**

A6. Size of community: *(in sq. mi. of land area)*

A7. Total Population:

A8. Population Density: *(Person per sq. mi. of land area)*

A9. Approximately what percentage of your community falls under the following land use type categories?
For definitions, see FHWA Bikeway Selection Guide (page 20).

A9a. Rural
Drop-down menu: 0% ; 1-24%% ; 25-49% ; 50-75% ; 76-100%
A9b. Rural Town
Drop-down menu: 0% ; 1-24%% ; 25-49% ; 50-75% ; 76-100%
A9c. Suburban
Drop-down menu: 0% ; 1-24%% ; 25-49% ; 50-75% ; 76-100%
A9d. Urban
Drop-down menu: 0% ; 1-24%% ; 25-49% ; 50-75% ; 76-100%
A9e. Urban Core
Drop-down menu: 0% ; 1-24% ; 25-49% ; 50-75% ; 76-100%

A10.What is the street network density of the community? *(centerline miles of road per sq. mi. of land area)*

- ❑ Less than 5.0
- ❑ 5.1-10.0
- ❑ 10.1-15.0
- ❑ More than 15.0

A11. What is the average intersection density? *(intersections per sq. mi. of land area)*
Note: "intersection" should be defined as a junction with three or more eligible road segments.

- ❑ unknown
- ❑ Fewer than 60

- ❑ 61-100
- ❑ 101-160
- ❑ 161-260
- ❑ 261-500
- ❑ More than 500

A12. Do any of the following significant physical barriers to cycling exist in your community? *Check all that apply*

- ❑ Major highways or divided arterials with no or limited crossings
- ❑ Topographical challenges (e.g. very hilly community)
- ❑ Geographical challenges (e.g. large or sprawling community)
- ❑ Extreme heat
- ❑ Extreme cold/heavy snow
- ❑ Other seasonal or weather challenges
- ❑ Bridges that are inaccessible or unsafe for cyclists
- ❑ Tunnels that are inaccessible or unsafe for cyclists
- ❑ Large body of water (e.g. river)
- ❑ Railroad corridors
- ❑ Other*
- ❑ No significant physical barriers

***A12a. If other, please describe**

Community Socioeconomic & Demographic Information

Find the following information for your community at: https://data.census.gov/cedsci/

How to search: *(We highly recommend that you do this on a desktop computer as the tables are easier to read on that screen. However, you can still find them from the dropdown menu on your phone or tablet.)*

You can search the below questions by typing in your city or community name and clicking on the name in search results. Once it is populated a list of categories will appear on the left hand side of the screen (if using a computer). Under each question below are instructions on how to find the right section to answer each question.

A13. Census Profile Link:

Tip: from the main search field at *https://data.census.gov/cedsci/, enter your community's name and click the search icon. From the search results, click "View*

Profile" on the right hand side. (e.g. See the profile pages for Madison, WI: *https://data.census.gov/cedsci/profile?g=1600000US5548000* ; or for Athens – Clarke County, GA: *https://data.census.gov/cedsci/profile?g=0600000US1305990138* ; or for *Jamestown S'Klallam Tribe, WA*: *https://data.census.gov/cedsci/profile?g=2500000US1655*)

IF YOUR COMMUNITY DOES NOT FALL NEATLY INTO A CENSUS PLACE: Please use A13 to provide the link to your best source of the following data for all of the following questions below. For questions A14-A22, please provide best estimates for each question. Use the space provided in question A23 to provide any additional information or context about your community to help our reviewers better understand your socioeconomic and demographic details for your community.

A14. Age distribution (in percent)

Tip: *This data is available under* the "Populations and People" section *of your community's census profile page. Click on* "Populations and People" *on the left hand side of the profile and you should see a simplified graph with the following fields. You can also click on Table "S0101" for a more detailed breakdown of the age categories in your community.*

A14a. Under 5 years:
A14b. Under 18 years:
A14c. 18 years and over:
A14d. 65 years and over:

A15. Percent of the Population that Speaks a Language Other Than English at Home:

Tip: *Click on the* "Populations and People" section *of your community's census profile page, and then scroll down to "Language Spoken at Home". Enter the number listed above "Language Other Than English Spoken at Home in (your community)" on the left in question A15.* ***Enter numbers only - answer must be in ##.## format.***

You can also click on Table "S1601" for a more detailed breakdown of the languages spoken at home in your community.

A16. Percent of population that is Foreign Born:

Tip: *Click on the* "Populations and People" section *of your community's census profile page, and then scroll down to "Native and Foreign Born". Enter the number listed above "Foreign Born population in (your community)" on the left in question A16.* ***Enter numbers only - answer must be in ##.## format.***

You can also find this information on Table "DP02" under PLACE OF BIRTH for this information, as well as under WORLD REGION OF BIRTH OF FOREIGN BORN for a more detailed breakdown.

A17. Median Household Income:

Tip: *This data is listed at the top of your community's census profile page, or can be found by clicking on the "Income and Poverty" section and then on Table "S1901". Once on table S1901 scroll to the section "Median income (dollars)" to find the information for this question.*

A18. Poverty Rate:

Tip: *This data is available under the "Income and Poverty" section of your community's census profile page. Click on "Income and Poverty" on the left hand side of the profile, and scroll down to "poverty".* ***Enter numbers only - answer must be in ##.## format.***

A19. Bicycle Commute Rates by Sex

Tip: *From your community's census profile page, click on the "*Employment*" section and then scroll down to "*Commuting*" and click on* ***Table S0801****: COMMUTING CHARACTERISTICS BY SEX. On table s0801, find "Means of Transportation to Work" and scroll down to the row that says "Bicycle". Scroll to the right to find the percentages for Total Estimate, Male Estimate, and Female Estimate in the "Bicycle" row.* **Enter numbers only - answer must be in ##.## format.**

A19a. Bicycle Commuters (Total Estimate as %)
A19b. Male Bicycle Commuters (Estimate as %)
A19c. Female Bicycle Commuters (Estimate as %)

A20. Percent of Household with No Vehicles Available:

Tip: *From your Census profile link, click on the "Housing" section and then click on Table "DP04". Once on table DP04, scroll to the section "VEHICLES AVAILABLE" to find the information for this question.* ***Scroll to the right to find the percentage for your community next to "No vehicles available".*** *Enter numbers only - answers must be in ##.## format.*

A21. Disability Characteristics
Tip: *From your Census profile link, click on the "Health" section and then the "Disability" section. Enter the number listed above "Disabled Population in (your community)" on the left in question A21a. Questions A21b-e can be found on the bar graphs on the right in this same section.* ***Enter numbers only - answer must be in ##.## format.***

***Note:** The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.*

For examples, see "Disabled People Ride Bikes (and Trikes, and Tandems and Recumbents)!" a short film produced by Rooted in Rights.

We invite BFC applicants to consider what visible and invisible disabilities and other mobility needs may exist in your community, and if you aren't already, to use the BFC application as a starting place to engage directly with people with disabilities and other mobility needs in your community to ensure that your bicycle network, classes, events, and rides are inclusive and accessible to all.

A21a. Total % Disabled Population

A21b. Hearing difficulty (percent)
A21c. Vision difficulty (percent)
A21d. Cognitive difficulty (percent)
A21e. Ambulatory difficulty (percent)

A22. Racial & Ethnicity distribution (in percent)

Tip: From your community's census profile page, click on the "Race and Ethnicity" section and then click on Table P1 and then DP05 "*ACS Demographic and Housing Estimates*" and then scroll down to "RACE". **Scroll to the right to find the Percent column.** *Enter numbers only - answers must be in ##.## format.*

For the first six categories below, enter the percentage numbers found for that category under "One Race" and then enter the total percentage listed for "Two or more races". Scroll down to the "HISPANIC OR LATINO AND RACE" section to find the total percentage for "Hispanic or Latino (of any race)".

A22a. White *(number field between 0-100)*
A22b. Black or African American *(number field between 0-100)*
A22c. American Indian and Alaska Native *(number field between 0-100)*
A22d. Asian *(number field between 0-100)*
A22e. Native Hawaiian and Other Pacific Islander *(number field between 0-100)*
A22f. Some other race *(number field between 0-100)*
A22g. Two or more races *(number field between 0-100)*

A22h. Hispanic or Latino *(of any race)*

A23. If you have any other socioeconomic or demographic data from your community that you feel is significant for the BFC review team to better understand your community, please use this space to describe.

For example:

- *If your community, or specific neighborhoods within it, has a low response rate to the census or there are large numbers of uncounted residents.*
- *If there are any neighborhoods or concentrated areas within the community with higher proportions of non-English speakers, or households without access to a vehicle, etc.*
- *If a neighboring census place counts individuals who work, attend school, or visit your community on a daily basis. (e.g. The statewide residential Texas School for the Deaf and Texas School for the Blind are both located in Austin but census data will list most of those students as living elsewhere.)*

ENGINEERING

Policies and Design Standards for the Built Environment

B1. Does your community currently have any of the following policies in place? Check all that apply.

- ❑ Local Complete Streets ordinance*
- ❑ Local Complete Streets resolution*
- ❑ State, County, or other regional Complete Streets ordinance or resolution that only affects some roads within community
- ❑ Local cycling-specific ordinance that specifically requires the construction or upgrade of context-appropriate, low stress bicycle facilities when streets are being reconstructed*
- ❑ None of the above

***B1a.What year was the ordinance, policy, or resolution adopted or passed?**

***B1b. Please provide a link to the ordinance, policy, or resolution.**

***B1c. Since the adoption of the ordinance, or resolution, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?**

- ❑ 0-10%
- ❑ 11-25%

- ❑ 26-50%
- ❑ 51-75%
- ❑ More than 75%
- ❑ Unknown

B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?

- ❑ Yes*
- ❑ No

***B2a. Please describe.**

B3. Has your community adopted a design manual or guidelines that establish minimum standards for the design of safe, comfortable, and accessible bicycle facilities?

- ❑ Yes*
- ❑ No

***B3a. Please provide a link to your community's bicycle facility design manual or guidelines.**

***B3b. Do/es the manual or guidelines incorporate, reference, or follow any of the following standards? Check all that apply.**

- ❑ Accessibility standards that specifically address accommodating adaptive cycles and cyclists with disabilities
- ❑ Bike facility design standards that incorporate Universal Design principles by addressing the needs of all users and mobility types in public rights-of-way
- ❑ FHWA Bikeway Selection Guide
- ❑ FHWA Small Town and Rural Multimodal Network Guide (see PDF)
- ❑ NACTO Guide for Designing for All Ages & Abilities
- ❑ NACTO Urban Bikeway Design Guide
- ❑ NACTO Urban Street Design Guide
- ❑ AASHTO Guide for the Development of Bicycle Facilities, 4th Edition
- ❑ Other**
- ❑ None of the above

****B3b1. If other, please describe.**

B4. Does your community currently have any of the following land use or development policies in place that promote shorter distances between homes and destinations? *Check all that apply.*

- ❑ Mixed-use zoning or incentives
- ❑ Planned Unit Development zoning
- ❑ Transit Oriented Development ordinance or program
- ❑ Form-based/design-based codes
- ❑ Connectivity policy or standards
- ❑ Affordable Housing policy or plan
- ❑ Infill development incentives
- ❑ Urban Growth Boundary or similar
- ❑ Other*
- ❑ None of the above

***B4a. If other, please describe.**

B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?

- ❑ Maximum car parking standards
- ❑ No minimum car parking standards
- ❑ Car parking minimums have been reduced in last 5 years
- ❑ Paid public car parking
- ❑ Shared-parking allowances
- ❑ Congestion charges
- ❑ Engine Anti-Idling law
- ❑ Other*
- ❑ None of the above

***B5a. If other, please describe.**

B6. Does your community have any of the following additional policies or standards that support the development of bicycle infrastructure? Check all that apply.

- ❑ Requirements to accommodate of bicyclists through construction sites in the public right-of-way
- ❑ Policy to preserve abandoned rail corridors for multi-use trails
- ❑ Policy to utilize utility corridors for multi-use trails

- ❑ Policy that expands the use of bike infrastructure for other multi-modal users (people using scooters, wheelchairs, etc.)
- ❑ Other*
- ❑ None of the above

***B6a. If other, please describe.**

B7. Does your community have any of the following other policies, standards, or other barriers that limit the development of bicycle infrastructure? Check all that apply.

- ❑ Local requirements or prerequisites for bike infrastructure that don't exist for other kinds of transportation infrastructure (e.g. longer public comment period requirements for bike facilities compared to other transportation modes)
- ❑ State-level policies that limit or complicate the development of bike infrastructure
- ❑ County or MPO-level policies that limit or complicate the development of bike infrastructure
- ❑ Other
- ❑ None of the above

***B7a-d. For any box checked, please describe the policy or requirement.**

End-of-Trip Facilities

B8. What policies or programs are in place to ensure that high quality bike parking is available throughout the community? *Check all that apply.*

- ❑ Bike parking ordinance for existing buildings specifying amount and location
- ❑ Bike parking ordinance for all new developments specifying amount and location
- ❑ Incentives or requirements for developers, property management companies, and/or employers to provide secure bike parking and other end-of-trip facilities for cyclists
- ❑ Incentives, requirements, or other program(s) to encourage multi-family residential buildings and properties to provide secure bike parking and other end-of-trip facilities for residents and guests
- ❑ Incentives, requirements, or other program(s) to encourage local schools to provide secure bike parking and other end-of-trip facilities for students and employees
- ❑ Incentives, requirements, or other program(s) to encourage local retail such as grocery stores to provide secure bike parking and other end-of-trip facilities for customers and employees

- ❑ Ordinance that allows on-street bike parking/bicycle corrals
- ❑ Ordinance that allows bike parking to substitute for car parking
- ❑ Requirement for new developments to meet LEED-Neighborhood Development silver standards or higher
- ❑ Subsidy program for private bike parking installation
- ❑ Public or private program that provides grants for bike racks or free bike racks upon request
- ❑ System in place that allows residents to request the installation of new public racks
- ❑ Other*
- ❑ None of the above

***B8a. If other, please describe.**

B9. Has your community adopted bicycle parking design standards that establish minimum requirements for the quality, security, and design of bike parking?

- ❑ Yes*
- ❑ No

***B9a. Please provide a link to your community's bicycle parking design standards.**

B9b. Do your community's bicycle parking design standards meet any of the following? *Check all that apply.*

- ❑ Conform with APBP Guidelines
- ❑ Address the need for parking spaces for cargo bicycles, adaptive cycles, recumbents, tricycles, tandems, or other non-standard cycles*
- ❑ Address the need for facilities to recharge electric assist bicycles
- ❑ Other*

***B9b1. Please describe or provide the page/section of your design standards that addresses the need for parking non-standard cycles.**

Thank you for sharing more details! The League is looking for examples and resources to help other communities improve their bike parking design standards to address the needs of cargo, adaptive, and other non-standard cycles.

****B9b2. If other, please describe.**

B10. What percentage of public and private bike racks conform with APBP Guidelines?

- ❑ 10% or less
- ❑ 11-25%
- ❑ 26-50%

- ❑ 51-75%
- ❑ More than 75%
- ❑ Unknown

B11. Does your community have any of the following end-of-trip facilities that are available to the general public? *Check all that apply. Note: "Public" may include facilities that are free and open to all as well as fee or subscription-based facilities that are open to any customer.* ***Please do not include*** *private facilities that are limited to the employees or members of a company or exclusive association.*

- ❑ Public bicycle repair or fix-it stations
- ❑ Public bicycle air pumps
- ❑ Bicycle Station or Hub that provides lockers and/or showers for commuters
- ❑ Public uncovered bike racks
- ❑ Public covered bike racks
- ❑ Public bicycle lockers or similar individual secure bike parking spaces
- ❑ Public secure bike cages, rooms, or pods for communal secure bike parking spaces (e.g. Oonee Pods)
- ❑ On-street bike corrals
- ❑ Other*
- ❑ None of the above

***B11a. If other end-of-trip facilities exist in your community, please describe.**

B12. Has your community taken any of the following steps to increase the accessibility and equitable distribution of end-of-trip facilities, including bike parking? Check all that apply.

- ❑ Subsidies for low-income residents to access fee- or subscription-based facilities (if applicable)
- ❑ Accessibility audit conducted for end-of-trip facilities (e.g. identifying facilities that are inaccessible to cyclists with disabilities, etc.)
- ❑ Quality audit conducted for end-of-trip facilities (e.g. identifying facilities most in need of upgrade)
- ❑ Basic inventory conducted for end-of-trip facilities (e.g. identifying gaps in availability)
- ❑ Any end-of-trip facility audit or inventory that includes demographic or socioeconomic overlay to identify correlations with historically underinvested areas

- ❑ Demographic or socioeconomic analysis conducted to plan for or prioritize installation of new end-of-trip facilities
- ❑ Other*
- ❑ None of the above

***B12a If other, please describe.**

Bicycle Network

The Bicycle Friendly Community program has updated our questions around on- and off-street bicycle facilities with the goal of encouraging communities to focus on building cohesive, connected bicycle networks, as opposed to piecemeal bike facilities. This update reflects the Safe System Approach and emphasizes slow design speed and the importance of building safe, low-stress bicycle networks that are comfortable, equitable and accessible to all cyclists.

The following section has been developed using national guidance and standards such as FHWA's Bikeway Design Guide and Small Town and Rural Design Guide, as well as NACTO's Designing for All Ages and Abilities contextual guide and Urban Bikeway Design Guide.

As guidance and best practices continue to advance around building safe, accessible, and equitable facilities for cycling, we will continue to follow data-driven standards and encourage every Bicycle Friendly Community to do the same.

We also strive to encourage and support every BFC applicant community to better inventory and document their current and planned bikeway facilities to help facilitate future growth in and investments of the network. For more information, see the League's 2022 report, Benchmarking Bike Networks.

B13. Please provide a map to show your community's current bicycle network, including all current on- and off- street bike facilities.
Please note this does not need to be a formal public-facing map; internal planning maps are appropriate, and in some cases, preferred.
Select any that apply:

- ❑ I would like to upload a PDF map*
- ❑ I would like to link to an online map*
- ❑ No map available

***B13a-b. Bicycle Network Map:** (up to two PDF files and/or two URLs supported through the online application, along with a description of the files/URLs.)

****B13c. If no map is available for your current bicycle network, please explain why. What resources or guidance would be helpful in supporting your community in the development of a current bike map?**

B14. Bicycle Network Worksheet

Download the BFC Bicycle Network Worksheet (Microsoft Excel) here to complete your BFC Bicycle Network Worksheet. After entering your community's road network and bicycle network facilities and markings on the "Current" and "Planned" tabs of the Bicycle Network Worksheet, save your file using the naming convention "**BFC_Spring 2023_B14 BFC Network Worksheet_YOUR COMMUNITY NAME.xlsx**" before uploading your completed worksheet.

If you have any trouble accessing the excel file linked above, please contact bfa@bikeleague.org and we can provide a copy to you via email. Please see the "Instructions" tab of the worksheet for detailed instructions on how to use the worksheet, as well as the various resources tabs for more tools and guidance on measuring facilities. Please contact bfa@bikeleague.org with any additional questions.

Upload complete file here: _____

B15. Summary of Current Roadway Network
The following answers for B15a-d should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above).

B15a. Total current Roadway Network in centerline miles:
B15b. Percentage of Roadway Network that is high-speed:
B15c. Percentage of Roadway Network that is low-speed:
B15d. Percentage of Roadway Network where speed limit is unknown:

B16. Summary of Current Bicycle Network
The following answers for B16a-h should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B16a. Total current mileage of on-street bike facilities:
B16b. Total current mileage of off-street bike facilities:

B16c. Total current mileage of Bicycle Network (ALL on-street and off-street facilities):

B16d. Total current mileage of other markings and features:

B16e. Ratio of Total Current Bicycle Network to Roadway Network:
B16f. Percentage of Roads with ANY on-street bike facilities:
B16g. Percentage of Roads with LOW-STRESS on-street bike facilities

B16h. Percentage of Total Bicycle Network that is Low-Stress:

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

❑ Yes*
❑ No

***B17a. If yes, please explain.**

B18. Summary of Planned Bicycle Facilities and Network Improvements
The following answers for B18a-f should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B18a. Planned On-Road Bike Facilities:

B18b. Planned Off-Road Bike Facilities:

B18c. Planned LOW-STRESS Bike Facilities:

B18d. Planned other markings & features:

B18e. Plans to upgrade any existing bike facilities:

B18f. Plans to lower speed limits or design speeds of any existing roads:

B19. Which of the following features are provided to improve safety for bicyclists and pedestrians at off-street and side path crossings of roads with motor vehicle traffic?
Check all that apply.

❑ N/A – there are no off-street or side path crossings of roads with motor vehicle traffic

- ❑ Bike/pedestrian overpasses/underpasses
- ❑ Raised path crossings
- ❑ Refuge islands
- ❑ Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons
- ❑ Curb extensions
- ❑ Signalized crossings
- ❑ Stop signs for vehicle traffic
- ❑ Other*
- ❑ None of the above

***B19a. If other, please describe.**

B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?
Check all that apply.

- ❑ Lowered speed limit on a local road in the last 4 years
- ❑ Designed new roads with slow speeds, complete streets, and/or Safe System Approach principles
- ❑ Physically altered the road layout or appearance of existing roads to lower their design speeds for motor vehicles (e.g. road diet, installing chicanes or curb bump-outs)
- ❑ Narrowing motor vehicle traffic lane widths (lane diet)
- ❑ Converted one-way streets to two-way traffic
- ❑ Car-free/Car-restricted zones
- ❑ One or more road has been permanently closed to cars in the last 4 years
- ❑ Temporary “pop-up” bike infrastructure or traffic calming /tactical urbanism
- ❑ Designated “Slow Streets”
- ❑ Shared Space/Home Zone/Living Street/Woonerf
- ❑ Speed feedback signs/cameras
- ❑ Automated (e.g. camera or video) speed enforcement for motor vehicles
- ❑ Other*
- ❑ None of the above

***B20a. If other, please describe.**

B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?
Check all that apply.

- ❑ "Cut-throughs" that improve connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs)
- ❑ Roundabouts that accommodate bicycles
- ❑ Contra-flow bike lanes (e.g. a one-way bike lane installed heading the opposite direction of the adjacent one-way street)
- ❑ Conflict zones are marked with colored bike lanes
- ❑ Colored bike lanes outside of conflict zones
- ❑ Bicycle left turn lanes
- ❑ Shared bicycle/bus lanes
- ❑ Removal of on-street car parking
- ❑ Reverse angle parking
- ❑ Bicycle-friendly storm sewer grates
- ❑ Signed bike routes directing bicycle traffic to low-stress facilities
- ❑ On-street wayfinding signage with easily visible distance and/or riding time information for bicyclists
- ❑ Off-street wayfinding signage with easily visible distance and/or riding time information for bicyclists
- ❑ Parallel but separated paths for bicyclists and pedestrians
- ❑ Signage or markings to designate right-of-way on shared-use paths
- ❑ Other*
- ❑ None of the above

***B21a. If other, please describe.**

B22. How has your community incorporated principles of safety, comfort & attractiveness in the development of your bicycle network?
Reference the Seven Principles of Bicycle Network Design in the FHWA's Bicycle Selection Guide.

- ❑ Efforts to reduce noise
- ❑ Efforts to reduce air pollution
- ❑ Efforts to provide shade
- ❑ Efforts to provide other cooling elements
- ❑ Efforts to provide protection from inclement weather
- ❑ Street lighting on most arterials
- ❑ Street lighting on most non-arterials
- ❑ Lighting on most shared-use paths
- ❑ Lighting on some shared-use paths
- ❑ Mirrors to improve sight distance on shared-use paths

- ❑ Emergency call boxes/phones along trails
- ❑ Benches or other seating options added along bike routes/facilities
- ❑ Drinking fountain or water bottle filling stations added along bike routes/facilities
- ❑ Public art or murals*
- ❑ Historical or cultural information*
- ❑ Placemaking efforts to develop interesting or engaging places along the route
- ❑ Other**
- ❑ None of the Above

***B22a. Please describe any efforts to incorporate public art or murals along your community's bicycle network. (optional file upload for photos)**

***B22b. Please describe any efforts to incorporate historical or cultural information in your community's bicycle network. (optional file upload for photos)**

***B22c. Please describe any placemaking efforts to develop interesting or engaging places along your bicycling network. (optional file upload for photos)**

****B22d. If other, please describe.**

B23. Are there any signalized intersections in your community?

- ❑ Yes*
- ❑ No

Skip ahead to B24 if "No" is selected. *(Note field B23a will be hidden in online application until corresponding answer above is selected.)*

***B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?**

- ❑ Leading Pedestrian Intervals
- ❑ Video or microwave detection for demand-activated signals
- ❑ Demand activated signals with loop detector (and marking)
- ❑ Push-buttons that are accessible from the road or trail/side path
- ❑ Push-buttons are designed and located at an accessible height for a variety of users
- ❑ Timed signals
- ❑ Signals timed for bicycle speeds
- ❑ Bicycle Signal Heads
- ❑ Advanced Stop Line or Bike Box
- ❑ Protected intersection
- ❑ Colored bike lanes in conflict areas

- ❑ Intersection crossing markings for bicycles
- ❑ Refuge islands
- ❑ Right corner islands ("pork chops")
- ❑ Automated (e.g. camera or video) red light enforcement for motor vehicles
- ❑ Right-on-red restrictions in certain signalized intersections
- ❑ Right-on-red restrictions in all signalized intersections
- ❑ Other*
- ❑ None of the above

***B23a1. If other, please describe.**

B24. Has your community taken any of the following actions to make bicycle infrastructure more inclusive and accessible to cyclists of all ages and abilities, including people with physical or cognitive disabilities?
Check all that apply.

- ❑ Accessibility audit for one or more segment or project within the bike network*
- ❑ Accessibility audit for the bicycle network overall*
- ❑ Bollards and control access barriers have been removed or (re)designed at appropriate widths or angles to accommodate non-standard cycles such as hand cycles or adult tricycles
- ❑ Bikeway lane widths have been (re)designed to accommodate wider non-standard cycles
- ❑ Wayfinding signage and/or ground markings have been (re)designed to be clear and accessible for neurodivergent or low-vision cyclists
- ❑ Separated bike lanes or cycle tracks have been (re)designed to provide curb access to pedestrians using wheelchairs or other mobility aids
- ❑ Construction or roadway maintenance detours for cyclists are designed with ramps and appropriate widths for non-standard cycles
- ❑ Other*
- ❑ None of the above

***B24a. If other, please describe.**

Network Maintenance

B25. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to the appropriate department (public works, transportation, etc.)? *Check all that apply.*

- ❑ Online reporting system (e.g. SeeClickFix or local 311 website)
- ❑ Mobile app (e.g. local 311 app)

- ❑ Dedicated social media account(s) that cyclists are encouraged to report hazards to
- ❑ Hotline
- ❑ Regular meetings
- ❑ Contact directly via call/voicemail/ email/text
- ❑ Other*
- ❑ None of the above

***B25a. If other, please describe.**

B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?
Check all that apply.

- ❑ Established funding or capital budget line item for routine maintenance of bike facilities, such as repainting bike lanes
- ❑ Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes)*
- ❑ Policy or set schedule for routine maintenance of off-street bike facilities (e.g. repaving or vegetation maintenance)**
- ❑ Policy or standards for clearing snow and ice from on- and/or off-street bikes facilities***
- ❑ Policy or set schedule for repaving roads****
- ❑ Other****
- ❑ None of the above

If "Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes)" is checked:

***B26a. How often do the following maintenance practices occur for on-street bicycle facilities (including shoulders)?**

B26a1. Sweeping

- ❑ Before other travel lanes
- ❑ Same time as other travel lanes
- ❑ After other travel lanes
- ❑ Never

B26a2. Pothole maintenance/ surface repair

- ❑ Within 24 hours of complaint
- ❑ Within 48 hours of complaint
- ❑ Within one week of complaint

- ❑ Within one month of complaint or longer
- ❑ Never

B26a3. Restriping/ repainting markings

- ❑ Quarterly or more frequently
- ❑ Annually
- ❑ As needed
- ❑ Never

If "Policy or set schedule for routine maintenance of off-street bike facilities (e.g. repaving or vegetation maintenance)" is checked:

****B26b. How often do the following maintenance practices occur for off-street bicycle facilities (including shared use paths and trails)?**

B26b1. Sweeping

- ❑ Quarterly or more frequently
- ❑ Annually
- ❑ As needed
- ❑ Never

B26b2. Vegetation maintenance

- ❑ Quarterly or more frequently
- ❑ Annually
- ❑ As needed
- ❑ Never

B26b3. Surface repair

- ❑ Within 24 hours of complaint
- ❑ Within one week of complaint
- ❑ Within one month of complaint or longer
- ❑ Never

B26b4. Restriping/ repainting markings

- ❑ Quarterly or more frequently
- ❑ Annually
- ❑ As needed
- ❑ Never

If "Policy or standards for clearing snow and ice from on- and/or off-street bikes facilities" checked:

****B26c. How often does snow and ice clearance occur from bike facilities in your community?**

B26c1. On-street bicycle facilities

- ❑ N/A - No snow or ice
- ❑ N/A - No on-street bicycle facilities
- ❑ Before other travel lanes
- ❑ Same time as other travel lanes
- ❑ After other travel lanes
- ❑ Never

B26c2. Off-street bicycle or shared use facilities

- ❑ N/A - No snow or ice
- ❑ N/A - No off-street bicycle facilities
- ❑ Before roadways
- ❑ Same time as roadways
- ❑ After roadways
- ❑ Never

If "Policy or set schedule for repaving roads" is checked:

******B26d. What is your community's road repaving schedule or how often are roads routinely repaved in your community?**

- ❑ Annually
- ❑ Every 2-3 years
- ❑ Every 4-5 years
- ❑ Every 6-7 years
- ❑ Every 8-9 years
- ❑ Every 10-12 years
- ❑ Every 12-15 years
- ❑ More than every 15 years

If "other" is checked:

*******B26e. If other, please describe what policies, standards or mechanism are currently in place to support the ongoing maintenance of bicycle facilities.**

Bicycle Access to Public Transportation

B27. Does your community have a rail transit, bus, or other public transportation system?

- ❑ Yes*
- ❑ No

Skip ahead to B28 if "No" is selected. *(Note fields B27a-B27c will be hidden in online application until corresponding answer above is selected.)*

***B27a. Which of the following types of public transportation are offered in your community? Check all that apply.**

- ❑ Public buses*
- ❑ Bus Rapid Transit (BRT)**
- ❑ Public light rail***
- ❑ Paratransit****
- ❑ Street Trolleys
- ❑ Commuter rail
- ❑ Ferry or water taxi
- ❑ Other*****

*****B27a1. If other public transportation exists in your community, please describe.**

**If "Public Buses" is checked:*

What percentage of your community's public buses are equipped with bike racks?

- ❑ None
- ❑ 10% or less
- ❑ 11-25%
- ❑ 26-50%
- ❑ 51-75%
- ❑ 75-99%
- ❑ 100%

Are bikes allowed inside public buses?

- ❑ Yes, at all times in buses
- ❑ Only outside of rush hour service in buses
- ❑ Folding bikes are allowed in folded position in buses
- ❑ There is specialized space (e.g. hooks or luggage space) for bikes inside buses
- ❑ On-bus bicycle storage is accessible for adaptive cycles (e.g. hand cycles, recumbents, trikes, etc.)
- ❑ Non-standard cycles (cargo bikes, adaptive cycles, etc.) are allowed on buses
- ❑ None of the above

What percentage of bus stops are equipped with secure and convenient bike parking?

- ❑ None
- ❑ 10% or less
- ❑ 11-25%
- ❑ 26-50%
- ❑ 51-75%
- ❑ 75-99%
- ❑ 100%
- ❑ Unknown

***If "Bus Rapid Transit" is checked:*

What percentage of BRT Vehicles are equipped with bike racks?

- ❑ None
- ❑ 10% or less
- ❑ 11-25%
- ❑ 26-50%
- ❑ 51-75%
- ❑ 75-99%
- ❑ 100%

Are bikes allowed inside BRT Vehicles?

- ❑ Yes, at all times
- ❑ Only outside of rush hour service
- ❑ Folding bikes are allowed in folded position
- ❑ There is specialized space (e.g. hooks or luggage space) for bikes inside BRT Vehicles
- ❑ On-vehicle bicycle storage is accessible for adaptive cycles (e.g. hand cycles, recumbents, trikes, etc.)
- ❑ Non-standard cycles (cargo bikes, adaptive cycles, etc.) are allowed
- ❑ None of the above

What percentage of BRT bus stops are equipped with secure and convenient bike parking?

- ❑ None
- ❑ 10% or less
- ❑ 11-25%
- ❑ 26-50%

- ❑ 51-75%
- ❑ 75-99%
- ❑ 100%
- ❑ Unknown

****If "Public Light Rail" is checked:*

Are bikes allowed inside Light Rail vehicles?

- ❑ Yes, at all times
- ❑ Only outside of rush hour service
- ❑ Folding bikes are allowed in folded position
- ❑ There is specialized space (e.g. hooks or luggage space) for bikes inside light rail vehicles
- ❑ On-rail bicycle storage is accessible for adaptive cycles (e.g. hand cycles, recumbents, trikes, etc.)
- ❑ Non-standard cycles (cargo bikes, adaptive cycles, etc.) are allowed
- ❑ None of the above

What percentage of light right transit stops are equipped with secure and convenient bike parking?

- ❑ None
- ❑ 10% or less
- ❑ 11-25%
- ❑ 26-50%
- ❑ 51-75%
- ❑ 75-99%
- ❑ 100%
- ❑ Unknown

*****If Paratransit is checked:*

What percentage of Paratransit Vehicles are equipped with bike racks?

- ❑ None
- ❑ 10% or less
- ❑ 11-25%
- ❑ 26-50%
- ❑ 51-75%

- ❑ 75-99%
- ❑ 100%

Are adaptive cycles allowed inside Paratransit vehicles?

- ❑ Yes, at all times
- ❑ Only outside of rush hour service
- ❑ There is specialized space (e.g. hooks or luggage space) for adaptive cycles inside paratransit Vehicles
- ❑ Other*
- ❑ None of the above

***If other, please describe.**

***B27b. Has your community made specific bicycle infrastructure investments around major transit stops or stations to improve multi-modal mobility options?**

- ❑ Yes*
- ❑ No

***B27b1. If Yes, please describe any bicycle infrastructure investments around major transit stops that have improved multi-modal mobility options.**

***B27c. How are residents and visitors encouraged to combine cycling and public transportation?** *Check all that apply.*

- ❑ Bike share and public transportation accounts or payment systems are synced
- ❑ City or transit specific mobile app that combines mode types
- ❑ Cyclists can practice mounting their bike on a bus bike rack at community events
- ❑ Brochure(s) describing bike rack use/how to store bikes inside a transit vehicle(s)
- ❑ Video(s) describing bike rack use/how to store bikes inside a transit vehicle(s)
- ❑ Information on bike racks/storage provided on transit schedules
- ❑ Stickers on the outside of buses with bike racks that say bicycles are welcome
- ❑ Other*
- ❑ None of the above

***B27c1. If other, please describe.**

Bike Sharing

B28. Does your community currently have a community-wide bike sharing program that is open to the general public? *(Please exclude private bike sharing systems that are limited to employees of a certain business or students of a certain university.)*

- ❑ Yes*
- ❑ No
- ❑ Launching in the next 12 months**
- ❑ The community's bike share program(s) closed within the last 2 years.

Skip ahead to B29 if "No" is selected. *(Note dependent fields B28a-B28t will be hidden in online application until corresponding answers above are selected.)*

**If yes:*

NOTE: If your community has more than one public bike sharing program in operation, please answer questions B28a-g for up to three (3) community-wide programs.

***B28a. What is the name of the bike share program?**

***B28b. Please provide a link to the bike share program website.**

***B28c. What year did this bike share program launch in your community?**

***B28d. What is the current status of this program?**
- ❑ Permanent /long-term
- ❑ Pilot/temporary
- ❑ Other (if other, please describe.)

***B28e. Who is involved in implementation of this program?** *Implementation includes operation and financial support.*
- ❑ Local Government (Applicant Community)
- ❑ Neighboring Jurisdiction(s) (including MPO or other regional agencies)
- ❑ Private Company
- ❑ Local College/University
- ❑ Non-Profit Organization
- ❑ Transit Agency
- ❑ State DOT or other statewide agency
- ❑ Federal Agency

***B28f. How many bikes are in the system?** (# only)

***B28g. What type of system is your bike sharing program?**
- ❑ Automated kiosk-style bike share system**
- ❑ Dockless bike share system
- ❑ GPS-enabled bike share system

- ❑ Short-term bike rentals
- ❑ Long-term bike rentals
- ❑ Bike library (free rentals)
- ❑ Unregulated for-profit bike share program
- ❑ Unregulated, free bike share program (i.e. Yellow Bike)
- ❑ Electric/pedal assist bikes are available
- ❑ Adaptive cycles are available***
- ❑ Cargo bikes are available
- ❑ Bikes that accommodate all body types (heavier weight, shorter height, etc.) are available
- ❑ Bikes that accommodate transporting children as passengers are available
- ❑ This bike share provider also offers scooters in the community

****B28g1. How many stations are in the system?** *(If the system extends beyond your community boundaries, only include stations that are located within your community.)*

****B28g2. What is the average station density?** *(Number of stations per square mile)*

*****B28g3. Please describe your community's adaptive bike share program. (***In your description, please include: what types of adaptive cycles are available, and how many there are; when and where adaptive cycles are available; how users are fitted or matched with the appropriate adaptive cycle type; and any data collection that occurs around the program. If the adaptive program has its own website, please include the URL in your description.*)

***B28h. How many trips were made in the last calendar year?** *(If your community has more than one bike share program, please include the total number of trips across all programs. If any system in your community extends beyond community boundaries, only count trips that started or ended within the community.)*

***B28i.What specific efforts, if any, have been made to make the bike sharing program more equitable and accessible, including for low-income populations, people with disabilities, and/or non-English speakers?**
Check all that apply.

- ❑ Cash or non-credit card dependent payment system
- ❑ Subsidized bike share memberships
- ❑ Community outreach
- ❑ Walkable station spacing in low-income neighborhoods
- ❑ Instructions for the bike share program are available in multiple languages
- ❑ Adaptive cycles are free or subsidized (if applicable)
- ❑ Other*
- ❑ None of the above

***B28i. If other, please describe.**

***B28j. Do(es) your bike share program(s) make ridership data publicly available online?**

- ❑ Yes*
- ❑ No
- ❑ N/A – no ridership data collected

***B28j. If Yes, please provide a link to your publicly available bike share data.**

***If launching in next 12 months:*

****B28a. Expected launch date:**

****B28b. What is the name of your future bike share program?**

****B28c. Please provide a link to your future bike share program website, if available.**

****B28d. What type of system will your new bike share program be?**

- ❑ Automated kiosk-style bike share system*
- ❑ Dockless Bike share system
- ❑ GPS-enabled bike share system
- ❑ Short-term bike rentals
- ❑ Long-term bike rentals
- ❑ Bike library (free rentals)
- ❑ Unregulated for-profit bike share program
- ❑ Unregulated, free bike share program (i.e. Yellow Bike)
- ❑ Electric/pedal assist bikes will be available
- ❑ Adaptive cycles will be available
- ❑ Cargo bikes will be available
- ❑ Bikes that accommodate all body types (heavier weight, shorter height, etc.) will be available
- ❑ Bikes that accommodate transporting children as passengers will be available
- ❑ This bike share provider will also offer scooters in the community

****B28e.What specific efforts, if any, are being made to ensure that the bike sharing program is equitable and accessible, including for low-income populations, people with disabilities, and/or non-English speakers?**

Check all that apply.

- ❑ Cash or non-credit card dependent payment system
- ❑ Subsidized bike share memberships
- ❑ Community outreach
- ❑ Walkable station spacing in low-income neighborhoods
- ❑ Instructions for the bike share program will be available in multiple languages
- ❑ Adaptive cycles will be free or subsidized (if applicable)
- ❑ Other*
- ❑ None of the above

***B28e. If other, please describe.**

****If bike share program closed recently:***

****B28a. Please describe the circumstances under which the bike share program(s) closed, and any plans or efforts to re-launch in the future.**

Other Bicycle-Related Amenities

B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?
Check all that apply

- ❑ BMX track
- ❑ Velodrome
- ❑ Indoor cyclist training facility
- ❑ Cyclocross course
- ❑ Mountain bike park
- ❑ Gravel riding park
- ❑ Pump tracks
- ❑ Bicycle-accessible skate park
- ❑ Snow/Fat tire bike trails
- ❑ Signed loop route(s) around the community
- ❑ Permanent Safety Town or Traffic Garden
- ❑ Other*
- ❑ None of the above

***B29a. If other, please describe.**

Regional Coordination

B30. Please list all communities or jurisdictions that directly border your community, and their current BFC status. (e.g. current Bronze, Silver, Gold, etc.; or Honorable Mention in 2019; Application currently in progress, or Never applied.)

B31. How, if at all, is your community coordinating with neighboring communities and other local jurisdictions (neighboring cities or towns, and/or the surrounding county or MPO/RPO) to ensure that people traveling by bike between jurisdictions will find a connected, cohesive network?

B32. Has your community partnered with any neighboring jurisdictions or other local communities in support of legislative policies at the state, county, or regional level?

❑ Yes*
❑ No

***B32a. If yes, please describe.**

Engineering Bonus Points

B33. Describe any *other* policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists. (500 word limit)

Use this space to expand on answers checked above, or to describe additional facilities or physical amenities provided that have not yet been covered.

B34. If this is a renewing application, please summarize the most significant changes to your community's Engineering efforts or investments since your last BFC application. (250 word limit)

EDUCATION

Youth Bicycle Education

C1. Do any public or private elementary schools offer regular bicycle education to students?

❑ Yes*
❑ No

❑ N/A - No elementary schools

Skip ahead to C2 if "No" or "N/A" is selected. *(Note fields C1a-C1d will be hidden in online application until corresponding answer above is selected.)*

***C1a. What percentage of your public and private elementary schools offer bicycle education?**

❑ 1-25%
❑ 26-50%
❑ 51-75%
❑ 75-99%
❑ 100%

***C1b. What kinds of bike education/curriculum is offered in elementary schools?** *Check all that apply.*

❑ Learn to ride
❑ ABC Quick Check
❑ Bike handling skills
❑ Traffic safety/rules of the road
❑ STEM or other project-based bike-related curriculum
❑ Adaptive cycling education
❑ Other**

****C1b1. If other, please describe.**

***C1c. Are there any on-bike learning opportunities for students at these middle schools?**

❑ Yes*
❑ No

***C1c1. What type of on-bike cycling education is offered?**

❑ Mandatory on-bike education
❑ Optional on-bike education
❑ Other*

***C1c1a. If other, please describe.**

***C1c2. Approximately how many elementary school students receive on-bike education annually?** *(If annual amount varies, please provide annual average over last 5 most recent years that on-bike instruction was offered).*

***C1c3. Are bicycles provided to elementary school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

- ❑ Yes, bicycles are provided to all students**
- ❑ Yes, a limited number of bicycles are available for students in need**
- ❑ No, bicycles are not provided

****C1c3a. If yes, does the fleet include adaptive bikes for elementary school students with disabilities?**

- ❑ Yes*
- ❑ No

***C1c3a. If yes, please describe**

***C1d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all elementary school students?** (e.g. language translation services, adaptive cycles can be provided upon request, schools with Title 1 status are prioritized, etc.)

C2. Do any public or private middle schools offer regular bicycle education to students?

- ❑ Yes*
- ❑ No
- ❑ N/A - No middle schools

Skip ahead to C3 if "No" or "N/A" is selected. *(Note fields C2a-C2c will be hidden in online application until corresponding answer above is selected.)*

***C2a. What percentage of your public and private middle schools offer regular bicycle education?**

- ❑ 1-25%
- ❑ 26-50%
- ❑ 51-75%
- ❑ 75-99%
- ❑ 100%

***C2b. What kinds of bike education/curriculum is offered in middle schools?**
Check all that apply.

- ❑ Learn to ride
- ❑ ABC Quick Check
- ❑ Bike handling skills
- ❑ Traffic safety/rules of the road
- ❑ STEM or other project-based bike-related curriculum
- ❑ Adaptive cycling education
- ❑ Bicycle maintenance
- ❑ Multi-modal/Mobility education
- ❑ Other**

****C2b1. If other, please describe.**

***C2c. Are there any on-bike learning opportunities for students at these middle schools?**

- ❑ Yes*
- ❑ No

C2c1. What type of on-bike cycling education is offered?

- ❑ Mandatory on-bike education
- ❑ Optional on-bike education
- ❑ Other*

***C2c1a. If other, please describe.**

***C2c2. Approximately how many middle school students receive on-bike education annually?** *(If annual amount varies, please provide annual average over last 5 most recent years that on-bike instruction was offered).*

***C2c3. Are bicycles provided to middle school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

- ❑ Yes, bicycles are provided to all students
- ❑ Yes, a limited number of bicycles are available for students in need
- ❑ No, bicycles are not provided

****C2c3a. If yes, does the fleet include adaptive bikes for middle school students with disabilities?**

- ❑ Yes*

❑ No

***C2c3a. If yes, please describe**

***C2d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all middle school students?** (e.g. language translation services, adaptive cycles can be provided upon request, schools with Title 1 status are prioritized, etc.)

C3. Do any public or private high schools offer regular bicycle education to students?

❑ Yes*
❑ No
❑ N/A - No high schools

Skip ahead to C4 if "No" or "N/A" is selected. *(Note fields C3a-C3c will be hidden in online application until corresponding answer above is selected.)*

***C3a. What percentage of your public and private high schools offer regular bicycle education?**

❑ 1-25%
❑ 26-50%
❑ 51-75%
❑ 75-99%
❑ 100%

***C3b. What kinds of bike education/curriculum is offered in high schools?**
Check all that apply.

❑ Learn to ride
❑ ABC Quick Check
❑ Bike handling skills
❑ Traffic safety/rules of the road
❑ STEM or other project-based bike-related curriculum
❑ Adaptive cycling education
❑ Bicycle maintenance
❑ Multi-modal/Mobility education
❑ Bicycle Friendly Driver education or similar
❑ Other**

****C3b1. If other, please describe.**

***C3c. Are there any on-bike learning opportunities for students at these high schools?**

- ❑ Yes*
- ❑ No

***C3c1. What type of on-bike cycling education is offered?**

- ❑ Mandatory on-bike education
- ❑ Optional on-bike education
- ❑ Other*

***C3c1a.** If other, please describe.

***C3c2. Approximately how many high school students receive on-bike education annually?** *(If annual amount varies, please provide annual average over last 5 most recent years that on-bike instruction was offered).*

***C3c3. Are bicycles provided to high school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

- ❑ Yes, bicycles are provided to all students**
- ❑ Yes, a limited number of bicycles are available for students in need**
- ❑ No, bicycles are not provided

****C3c3a. If yes, does the fleet include adaptive bikes for high school students with disabilities?**

- ❑ Yes*
- ❑ No

***C3c3a. If yes, please describe**

***C3d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all high school students?** (e.g. language translation services, adaptive cycles can be provided upon request, schools with Title 1 status are prioritized, etc.)

C4. Outside of schools, how are children and youth taught safe cycling skills, at least annually or regularly throughout the year?
Check all that apply.

- ❑ Learn to ride classes
- ❑ Bike clinics or rodeos

❑ ABCs of Family Biking, family bike show-and-tell, or similar program focused on families with toddlers and young children
❑ Youth development bike clubs or teams (including road, cross racing, BMX, mountain biking, or other recreational youth cycling clubs or teams that include educational component)
❑ Temporary safety towns or traffic gardens
❑ Recreational classes (e.g. trail riding classes, mountain biking clinics, etc.)
❑ Bike maintenance classes
❑ Cycling classes or programs geared toward children or youth with disabilities
❑ Scouts bicycle training or similar
❑ Helmet fit seminars
❑ Summer camps
❑ Bicycle-related after school programming
❑ Bicycle safety is taught as part of driver education curriculum
❑ Other*
❑ None of the above

***C4a. If other, please describe.**

C4b. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts? *(Approximate estimates of average annual counts are acceptable.)*

Adult Bicycle Education

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?
❑ Yes*
❑ No

Skip ahead to C6 if "No" is selected. *(Note fields C5a-C5g will be hidden in online application until corresponding answer above is selected.)*

***C5a. What type of classes are available for adults?** *Check all that apply.*
❑ Classes that include on-bike instruction
❑ Classroom-only based classes
❑ Information sessions/workshops
❑ Online live/virtual classes
❑ Online self-directed learning
❑ Other**

****C5a1. If other, please describe.**

***C5b. What topics are covered in these classes?** *Check all that apply.*

- ❑ Introduction to bicycling/Learn to ride/Bike handling basics
- ❑ Safe riding skills/habits
- ❑ Bicycle maintenance
- ❑ Sharing the road, trail, or path with vehicles or pedestrians
- ❑ Bike commuting basics
- ❑ Other**

****C5b1. If other, please describe.**

***C5c. Who teaches these classes?** *Check all that apply.*

- ❑ League Cycling Instructor
- ❑ Other credentialed bike safety instructor**
- ❑ Local bike shop employee
- ❑ Local bicycle advocate
- ❑ Local law enforcement officer
- ❑ Municipal employee (non-law enforcement)
- ❑ Other***

****C5c1. Please list the other credentials of your community's bike safety instructors.**

*****C5c2. If other, please describe.**

***C5d. On average, how often are these classes offered?**

- ❑ Monthly or more frequently
- ❑ Quarterly or more frequently
- ❑ Semi-annually or more frequently
- ❑ Annually or more frequently
- ❑ Less than annually
- ❑ On demand

***C5e. Are bicycles provided to adults by the community, non-profit, or other entity to allow every resident to participate in on-bike instruction?**

- ❑ Yes**

❑ No

****C5e1. Does the fleet include adaptive bikes for adult students with disabilities?**

❑ Yes***
❑ No

***C5e1a.If yes, please describe**

***C5f. Please estimate how many total adults are reached annually in your community through these classes?** (Approximate estimates of annual average counts are acceptable)

***C5g. How has the community made adult bike safety classes and other similar learning opportunities more inclusive and accessible for all members of the community? Check all that apply.**

❑ Classes are hosted by or offered for certain affinity/identity groups (e.g. Women's-only, BIPOC-only, etc.)
❑ Classes are free or subsidized for low-income residents
❑ Classes are regularly offered in historically underserved neighborhoods
❑ Classes are available specifically for cyclists with disabilities
❑ Accommodations are made for cyclists with disabilities to participate in all local classes upon request
❑ Instructors are compensated directly by the community or another local entity so that classes can be offered free-of-charge or below-cost to all residents
❑ Incentives are available for attending local classes
❑ Classes are regularly taught in languages other than English
❑ Translation services are available for classes upon request
❑ Sign language interpretation is offered or available upon request for all classes
❑ Children are welcome at adult-focused bike safety classes to give parents and caregivers the opportunity to learn about riding with their children
❑ Childcare is regularly offered for students who are parents or caregivers
❑ Other**
❑ None of the above

****C5g1. Please describe any other efforts in place to prioritize equity and accessibility in the community's adult bicycling classes.**

C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?
Check all that apply.

- ❑ Community-wide public education campaign**
- ❑ Community-wide Bicycle Ambassador program
- ❑ Educational group rides
- ❑ Videos on community website/TV channel/social media
- ❑ Bike-specific website or social media accounts for community***
- ❑ Neighborhood listserves
- ❑ Community newsletter (print or digital)
- ❑ Community maps (print or digital)
- ❑ Handouts or brochures
- ❑ Welcome packet for new residents
- ❑ Permanent signage, displays, or information kiosks
- ❑ Table or booth at community events
- ❑ Ticket diversion program for bicyclists
- ❑ Other*
- ❑ None of the above

***C6a. If other, please describe.**

****C6b. If checked, please describe and provide an example file or link of your community's public bike education campaign.**

*****C6c. If checked, please provide up to 3 links to your community's bike-specific website and/or social media account(s).**

C7. Which of the following information is shared using the methods checked above?

Check all that apply.

- ❑ Introduction to bicycling/Learn to ride/Bike handling basics
- ❑ Safe riding skills/habits
- ❑ Bicycle maintenance
- ❑ Traffic Skills/Rules of the Road/Sharing the road with vehicles
- ❑ Sharing trail or path or pedestrians (e.g. path or trail etiquette)
- ❑ Route planning
- ❑ Commuting tips and resources
- ❑ Tips and guidance for utilitarian bike trips (e.g. carrying groceries on a bike)
- ❑ Traffic laws/ rules of the road
- ❑ Bicycle purchase and fitting guidance
- ❑ Equipment, gear, and accessories

- ❑ Theft prevention
- ❑ Riding in inclement weather
- ❑ Family biking/riding with children
- ❑ Multi-modal/combining bikes and transit
- ❑ Other*
- ❑ None of the above

***C7a. If other, please describe.**

Motorist Education

C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually? *Check all that apply.*

- ❑ Bicycle Friendly Driver classes offered by a local League Cycling Instructor
- ❑ Public service announcements
- ❑ Community-wide public education campaign
- ❑ Share the Road educational videos on community website/TV channel/social media
- ❑ Dedicated Share the Road website or social media sites
- ❑ Tabling Events, Pop-up events, or similar
- ❑ Neighborhood listserves
- ❑ Community newsletter/magazine article/blog
- ❑ Community maps (print or digital)
- ❑ Information in new resident packet
- ❑ Information for students and parents from the school system
- ❑ Utility bill insert
- ❑ Flyer/handout
- ❑ Info sessions/lunch seminars
- ❑ Billboards
- ❑ Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.)
- ❑ Bicycle Friendly Driver or similar information included in driver's education and/or license testing
- ❑ Motorist ticket diversion program with Bicycle Friendly Driver or similar training included
- ❑ Other*
- ❑ None of the above

***C8a. If other, please describe.**

C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar? *Check all that apply.*

- ❑ Local government staff
- ❑ Taxi/Ride Share drivers
- ❑ Transit operators
- ❑ School bus operators
- ❑ Delivery/Commercial drivers
- ❑ Law enforcement officers
- ❑ Emergency vehicle drivers
- ❑ Other*
- ❑ None of the above

***C9a. If other, please describe.**

Bicycle Safety Education Resources

C10. Are any of the following educational materials provided to community residents and/or businesses?
Check all that apply.

- ❑ Smart Cycling Quick Guide in English
- ❑ Smart Cycling Quick Guide in language(s) other than English
- ❑ Smart Cycling Student Manual
- ❑ Smart Cycling Education videos
- ❑ Smart Cycling electronic tips & resources
- ❑ Online learning (learn.bikeleague.org)
- ❑ Other local, statewide, or national bike safety resource*
- ❑ None of the above

***C10a. If other, please list or describe. Provide links, if applicable.**

C11. How many League Cycling Instructors (LCIs) are active (have taught a class in the last year) in your community? (# only)

C12. When was the last time your community hosted a LCI seminar to bring on new instructors?

- ❑ In the last 2 years
- ❑ In the last 5 years
- ❑ In the last 10 years

- ❑ More than 10 years ago
- ❑ Never
- ❑ Unknown

C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education? *Check all that apply.*

- ❑ Public school teachers receive continuing education credits for taking cycling education classes
- ❑ Municipal planners and engineers are regularly offered Smart Cycling courses that include on-bike instruction and in-traffic cycling
- ❑ Traffic law enforcement officials are regularly offered Smart Cycling courses that include on-bike instruction and in-traffic cycling
- ❑ Elected officials or local decision makers are regularly offered Smart Cycling courses that include on-bike instruction and in-traffic cycling
- ❑ Traffic law enforcement officials regularly receive training on roadway safety and rules of the road as they relate to cyclists
- ❑ Traffic law enforcement officials and emergency responders regularly receive training on crash reporting for cyclists and other vulnerable roadway users
- ❑ Emergency response drivers, EMS, and/or EMT staff regularly receive training on crash response best practices for cyclists and other micro-mobility roadway users (e.g. protocols for damaged bicycles, etc.)
- ❑ Smart Cycling classes or other bike safety education learning opportunities are subsidized or incentivized for any public employees
- ❑ Other*
- ❑ None of the above

***C13a. If other, please describe.**

Inclusive Education

C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups? *Check all that apply.*

- ❑ Women*
- ❑ People of Color*
- ❑ Seniors*
- ❑ Non-English speakers*
- ❑ Low-income populations *
- ❑ University students*

- ❑ LGBTQIA+ community*
- ❑ People with disabilities*
- ❑ Neurodivergent people*
- ❑ Homeless/unhoused people*
- ❑ None of the above

***C14a-i. For each option checked, please provide an example or describe how educational efforts have focused on reaching that group.**

C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?

- ❑ Yes, participants/students only*
- ❑ Yes, instructors/providers only*
- ❑ Yes, for both participants and instructors*
- ❑ No

***C15a-c. If yes, please describe the data collection methodology and findings.**

C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years? *(e.g. provided scholarships, subsidies, or compensation for individuals with diverse backgrounds to attend LCI seminars, etc.)* (open ended)

C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?
Check all that apply.

- ❑ Cultural competency or anti-bias training
- ❑ Training or certification about teaching or working with neurodiverse (e.g. autistic, ADHD, etc.) students (youth or adults)
- ❑ Training or certification about teaching or working with people with cognitive disabilities (youth or adults)
- ❑ Training or certification about teaching or working with people with physical disabilities or limited mobility (youth or adults)
- ❑ Training or certification about teaching or working with sensory impaired students (e.g. Deaf, Blind, Deaf and Blind) youth or adults
- ❑ Other*
- ❑ N/A – There are no LCIs or other bike safety instructors in the community
- ❑ None of the above

***C17a. If other, please describe.**

C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?
Check all that apply.

- ❑ Learning opportunities and resources are available in language(s) other than English
- ❑ Educational videos are captioned and/or include ASL interpreters
- ❑ Partnerships with local community groups or other government agencies to reach new audiences (see question F4 under Equity & Accessibility to provide more details)
- ❑ Intentional efforts to ensure that imagery, photos, and videos used in educational resources reflect the diversity of the community
- ❑ Intentional efforts to represent a variety of cycle and trip types (e.g. commuters, families on cargo bikes, adaptive cycles, etc.) in educational materials
- ❑ Other*
- ❑ None of the above

***C18a. Please describe any other efforts that have not already been described above that are in place to prioritize equity and accessibility in the community's bicycle education resources and programming.**

Education Bonus Points

C19. Describe any other education efforts in your community that promote safe cycling. (500 word limit)

Use this space to expand on answers checked above, or to describe additional educational programs or services that have not yet been covered.

C20. If this is a renewing application, please summarize the most significant changes to your community's bicycle Education efforts or investments since your last BFC application. (250 word limit)

ENCOURAGEMENT

Encouragement Policies, Programs and Partnerships

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? *Check all that apply.* ***Regional or statewide initiatives that are actively used by the community may be included.***

- ❑ Trip reduction ordinance or incentive program*
- ❑ Guaranteed Ride Home program*
- ❑ Local business incentive program that rewards customers arriving by bicycle (e.g. Bicycle Benefits)*
- ❑ Local recognition program for businesses that are bicycle-friendly for their employees and/or customers*
- ❑ Locally-designated Bicycle Friendly Business District*
- ❑ Other**
- ❑ None of the above

***D1a. Please provide links for each program checked above:**

****D1b. If other, please describe.**

D2. What other groups actively promote bicycling in the community? *Check all that apply.*

- ❑ Chamber of Commerce
- ❑ Downtown Business Association/Business District
- ❑ Tourism Board
- ❑ Other civic associations (e.g. Rotary, Lion's Club, etc.)
- ❑ Other*
- ❑ None of the above

***D2a. If other, please describe.**

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

- ❑ Yes*
- ❑ No

***D3a. If yes, please describe.**

Route-Finding Support

D4. What up-to-date mapping and route-finding information is available for your community? *Check all that apply.*

- ❑ Web-based route finding service*
- ❑ Local or Regional mobile app*

- ❑ Printed/digital bicycle network map
- ❑ Printed/digital mountain bike trails map
- ❑ Printed/digital greenways and trails map
- ❑ Printed/digital Safe Routes to Schools map(s)
- ❑ None of the above

***D4a. Provide URL for web-based route finding service:**
****D4b. Provide URL for local or regional mobile app:**

Bicycle Culture and Promotion

D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year? *Check all that apply.*

- ❑ Celebrate National Bike Month (and/or a state-specific Bike Month)*
- ❑ Bike to Work Day(s)
- ❑ Bike To School Day(s)
- ❑ Bike to Campus Day(s) in partnership with local university/college(s)
- ❑ Bike Anywhere Day(s) or Week(s)
- ❑ Winter Bike to Work/School Day(s)
- ❑ Bicycle-themed festivals/parades/shows
- ❑ Mayor-led/Council-led rides
- ❑ Open Streets/Ciclovia/Sunday Parkways
- ❑ Affinity or identify-based group rides or cycling events
- ❑ Mentoring/Bike Buddy program for new riders
- ❑ Family-friendly group rides or events (e.g. riding with young children)
- ❑ Bike commuter events
- ❑ Commuter Challenges
- ❑ Challenges aimed at students biking to school
- ❑ Non-commuting related (i.e. errand-running) challenges and programs
- ❑ Charity rides
- ❑ Promotion of national or statewide bike challenge or “drive less” challenge
- ❑ Local or community-specific bike or “drive less” challenge*
- ❑ Car-free days
- ❑ Local business program that provides discounts for customers arriving by bicycle
- ❑ Trail construction or maintenance days
- ❑ Non-competitive, no-drop group rides
- ❑ Triathlons and bicycle races
- ❑ Publish a guide or calendar of community bicycle events

- ❑ Bike valet parking at events
- ❑ Public education campaign(s) related to the benefits of cycling (e.g. with a focus on public health, climate)
- ❑ Community celebration/ride each time a major bicycle project is completed or other similar milestones
- ❑ Videos on bicycling on community website/TV channel
- ❑ Public Service Announcements
- ❑ Publicly visible bike counter display(s)
- ❑ Other*
- ❑ None of the above

***D5a. Provide a link to your community's Bike Month or Bike to Work Day website:**

***D5b. Provide a link to your community's bike or "drive less" challenge website:**

***D5c. If other, please describe.**

D6. How does the municipality sponsor or actively support bicycle events in the community? *Check all that apply.*

- ❑ Organize event(s)
- ❑ Fund event(s)
- ❑ Contribute in-kind funding (i.e. police presence, closing roads, etc.)
- ❑ Assist in promoting event(s)
- ❑ Other*
- ❑ None of the above
- ❑ N/A - No bicycle events

***D6a. If other, please describe**

D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically-underrepresented groups?
Check all that apply.

- ❑ Women*
- ❑ People of Color*
- ❑ Seniors*
- ❑ Non-English speakers*
- ❑ Low-income populations *
- ❑ College/University students*
- ❑ LGBTQIA+ community*

- ❑ People with disabilities*
- ❑ Neurodivergent people*
- ❑ Homeless/unhoused people*
- ❑ None of the above

***D7a-j. For each option checked, please provide an example or describe how encouragement efforts have focused on reaching that group.**

D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?
Check all that apply.

- ❑ Promotional information, maps, calendars, and other resources are available in language(s) other than English
- ❑ Cycling promotional or informational videos are captioned and/or include ASL interpreters
- ❑ Partnerships with local community groups or other government agencies to reach new audiences (Please see question F4 under Equity & Accessibility to provide more details)
- ❑ Intentional efforts to ensure that imagery, photos, and videos used in promotional resources reflect the diversity of the community
- ❑ Intentional efforts to "normalize" cycling and to represent a variety of cycle and trip types (e.g. commuters, families on cargo bikes, adaptive cycles, etc.) in encouragement materials
- ❑ Other*
- ❑ None of the above

***D8a. If other, please describe.**

D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?
This may include social or recreational clubs that are based elsewhere in your region but are active in your communities (rides begin or end in community, large number of members are community residents, etc.)

- ❑ Yes*
- ❑ No

***D9a. If yes, please provide the following information for up to 10 clubs, groups, or teams that are active in your community.**

Club or Group Name:
Website:

Which of the following option(s) best describe this club or group?
Check all that apply.

- ❑ Recreational bike club
- ❑ Mountain bike club
- ❑ Off-Road or gravel riding club or group
- ❑ Cyclocross club
- ❑ Friends of the Trail group or similar
- ❑ National Mountain Bike Patrol
- ❑ Racing club or team
- ❑ Kidical Mass, Family Bike Party, or other family-oriented group
- ❑ People of Color/BIPOC bike club or ride group
- ❑ Women/Trans/Femme bike club or ride group
- ❑ Seniors bike club or ride group
- ❑ Disabled cyclist bike club or ride group
- ❑ LGBTQIA+ bike club or ride group
- ❑ College or university student bike club or ride group
- ❑ Bike polo club or group
- ❑ Slow ride group
- ❑ Touring or bike travel group or club
- ❑ Bike advocacy or activist group
- ❑ Other*

***If other, please describe:**

Primary Contact First Name:
Primary Contact Last Name:
Contact Email:

Was anyone from this club or group involved in completing this BFC application?

- ❑ Yes*
- ❑ No

D9b. Is there anything else you would like to share about the social or recreational cycling clubs or groups that are active in your community?

D10. Does your community have any of the following youth programs centered on encouraging cycling for children and youth? *Check all that apply.*

- ❑ Safe Routes to School program
- ❑ Youth cycling club(s)
- ❑ Youth mountain biking club/team
- ❑ Youth cycling mentor or buddy program
- ❑ Trips for Kids chapter
- ❑ Earn-a-Bike program or similar

- ❑ Create a Commuter program or similar
- ❑ NICA (National Interscholastic Cycling Association) or similar youth racing team(s)
- ❑ Bicycling-related summer camp
- ❑ Bike giveaway program for children or youth
- ❑ Other*
- ❑ None of the above

***D10a. If other, please describe.**

Access to Bicycle Equipment and Repair Services

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?
Check all that apply.

- ❑ Helmet giveaways or subsidy program
- ❑ Bike light giveaways or subsidy program
- ❑ Reflector giveaways or subsidy program
- ❑ Lock giveaways or subsidy program
- ❑ Bicycle giveaways or subsidy program
- ❑ E-bike giveaways or subsidy program
- ❑ Low-cost or no-cost bicycle tune-up/maintenance program
- ❑ Mobile bike repair services are available in the community
- ❑ Other bicycle-related giveaway or subsidy programs*
- ❑ None of the above

***D11a. If other, please describe.**

D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking? *Check all that apply.*

- ❑ Free, voluntary bicycle registration system (e.g. local registration system, Bike Index, Project 529)
- ❑ Security cameras near public bike parking
- ❑ Bike racks in well-lit, visible locations
- ❑ Local or regional bicycle registration system
- ❑ Promotion of national or global bike registration system (e.g. Bike Index, Project 529)
- ❑ Bait Bike enforcement program or similar
- ❑ Stolen bike recovery system
- ❑ Other*

- ❑ None of the above

***D12a. If other, please describe.**

D13. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

- ❑ 1 shop for every 1 -15,000 residents
- ❑ 1 shop for every 15,001-30,000 residents
- ❑ 1 shop for every 30,001-50,000 residents
- ❑ 1 shop for more than 50,001 residents
- ❑ There are no specialty bicycle retailers located within the community's boundaries, but there is at least one shop close by.
- ❑ There are no specialty bicycle retailers located within or near the community's boundaries.*

If there are no specialty retailers in or near your community:

***D13a. Are there any "big box" stores or other options to purchase a bike locally in your community? If so, do these stores have bike parking and are they accessible by bike? Have there been any efforts to encourage these locations to become more bicycle-friendly?**

D14. Are there any bike co-ops or non-profit community bike shops within the community's boundaries?

- ❑ Yes*
- ❑ No

***D14a. Please provide the name and contact information for each co-op/non-profit community bike shop in your community: (maximum 3)**

Name of co-op/non-profit community bike shop:
Co-op Website
Co-op Primary Contact First Name:
Co-op Primary Contact Last Name:
Co-op Primary Contact Email:
Is there any additional information about how the local government supports or partners with this co-op/community bike shop?

***D14b. Does the local government provide any of the following types of support for the bike co-op/non-profit community bike shop(s).**
Check all that apply.

- ❑ Grants
- ❑ Free or subsidized property/space for a duration of at least 5 years
- ❑ Contracts for services, e.g. bicycle skills or maintenance education, event support, etc.
- ❑ Free bicycle safety accessories for distribution, e.g. helmets or lights
- ❑ Provision of abandoned or impounded bicycles for resale
- ❑ Free PSA or advertising space
- ❑ Other*
- ❑ None of the above

***D14b1. If other, please describe.**

Reducing Work-Related/Fleet VMT

D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?

- ❑ Applicant Community has applied for Bicycle Friendly Business status as an employer (e.g. for City Hall or the primary administrative building, or for a specific department or agency, etc.)
- ❑ Cargo bikes are used in place of auto fleet (including golf carts or similar) to transport materials or goods
- ❑ Public or departmental bike share available for employees free-of-charge for work-related trips
- ❑ There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.)
- ❑ Telecommuting policy
- ❑ Other*
- ❑ None of the above

***D15a. If other, please describe.**

Encouragement Bonus Points

D16. Describe any other events, programs or policies your community has to encourage and promote bicycling. (500 word limit)

Use this space to expand on answers checked above, or to describe additional encouragement efforts that have not yet been covered.

D17. If this is a renewing application, please summarize the most significant changes to your community's bicycle Encouragement efforts or investments since your last BFC application. (250 word limit)

EVALUATION & PLANNING

Staffing and Committees

E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?

- ❑ Yes, a full-time, paid position
- ❑ Yes, a part-time, paid position (this can include a full-time employee whose job responsibilities include bicycling projects, such as an Active Transportation Manager who works on walking, biking, and transit issues.)
- ❑ No primary bike program manager, but bike responsibilities are in multiple employees' job descriptions
- ❑ No paid positions at the local government level, but this work is contracted out to a firm or the county/MPO, etc.*
- ❑ No**

If the work is contracted:
***E1a. Do you require contractors to have any bicycle-related qualifications or trainings? If so, please describe.**

If no:
****E1b. What are the greatest challenges or barriers keeping your community from creating this kind of role?**

E2. Is there a Safe Routes to School Coordinator position? *(This can be at local government, school district, transit, or other similar government agency)*

- ❑ Yes, there is one or more full-time, paid position(s)
- ❑ Yes, there are one or more part-time, paid position(s) (can include a FT employee with SRTS as partial responsibility)
- ❑ No*

***E2a. If no, what are the greatest challenges or barriers keeping your community from creating this kind of role?**

E3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time

equivalents (FTE), work on bicycle issues in your community? *NOTE: A person that spends 1/10 of their time on bicycle issues would be counted as 0.1 FTE.* (# only)

*Note: we have developed a worksheet to help communities answer this question more easily and more consistently. Please download the worksheet by clicking here to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "***BFC_Spring 2023_E3 FTE Worksheet_ YOUR COMMUNITY NAME.xlsx"** *and upload the worksheet below. If you have any questions, please contact bfa@bikeleague.org.*

E3a. File Upload:

E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities?
Check all that apply.

- ❑ League Cycling Instructor (LCI) certification
- ❑ Association of Pedestrian and Bicycle Professionals (APBP) membership Other professional memberships/accreditations related to bicycles
- ❑ Bicycle-related FHWA/National Highway Institute Training Course
- ❑ Portland State University Initiative for Bicycle and Pedestrian Innovation Training Course
- ❑ Other in-depth bicycle-related trainings or courses
- ❑ Peer-learning educational tours or exchanges
- ❑ Regularly attend bicycle-related webinars
- ❑ Regularly attend bicycle-related conferences*
- ❑ Present at bicycle-related webinars, trainings, or conferences
- ❑ Racial Equity or Anti-racism training**
- ❑ Gender/LGBTQIA+ Equity or cultural competency training**
- ❑ Age-related Equity or Anti-agism training**
- ❑ Disability-related Equity or Anti-ableism training**
- ❑ General cultural competency or anti-bias training**
- ❑ Finance/funding for transportation-related training
- ❑ Other***
- ❑ None of the above

***E4a. Which of the following bicycle or mobility-related conferences have your government employees attended in the last 4 years? Check all that apply.**

- ❑ National Bike Summit
- ❑ Local, State, or Regional Bike Summit
- ❑ APBP Conference
- ❑ Walk Bike Places
- ❑ NACTO Designing Cities Conference
- ❑ Transportation Research Board (TRB) Annual Meeting
- ❑ NABSA Annual Conference or other bike share-related conference
- ❑ APTA TRANSform Conference or other transit-related conference
- ❑ Other*

***E4a1. Please list any other relevant conferences attended in the last 4 years:**

****E4b. For any equity-related training checked, please list or describe the training, and how it has informed bicycling efforts in the community, if at all.**

*****E4c. If other, please describe.**

E5. Does your community have an officially-recognized Bicycle Advisory Committee?

- ❑ Yes*
- ❑ No

***E5a. How often does the committee meet?**

- ❑ Monthly or more frequently
- ❑ Every two months
- ❑ Quarterly
- ❑ Annually
- ❑ Irregularly

***E5b. Provide contact information for the Bicycle Advisory Committee Chair.**

E5c. Which of the following groups are represented on the Bicycle Advisory Committee?
Check all that apply

- ❑ Local bike advocacy organization or citizen advocate(s)
- ❑ Transportation Department
- ❑ Planning Department
- ❑ Engineering Department
- ❑ Transit Agency

- ❑ County/MPO/RPO transportation officials
- ❑ Person(s) with disabilities
- ❑ Disability Services Department or similar government agency
- ❑ Senior services agency or similar
- ❑ Public Health Agency
- ❑ School Board or District
- ❑ Housing Authority/Agency or similar
- ❑ Parks & Recreation Department
- ❑ Law Enforcement
- ❑ Chamber of Commerce, Business Improvement District, or similar
- ❑ Tourism/Visitors Bureau
- ❑ Other*
- ❑ None of the above

***E5c1. If other groups are represented, please describe.**

E5d. Please describe what, if any, efforts the community has made to ensure that your Bicycle Advisory Committee is inclusive and representative of the full range of cyclists in your community?

Public Engagement for Bicycle Planning

E6. What tools or systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process? *(See the International Association for Public Participation's Spectrum of Public Participation for more information and resources.)* **Check all that apply.**

- ❑ Community-wide public engagement or participation guide or toolkit*
- ❑ Public Engagement Plan(s) for bicycle project(s) or plan(s)
- ❑ Dedicated website**
- ❑ Social media accounts
- ❑ Bicycle User Group listserv
- ❑ Other
- ❑ None of the above

***E6a. Please provide a link to your community's public engagement or participation guide or toolkit.**

***E6b. How, if at all, has the guide/toolkit influenced or informed public input processes for bike projects?**

****E6c. Please provide a link to the dedicated website:**

****E6d. Does your dedicated website include any of the following information, tools, or features?** *Check all that apply.*

- ❑ Project-level status updates
- ❑ Implementation status updates for bike plan, complete streets policy, or similar
- ❑ Contact information and/or online form to provide feedback
- ❑ Budget simulator
- ❑ Budget calendar
- ❑ Multiple language options
- ❑ Accessibility Features
- ❑ Other*
- ❑ None of the above

***E6d1. If other please describe:**

*****E6e. If other tools or systems are in place to increase or improve community engagement, please describe.**

E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements? *Check all that apply.*

- ❑ Project- or plan-specific community advisory or citizen oversight task group(s) or committee(s) appointed by local government
- ❑ Active engagement by agency staff with resident-driven community groups (e.g. neighborhood associations)
- ❑ Consensus Workshops
- ❑ Public Meetings
- ❑ Focus Groups
- ❑ On-site user surveys
- ❑ Online surveys
- ❑ 311 app or website or similar
- ❑ Other mobile app crowdsourcing
- ❑ Tabling at other community events/destinations
- ❑ Pop-up bike infrastructure or demonstration projects with a feedback collection mechanism
- ❑ Agency-led bike rides with planners, engineers, and/or elected officials that are open to the public
- ❑ Advocate or community-led bike rides that city officials regularly attend
- ❑ Bicycle infrastructure/facility audits that are open to the public
- ❑ Door-to-door canvassing to share information and seek input
- ❑ Other*

- ❑ None of the above

***E7a. If other input and engagement methods are used, please describe.**

E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard? *Check all that apply.*

- ❑ In-person tabling or other face-to-face engagement opportunities regularly take place at various popular local community destinations (e.g. local schools, parks, churches, barber shops, grocery stores, etc.)
- ❑ In-person tabling, canvassing, or other face-to-face engagement efforts have intentionally focused on underrepresented or disadvantaged neighborhoods
- ❑ Public meetings are offered both virtually and in-person
- ❑ Public meetings and other engagement opportunities are offered at a variety of times to accommodate a variety of work schedules
- ❑ Public meetings are recorded and made available on the community's website
- ❑ Transcripts of public meetings are made available on the community's website
- ❑ Childcare is regularly provided at public meetings or other engagement opportunities
- ❑ Food is regularly provided at public meetings or other engagement opportunities
- ❑ Compensation or incentives are provided to public engagement participants for their time
- ❑ Door-to-door canvassing to share information and seek input in underrepresented neighborhoods
- ❑ Engagement opportunities are offered in languages other than English, or translation services are always available
- ❑ Language translation services are made available upon request
- ❑ Sign language interpreters and/or captioning is/are always available
- ❑ Sign language interpreters and/or captioning is/are made available upon request
- ❑ Maps and images are described verbally for low-vision participants
- ❑ Tactile maps are available for low-vision participants
- ❑ Partnerships with local community groups or other government agencies to reach new audiences
- ❑ Other**
- ❑ None of the above

****E8a. If other, please describe.**

Planning, Funding, and Implementation

E9. Does your community have a comprehensive bicycle master plan or similar section in another document?

- ❑ Yes*
- ❑ No**
- ❑ Plan is currently under development***

Skip ahead the appropriate section for each answer option above *(Note fields E9a-E9g will be hidden in online application until corresponding answers above are selected.)*

If yes:

***E9a. What year was the plan originally adopted?**

***E9a1. Has the plan been updated or revised since it was first adopted?**

- ❑ Yes***
- ❑ No, but an update is currently underway
- ❑ No, the originally adopted plan is the most recent version

*****E9a2. If yes, what year was the plan most recently updated?**

***E9b. Provide a link to the current plan.**

***E9c. Is there a dedicated budget or funding allocated for implementation of the plan?**

- ❑ Yes***
- ❑ No

*****E9c1. What is the designated annual budget or funding allocated?** (If budget is not consistent annually, provide the annual average from the last 10 years or length of plan.) (# only)

*****E9c2. List or describe funding source(s).**

***E9d. Does your plan include a specific, measurable goal to increase bicycle facilities?**

- ❑ Yes***
- ❑ No

***E9d1. Please list the goals and/or what page(s) and paragraph(s) of the plan linked above the goal(s) can be found on.

*E9e. Since the adoption or most recent update of the plan, approximately what percentage of the plan has been implemented?

- ❑ 0-10%
- ❑ 11-25%
- ❑ 26-50%
- ❑ 51-75%
- ❑ More than 75%
- ❑ Unknown

*E9f. If there is a website to show your community's progress on implementation of the bike plan, please provide the link here:

*E9g. What steps has your community taken to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the bike plan?

If no:

**E9a. How does your community currently make decisions around bike infrastructure (e.g. where and what to build, how to prioritize projects, etc.)?

**E9b. What are the top 1-3 challenges or barriers keeping your community from developing a dedicated bike plan, and what resources or guidance could make it more feasible for your community to develop one in the future?

If Plan is currently under development:

***E9a. When is the plan expected to be finalized and adopted?

***E9b. Is there a planned budget or funding allocated for implementation of the new plan?

- ❑ Yes*
- ❑ No

*E9b1. What is the planned annual budget? (# only)

***E9c. What steps is your community taking to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the new bike plan?

E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)

- ❑ Yes*
- ❑ No**

If yes:

E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.

E10b. Please upload the most recent transportation budget for your community.

E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?
(drop-down menu: "unknown" and 0-100% options)

E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation? *(This question is for informational purposes only - to help the League provide better guidance to applicant communities on how to calculate their answers to E10c going forward.)*

If no:

E10a. If no, please describe how your community organizes its projects and finances for bicycling infrastructure improvements.

E10b. If available, please upload the most recent transportation budget or explanation of transportation-related expenses for your community.

E10c. Approximately what portion of your community's transportation expenses are typically spent on bicycle projects each year?
(drop-down menu: "unknown" and 0-100% options)

E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation? *(This question is for informational purposes only - to help the League provide better guidance to applicant communities on how to calculate their answers to E10c going forward.)*

E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community? *(e.g. low-income neighborhoods, or areas defined as 'high need' under your state's Transportation Alternatives Program, etc.)*

- ❑ Yes*
- ❑ No

***E11a. Please describe.**

Evaluating the Bicycle Network

E12. Has your community conducted any kind of connectivity analysis for the bicycle network?

- ❑ Yes*
- ❑ No

***E12a. Which of the following connectivity analysis methods or measures has the community used to evaluate your bicycle network? Check all that apply.**
See the FHWA Guidebook for Measuring Multimodal Network Connectivity Table 3 (page 15) for key questions and sample measures for each of the options below.

- ❑ **Network Completeness** – e.g. How much of the transportation network is available to bicyclists and pedestrians?
- ❑ **Network Density** – e.g. How dense are the available links and nodes of the bicycle and pedestrian network?
- ❑ **Route Directness** – e.g. How far out of their way do users have to travel to find a facility they can or want to use?
- ❑ **Access to Destinations** – e.g. What destinations can be reached using the transportation network?
- ❑ **Network quality** – e.g. How does the network support users of varying levels of experience, ages, abilities, and comfort with bicycling or walking?
- ❑ Other**

****E12a1. If other, please describe.**

***E12b. If yes, which of the following connectivity measures has your community used? Check all that apply.**
See the FHWA Guidebook for Measuring Multimodal Network Connectivity pages 50-57 for fact sheets and examples of each of the connectivity measures below.

- ❑ Bicycle Level of Service (BLOS)
- ❑ Bicycle Level of Traffic Stress
- ❑ Bicycle Low Stress Connectivity

- ❑ Bicycle Route Quality Index
- ❑ Other**

****E12b1. If other please, describe.**

***E12c. Please summarize the findings of your network analysis and how those findings have been used to improve your community's bicycle network. Provide links if applicable.**

E13. Does your community have a performance measurement program for biking or active transportation infrastructure?

- ❑ Yes*
- ❑ No
- ❑ In the process of establishing one

***E13a. What are the goals of your community's performance measurement program?**

***E13b. Which of the following bicyclist and pedestrian performance measures have been used to evaluate and inform decision-making around your bicycle network? Check all that apply.**
(See the FHWA Guidebook for Developing Pedestrian & Bicycle Performance Measures for more information and resources about each of the options below.)

- ❑ Access to Community Destinations
- ❑ Access to Jobs
- ❑ Adherence to Accessibility Laws
- ❑ Adherence to Traffic Laws
- ❑ Average Travel Time
- ❑ Average Trip Length
- ❑ Connectivity Index
- ❑ Crashes
- ❑ Crossing Opportunities
- ❑ Delay
- ❑ Density of Destinations
- ❑ Facility Maintenance
- ❑ Job Creation
- ❑ Land Consumption
- ❑ Land Value
- ❑ Level of Service
- ❑ Miles of Pedestrian/Bicycle Facilities
- ❑ Mode Split

- ❑ Network Completeness
- ❑ Pedestrian Space
- ❑ Person Throughput
- ❑ Physical Activity and Health
- ❑ Population Served by Walk/Bike/ Transit
- ❑ Retail Impacts
- ❑ Route Directness
- ❑ Street Trees
- ❑ Transportation-Disadvantaged Population Served
- ❑ User Perceptions
- ❑ Vehicle Miles Traveled (VMT) Impacts
- ❑ Volume
- ❑ Other**
- ❑ None of the above

****E13b1. If other, please describe.**

***E13c. How have these performance measures informed your community's planning efforts or supported the goals listed above?**

Evaluating Ridership

E14. How does your community collect information on bicycle usage?
Check all that apply.

- ❑ Permanent automated /electronic bicycle counters
- ❑ Temporary or mobile automated /electronic bicycle counters
- ❑ Regular statistically-valid community bicycle surveys
- ❑ Travel diaries
- ❑ Household travel surveys that include bicycle trips
- ❑ App-based or other opt-in electronic data collection (e.g. Strava Metro, Dero Zap, etc.)
- ❑ Regular manual counts of bicyclists on trails
- ❑ Regular manual counts of bicyclists on the road
- ❑ Regular counts of parked bicycles at transit stations (if applicable)
- ❑ Regular counts of parked bicycles at schools
- ❑ Regular counts of parked bicycles at other destinations (downtown business district, etc.)
- ❑ Counts that include demographic data collection (e.g. gender, race, age, etc.)

- ❑ Counts that specifically focus on traditionally underrepresented or underinvested neighborhoods
- ❑ Cordon counts that include bicyclists
- ❑ Any other type of count that includes bicyclists
- ❑ None of the above

If the community has collected ridership data locally for any of the following categories, please provide up to one PDF or excel file for each category where ridership data is available: *(file uploads only available through online application – additional files may be uploaded at the end of the application.)*

E14a. Utilitarian ridership data collected locally (e.g. bicycle trips for commuting, running errands, transportation, etc.)

E14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

E14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

E15. What is your best estimate for your community's current bicycle mode share? *(Write "unknown" if there is no estimate. If a number is provided, please describe how and when this mode share number was estimated.)*

E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

- ❑ Yes*
- ❑ No

***E16a. Please list or describe these goals.**

Evaluating & Improving Safety Outcomes

E17. Does your community collect and track bicyclist crash data?

- ❑ Yes*
- ❑ No

***E17a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?** (# only)
Be sure to provide an annual average from the past 5 years. Total the number of collisions and divide by the number of years you are reporting. For example, if there were 120 collisions in 5 years, your average would be (120 collisions / 5 years) = 24

E18. Does your community collect and track bicyclist "near misses"?

- ❑ Yes*
- ❑ No
- ❑ No, but we are working on a way to do this

****E18a. If yes, please describe how this information is collected and used.**

E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually? (# only)
Be sure to provide an annual average from the past 5 years. For example, if there were 2 fatalities total in the past 5 years, your average would be (2 fatalities / 5 years) = 0.4

E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data? *See the Safer Streets Priority Finder for an example.*

- ❑ Yes*
- ❑ No**

***E20a. If Yes, please provide a brief explanation of the analysis and how it is being used in the planning, prioritization, and implementation processes for bicycle infrastructure.**

***E20b. If Yes, please upload any associated data, visualizations, and/or maps.**

***E20c. Has this analysis included any demographic or socioeconomic details or overlays to better understand who/what neighborhoods of the community are most impacted by traffic violence?**

- ❑ Yes**
- ❑ No

****E20c1. If yes, please describe your process and findings.**

E21. Has the community set a goal or established a policy or plan to eliminate traffic fatalities within the next 20 years or less?

- ❑ Yes*
- ❑ No

***E21a. If yes, please state or summarize the goal, including timeframe.**

***E21b. What is the primary method or mechanism the community has implemented to achieve this goal?**

***E21c. Please provide a link to any associated plan, policy, or program.**

E22. Are there any local or statewide traffic ordinances or laws in place designed to improve bicyclists' safety in your community? *Check all that apply.*

- ❑ Specific penalties for failing to yield to a cyclist when turning
- ❑ It is illegal to park or drive in a bike lane (intersections excepted)
- ❑ Penalties for motor vehicle users that 'door' bicyclists
- ❑ Ban on cell phone use while driving
- ❑ Ban on texting while driving
- ❑ Vulnerable road user law
- ❑ Safe passing distance law
- ❑ It is illegal to harass a cyclist
- ❑ Law that allows cyclists to treat a stop sign as a yield sign (i.e. the "Idaho Stop" is legal in your state)
- ❑ Law that allows cyclists to treat an unresponsive red light as a stop sign (i.e. "Dead Red" law)
- ❑ Law that allows bicyclists to follow pedestrian signals instead of motor vehicle traffic lights at signalized intersections
- ❑ Other*
- ❑ None of the above

Tip: You can learn about your state's laws that protect bicyclists at

***E22a. If other, please describe.**

E23. Do any of the following local ordinances or enforcement practices exist in your community that place restrictions on cyclists or criminalize cycling?
Check all that apply.

- ❑ Local law requires bicyclists to use side paths regardless of their usability
- ❑ Local law requires bicyclists to use bike lanes when provided
- ❑ Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions
- ❑ Local law restricts usage of electric-assist bicycles
- ❑ Mandatory bike registration
- ❑ Mandatory helmet use for all ages
- ❑ Restrictions on sidewalk riding outside of the Central Business District
- ❑ Restrictions on sidewalk riding inside the Central Business District
- ❑ Local or school policies restrict youths from riding to school
- ❑ Ban on exhibition or "trick riding" (e.g. wheelies)

- ❑ "Bicycle safety checks" or other legal or de facto enforcement stops occur
- ❑ Bicycles are banned from one or more road that is open to vehicles (not including highways)
- ❑ Other legal and/or de-facto enforcement practices that criminalize or place restrictions on cyclists*
- ❑ None of the above

***E23a. If other, please describe.**

E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community. *(e.g. efforts to identify or measure racial disparities in the application or outcomes of specific laws; efforts to identify specific laws that are most/least likely to be effective in preventing bicyclist crashes, injuries, and fatalities; etc.)*

E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?

- ❑ Yes*
- ❑ No

***E25a. If yes, please describe.**

E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community? *Check all that apply.*

- ❑ Officials are required to report all traffic enforcement stops made of motor vehicle drivers
- ❑ Officials are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc.
- ❑ Demographic information is collected as part of all traffic stop data that is reported
- ❑ Demographic information is collected for all traffic-related citations and arrests
- ❑ Other*
- ❑ None of the Above

***E26a. If other, please describe.**

E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests? *Check all that apply.*

- ❑ Real-time reporting of traffic enforcement data is made available to the public
- ❑ Raw data is published and made available to the public on a regular basis

- ❑ Data summaries, analysis, or reports are published and made available to the public on a regular basis
- ❑ Demographic data including race or ethnicity are included in publicly-available datasets, summaries, and/or reports*
- ❑ Demographic data including sex or gender identity are included in publicly-available datasets, summaries, and/or reports
- ❑ Demographic data including physical and/or cognitive disabilities are included in publicly-available datasets, summaries, and/or reports
- ❑ Data and/or analysis is routinely shared with a citizen oversight board or committee
- ❑ Data is only available to the public by FOIA request
- ❑ Analysis and reports are developed but not shared/ are only used internally
- ❑ Other**
- ❑ N/A - Data is not collected

***E27a. Please share links or upload files showing any publicly-available traffic enforcement data or reports that include demographic information.** *(Up to 2 links and/or 2 file attachments accepted in the online form.)*

****E27b. If other, please describe the policies or practices in place to increase transparency and accountability in traffic enforcement.**

E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices? (500 word limit)

Evaluation & Planning Bonus Points

E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?
Check all that apply.

- ❑ CDC Active People, Healthy Nation SM/Activity-Friendly Routes and Everyday Destinations
- ❑ USGBC LEED® for Neighborhood Development
- ❑ NACTO Cities for Cycling
- ❑ NACTO Member City or Affiliate Member City
- ❑ Walk Friendly Communities
- ❑ America Walks - Walking College
- ❑ AARP Age-Friendly Cities

❑ Local and Regional Government Alliance on Race & Equity (GARE) Network Member
❑ Other*
❑ None of the above

***E29a. If other, please describe.**

E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered. (500 word limit)

Use this space to expand on answers checked above, or to describe any additional evaluation & planning efforts that have not yet been covered.

E31. If this is a renewing application, please summarize the most significant changes to your community's bicycle Evaluation & Planning efforts or investments since your last BFC application. (250 word limit)

EQUITY & ACCESSIBILITY

The League defines "**Equity**" as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.

The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

"**Accessibility**" refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

We firmly believe that *Equity & Accessibility* are the essential lenses through which all other BFC work must be viewed in order to achieve a Bicycle Friendly America for everyone.

As such, you will find questions and answer options related to improving equity & accessibility throughout the BFC application in each previous "E" section, in addition to this new dedicated "Equity & Accessibility" section.

These Equity & Accessibility updates have been developed thanks to the input and participation of hundreds of communities and local advocates with a wide range of lived experiences and areas of expertise, to whom we are very grateful.

The League presents this new section with the recognition that our work to listen, learn, and engage on the topics of Equity & Accessibility in the BFC program is not yet finished, and never will be. Equity is an ongoing practice and the League will continue to engage with partners, local advocates, and communities in the BFC program to incorporate new ideas, reflect new challenges, and continue to grow and learn. If you have questions, comments, or feedback about the updated BFC application, please email us at bfa@bikeleague.org.

Thank you for continuing to learn and engage in this work along with us.
-Amelia Neptune, Bicycle Friendly America program director
June 2022

Equity & Accessibility Staffing, Committees, & Partnerships

F1. Does your local government have an internal Diversity, Equity, and Inclusion (DEI) or similar initiative, department, or position?

- ❑ Yes*
- ❑ No
- ❑ In the process of creating this role or department

***F1a-c. Provide the name and email address of the primary contact.**

***F1d. Please describe how, if at all, the DEI initiative, department, or position supports equitable bike planning or outreach in the community.**

F2. Does your community have an officially-recognized DEI or Transportation Equity Committee or similar equity-related advisory committee or working group focused on equity or mobility justice issues? *(Separate from the Bicycle Advisory Committee)*

- ❑ *Yes**
- ❑ No
- ❑ In the process of creating this committee or working group

***F2a. What is the name of this committee or working group?**

***F2b-d. Provide the name and email address of the primary contact.**

***F2e. How, if at all, has this advisory committee or working group informed or influenced bike planning, infrastructure and/or programming in your community?**

F3. Does your local government have a dedicated Disability Services Department, Office of Disability Rights, or similar department(s) or role(s) dedicated to supporting and advocating for residents with disabilities?

- ❑ Yes*
- ❑ No**
- ❑ In the process of creating this kind of role or department

If yes:

***F3a. If yes, please list the name(s) of the department(s) and a primary contact for each.**

***F3b. If yes, please describe how, if at all, these departments or individuals have been involved in improving accessibility for disabled cyclists across a range of disabilities and access needs**

If no:

****If your local governmental agency has 50 or more employees (full-, part-, or seasonal), it is required by federal law to have a designated ADA coordinator. If your agency is that large or larger, who is the ADA coordinator?**

F4. What types of partnerships has the community established to reach new audiences and increase representation and inclusion in your education, encouragement, outreach and/or engagement processes?

Check all that apply.

Note you will be asked to provide details for each option checked.

- ❑ BIPOC affinity bike club or community group(s)
- ❑ Femme/Trans/Women affinity bike club or community group(s)
- ❑ LGBTQIA+ affinity bike club or community group(s)
- ❑ Disabled cyclist affinity bike club or community group(s)
- ❑ Senior citizen affinity bike club or community group(s)
- ❑ Family-oriented affinity bike club or community group(s)
- ❑ Youth bike club or community group(s)
- ❑ Bicycle co-op or non-profit community bike shop
- ❑ Local independent bike shop
- ❑ Disabled people and/or disability advocates/activists
- ❑ Language services agency or advocacy/support group
- ❑ Affordable housing agency or advocacy/support group
- ❑ Unhoused/homeless services agency or advocacy/support group
- ❑ Immigrant or Refugee services or advocacy/support group
- ❑ Reentry and/or Rehabilitation services agency or advocacy support group
- ❑ Employment Service Centers
- ❑ Preschools or Daycare Facilities
- ❑ School District and/or public or private K-12 schools
- ❑ College or University
- ❑ Youth groups, clubs, or coalitions
- ❑ Youth development organizations
- ❑ Office on aging, senior services agency, or related affinity groups
- ❑ Public library
- ❑ Local civic associations or neighborhood groups
- ❑ Faith-based organizations or places of worship
- ❑ Civil rights or social justice-focused advocacy group or organization
- ❑ Sustainability or climate-focused advocacy group or organization
- ❑ Public health agency or local healthcare provider
- ❑ Parks and recreation agency or similar
- ❑ Emergency management/disaster response agency or similar
- ❑ Transit agency or similar
- ❑ Bike share provider or similar
- ❑ Business or commercial districts or similar
- ❑ Other (please describe below)
- ❑ None of the above

F4a. For EACH category checked in F4, please list the partner group(s) and briefly describe or summarize the activity or partnership involving that group.

Equity Data Collection & Goals

F5. Does your community collect or track any other bicycle-related data with socioeconomic and/or demographic details that hasn't already been mentioned elsewhere on this application? *(e.g. statistics on access to a bike/bike ownership,*

cyclist satisfaction, or barriers to riding, etc. specifically among women, seniors, People of Color, people with disabilities, unhoused/homeless people, non-English speakers, etc.)

- ❑ Yes*
- ❑ No

***F5a. If yes, please describe your methodology and findings.**

***F5b. Optional file upload:** *(If you have multiple files, please combine them in a zip file to allow our reviewers to see all)*

F6. Has your community established any specific and measurable equity-related goals or performance measures that relate to bicycling?

- ❑ Yes*
- ❑ No

***F6a. If yes, please describe or list the goals.**

***F6b. If yes, please describe or list any plans or systems in place to help the community meet these goals. Provide links if these plans have not already been included elsewhere on this application.**

Equity & Accessibility Policies & Plans

F7. Has your community conducted any equity-centered analysis (e.g., social vulnerability assessment, equity matrix, index, or similar effort) as part of a community Bicycle Master Plan, Vision Zero Action Plan, Safe Routes to School Plan, ADA Transition Plan, or other similar planning effort or document?

- ❑ Yes*
- ❑ No

***F7a. If yes, please provide a brief description of assessment or efforts and any relevant links.**

***F7b. If yes, please summarize the ways this assessment has influenced the decision-making process for the implementation of the related plan or effort?**

F8. Does your community regularly incorporate any of the following socioeconomic or demographic variables into any planning or decision-making processes for the development or prioritization of bike infrastructure projects?

(e.g. data overlay mapping at the neighborhood or census tract scale.) Check all that apply.

- ❑ Age
- ❑ Income/poverty status
- ❑ Race/Ethnicity
- ❑ Vehicle ownership
- ❑ Transit reliance
- ❑ Language/English proficiency
- ❑ Foreign-born population
- ❑ Gender
- ❑ Disability status
- ❑ Education Level
- ❑ Other*
- ❑ None of the above

***F8a. If other, please describe.**

F8b. For any variable selected above in F8, please describe how the variable(s) have informed decision-making or prioritization around bicycle investments and project implementation. Please include any relevant links, if applicable, that could help us to better understand your methodology, and inspire other BFC applicants to learn from your community's process. *(Write "N/A" if no variables were checked in F8.)*

F9. Has your community adopted any of the following types of equity-related action plans? *Check all that apply.*

- ❑ Racial Equity Action Plan or similar*
- ❑ Inclusive Mobility Action Plan or similar plan focused on improving accessibility for people with disabilities*
- ❑ ADA Transition Plan or similar*
- ❑ Limited English Proficiency (LEP) Plan or similar *
- ❑ Climate Equity Plan or similar*
- ❑ Health Equity Plan or similar*
- ❑ Other similar*
- ❑ None of the Above

For EACH option checked:

***F9a-g. Has this plan impacted or influenced bicycling planning efforts in your community?**

❑ Yes**
❑ No

****F9a1-g2. If Yes, please describe and provide a link to the plan.**

F10. Has the community developed any anti-displacement programs or strategies that relate to transportation investments?

❑ Yes, for individual projects*
❑ Yes, there is an overall program or strategy for the entire community**
❑ No, but the community has taken other steps to mitigate or avoid displacement***
❑ None of the above

***F10a. Please describe your community's anti-displacement programs or strategies for any specific transportation projects, including how you are documenting or measuring the impact or outcome of these efforts.** *Please include links to more information, if available.*

****F10b. Please describe your community's overall anti-displacement program or strategy, including how you are documenting or measuring the impact or outcomes.** *Please include links to more information, if available.*

*****F10c. If other steps are being taken to mitigate or avoid displacement in your community, please describe these efforts, including how you are documenting or measuring their impact.** *Please include links to more information, if available.*

Equity & Accessibility Bonus Points

F11. Are there any other innovative strategies, programs, facilities, or initiatives in place to specifically support cyclists with any vision, hearing, mobility, and/or cognitive needs in your community, that have not already been covered on your BFC application? Please describe and include links to more information, if applicable. (OPEN-ENDED)

F12. Are there any other innovative strategies programs, facilities or initiatives in place to make cycling more equitable and inclusive for any historically underrepresented or marginalized groups or individuals in your community, including women, people of color, non-English speakers, people with disabilities, non-drivers, young children, and/or seniors? Please describe and include links to more information, if applicable. (OPEN-ENDED)

F13. If this is a renewing application, please summarize the most significant improvements to your community's bicycle-related Equity and Accessibility efforts or investments since your last BFC application. (OPEN-ENDED)

FINAL OVERVIEW

G1. What are the *top three* reasons your community has made bicycling a priority?
Click up to three.

- ❑ Improved quality of life
- ❑ Improving public health
- ❑ Community connectivity
- ❑ Provide affordable transportation options
- ❑ Reduce car-parking demands
- ❑ Climate change/environmental stewardship concerns
- ❑ Decrease traffic congestion
- ❑ Increase tourism
- ❑ Increase property values
- ❑ Cooperation with adjacent communities
- ❑ Public demand
- ❑ Economic development
- ❑ Support Smart Growth or other growth management goals
- ❑ Traffic and bicycle/pedestrian safety
- ❑ Meet local or state requirements
- ❑ None of the above

G2. Briefly describe the most positive outcome of your community's support for bicycling. (250 word limit)

G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community? (250 word limit)

G4. What are your community's greatest achievements in the last 12 months in the work to become more bicycle-friendly? (250 word limit)

G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community? (500 word limit)

G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5? (250 word limit)

G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community? (250 word limit)

G8. Optional: What other communities do you look to as peers or comparable role models for your community? *(This may be local neighboring communities or communities elsewhere in the nation or the world.)*

G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

- ❑ Yes
- ❑ No

G10. How did you hear about the Bicycle Friendly Community program?

SUPPLEMENTARY MATERIALS

Optional: If you would like to share any supplemental material to support your application, please upload files to your online application. (Up to 10 files allowed.)

The League wants to showcase the places, organizations, and individuals working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community outreach efforts, or people biking in your community, you'll help us highlight your community's commitment to making bicycling better.

By submitting photos, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

If you would like to share any supplementary links or URLs not already included in your answers above, please provide up to 5 additional links.

Please note this document is a preview only.

Applications must be submitted through the online form, available at **apply.bikeleague.org**.

BICYCLE FRIENDLY COMMUNITY

Spring 2023 APPLICATION
FOR REVIEW ONLY.

Only applications submitted through the online form at apply.bikeleague.org will be considered for designation.

What happens after I apply?

After the BFC application deadline passes, the League will email each applicant with a survey link to distribute in your community, so that we can hear from the general public about their bicycling experiences and perceptions. The League will also reach out directly to local bike advocates and League members for their input, and local survey input will be included in your feedback materials. Your application, and this local input, will be reviewed by a national team of experts to determine award levels and recommendations for improvement. Awards are normally announced 2-3 months after each deadline, and feedback is provided shortly following awards announcements.

Learn more at bikeleague.org/community.



The Bicycle Friendly Community program is supported by Eco-Counter and League Members.

© 2022 League of American Bicyclists