



City of Santa Fe

AGENDA

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
JULY 13, 2023
5:30 PM
ROUNDHOUSE ROOM, MARKET
STATION
500 MARKET STREET, SUITE 200

PROCEDURES FOR BICYCLE AND PEDESTRIANS ADVISORY COMMITTEE MEETING

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

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

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF AGENDA**
4. **APPROVAL OF MINUTES**

- a. June 8, 2023 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. Introduction of Ms. Angela Bordegaray, new BPAC member representing D4 followed by introductions of all BPAC members and staff.
- b. City Trails Maintenance Plan FY2024, Parks and Open Space Presentation (Scott Overlie, Project Administrator)
- c. City Ordinance 2023-4 “Electric Bicycles” vis-à-vis NM SB69 “Electric-Assisted Bicycle Definition” (Kevin Nault, Assistant City Attorney)
- d. CONSIDERATION OF A BILL 2023-24 (Councilor Lindell, Councilor Cassutt, Councilor M. Garcia)
A Bill Amending SFCC 1987, Section 23 5.1 to Include a Definition for Unicycles; Amending the Uniform Traffic Ordinance (UTO), Exhibit A to Chapter 24 by Creating a New Section 12-1-86.5 to Add a Definition for “Unicycle” and “Electric Unicycle”, Amending Section 12-1-40 to Exclude Electric Unicycles from the Definition of Motor Vehicles, Amending Section 12-1-88 to Include Electric Unicycles in the Definition of Vehicle, and Amending Articles 8-1 Through 8-16 and 12-10-3.1. (Romella Glorioso-Moss, rsglorioso-moss@santafenm.gov, 505-955-6623)

COMMITTEE REVIEW:

Governing Body: (Introduction): 07/12/2023

Bicycling and Pedestrian Advisory Committee: 07/13/2023
Governing Body: (Public Comment) 07/26/2023
Quality of Life Committee: 08/02/2023
Public Works and Utilities Committee: 08/07/2023
Governing Body: 08/09/2023

- e. Update on City's Bike Friendly Community (Silver-level) Renewal (Steven Pilcher, Task Force Chair)
- f. BPAC Presentation to Governing Body (Judith Gabriele, Promotions, Education and Programming Subcommittee Chair)
- g. BPAC Strategic Plan FY2023-2033 Review/Update (Yolanda Eisenstein, Policy, Planning and Law Subcommittee Chair)
- h. Arroyo De Los Chamisos Crossing (Ben Pingilley, Technical Review Subcommittee Chair)
- i. Complete Streets FY 2024 Projects (Romella Glorioso-Moss, BPAC Staff Liaison)

8. **MATTERS FROM STAFF**

9. **MATTERS FROM THE COMMITTEE**

10. **MATTERS FROM THE CHAIR**

11. **NEXT MEETING: Thursday, August 10, 2023**

12. **ADJOURN**

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



MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
JUNE 08, 2023
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

1. CALL TO ORDER

The meeting was called to order at 5:36pm by Chair Michael Garcia.

2. ROLL CALL

Members Present:

Member Judith Gabriele
Member Daniel Painter
Member Steven Pilcher
Member Ben Pingilley
Member Khalil Spencer
Chair Michael Garcia

Members Excused:

Member Erik Aaboe
Member Yolanda Eisenstein

Member Tony Gerlicz

Others Attending:

Romella Glorioso-Moss, Staff Liaison
Lucrecia Diaz, Clerk

3. APPROVAL OF AGENDA

- a. **MOTION:** Member Spencer moved, seconded by Member Painter, to approve the Agenda.

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



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For: Member Gabriele, Member Painter, Member Pilcher, Member Pingilley, Member Spencer and Chair Garcia

Against: None

Abstain: None

4. APPROVAL OF MINUTES

- a. May 11, 2023 minutes
- b. **Motion:** Member Pilcher moved, seconded by Member Gabriele to approve the March 11, 2023 minutes as amended.

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

For: Member Gabriele, Member Pilcher, Member Pingilley, Member Spencer & Chair Garcia

Against: None

Abstain: Member Painter

Amendments: 5. COMMUNICATIONS FROM THE PUBLIC (max. 2 minutes)

None

Page 4 and 5 VOTE: The motion was approved on the following Roll Call vote:



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5. COMMUNICATIONS FROM THE PUBLIC

- a. Hubert Hecke, 871 Don Cubero, Santa Fe, NM 87505

This is an old issue having to do with paving, repaving and curb and gutter. Recently observed the worse and best practice, in that pattern, in the same intersection of Don Diego and W. Buena Vista. Don Diego got repaved in such a way that the asphalt is now 1" and 1"½ higher than the curb and gutter, which is a dangerous situation for bicycles. However right 10 feet to your left if you look at W. Buena Vista it got repaved in a way that I would prefer that there's a curb and asphalt right up to the curb, beautiful job. I was not aware that anybody from the City crews knew how to do that but clearly they do. So, I would like for somebody at the committee to talk to the Engineer's and say we want it that way W. Buena and not that way Don Diego. I thought it was interesting that the best practice and worse practice were right there, side by side. Anyway that's my comment and I know that it's an old issue I don't know if it's already been brought to an Engineer or if the City crews knew. Or if this a reaction to any of our requests because I know this has been around for a long time so anyway that's my comment, thank you.

Member Gabriele speaking on behalf of Julian Garrett, Santa Fe, NM

Crosswalks, there's no markings for crosswalks on the rail trail crossings on Siringo, St. Mike's and Second Street. and requesting that they be striped.

6. COMMUNICATIONS FROM OTHER AGENCIES

- a. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, SFMPO Officer)
- b. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)
- c. Public Safety Committee (Khalil Spencer, BPAC Vice-Chair)



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7. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Introduction of Mr. Dan Painter, new BPAC member representing D4 followed by introductions of all BPAC members and staff.
- b. Appointments of BPAC Members to subcommittees:
 - a) Khalil Spencer – Policy, Planning and Law
 - b) Erik Aaboe – Technical Review Committee
 - c) Dan Painter – TBD at the meeting

Notes:

Chair Garcia appointed Member Aaboe and Member Painter to Technical Review Committee while Member Spencer to Policy, Planning and Law.

- c. Formation of a task force that will work on renewing the City's Silver Bicycle Friendly Community designation.

Chair Garcia appointed Member Pilcher (Task Force Chair), Member Painter, Member Gabriele and Member Spencer. Member Gabriele will inquire if one of her subcommittee member would like to join the Task Force as Citizen Member.

- d. 30% engineering design of Henry Lynch Rd Reconstruction Project (Romella Glorioso-Moss, BPAC Staff Liaison)

Notes:

At the 30% Review Meeting for Henry Lynch Road Reconstruction Project, SFCT Trail Manager, Mr. Tim Rogers reiterated his request to build a multi-use path (to connect to Acequia Trail) on Henry Lynch in addition to buffered bike lanes and sidewalks. Staff Liaison is not sure if this request is coming from BPAC or from SFCT. The City position is not



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to include a multi-use path. It is not included in any planning documents such as the SFMPO MTP; and it is not needed esp. with buffered bike lanes and sidewalks. If BPAC wants to include a multi-use path in the design, BPAC needs to vote on it.

Motion: Member Spencer moved, seconded by Member Gabriele to Call the Question.

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

For: Member Gabriele, Member Pilcher, Member Pingilley, Member Spencer & Chair Garcia

Against: None

Abstain: None

Motion: Member Pilcher moved, seconded by Member Spencer not to add (design and construct) a multi-use path to this project as per SFCT Trail Manager Tim Rogers' recommendation.

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

For: Member Gabriele, Member Pilcher, Member Pingilley, Member Spencer & Chair Garcia

Against: None

Abstain: None

- e. Ramp Request Rail Trail/Siler Rd (Ben Pingilley, Technical Review Subcommittee Chair)

A member of the Public, Mr. Paul Cooley has requested the City through a Work Order to build an on/off ramp on both sides of Siler Rd, for bicyclists to move from the bike lane to the River Trail. However, the City



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responded that it is not needed. *“The path is meant to turn at Siler, go up to the roundabout, and cross there. There is no crosswalk there and no plans to add one as it would affect traffic. The interface is not graded there because it is not intended to be a crossing for pedestrians or cyclists.”*

Motion: Member Spencer moved, seconded by Member Pingilley to connect the N side of Siler Rd to the River Trail via on/off ramp.

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

For: Member Gabriele, Member Pilcher, Member Pingilley, Member Spencer & Chair Garcia

Against: None

Abstain: None

8. SUBCOMMITTEE COMMUNICATIONS

a. Promotion, Education and Programming (Judith Gabriele, Subcommittee Chair)

9. MATTERS FROM STAFF

10. MATTERS FROM THE COMMITTEE

11. MATTERS FROM THE CHAIR

12. NEXT MEETING: July 13 2023

13. ADJOURN



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Clerk

Romella Glorioso-Moss

Staff Liaison

Chair

2542 Avenida de Isidro
Santa Fe, New Mexico
(505) 470-7757
abordegaray@gmail.com

ANGELA SCHACKEL BORDEGARAY

OBJECTIVE Apply my familiarity and knowledge of Santa Fe's culture and built environment to better integrate land uses and transportation patterns

SKILLS & ABILITIES Effective at communicating technical planning concepts to lay audiences regarding urban, rural and regional planning, historic preservation, water resource planning; extensive public speaking; served on public and non-profit boards: Santa Fe Public Schools, City of Santa Fe Planning Commission, New Mexico Interstate Stream Commission Regional Water Planning Advisory Committee, Rio Grande Agriculture Land Trust

WORK HISTORY *Senior Planner and Program Manager - current*

SANTA FE COUNTY

Promote and administer Transfer of Development Rights (TDR) Program; Support Community and Regional Planning, Affordable Housing, County Open Lands and Trails Public Advisory Committee (COLTPAC); and Transportation Programs

Senior Planner, Historic Preservation Division 2020-2023

CITY OF SANTA FE

Case planning: Interpret and apply city's historic preservation and design ordinances to development in the five historic districts. Presented cases and expert recommendations to the Historic Districts Review Board (HDRB); extensive public interaction; field and site research

State and Regional Water Planning Program Manager and Planner 2007-2020

STATE OF NEW MEXICO

Developed and led state water plan and sixteen regional water planning program

EDUCATION **SANTA FE PUBLIC SCHOOLS; UNIVERSITY OF NEW MEXICO; UNIVERSITY OF TEXAS AT AUSTIN**

Elementary, Junior High, High School; Bachelor of Arts in Political Science (BA) and International Affairs/Emphasis on Latin America; School of Architecture and Planning Master of Science in Community and Regional Planning (MSCRP)

LEADERSHIP City of Santa Fe Planning Commission (2008-2015)

REFERENCES **ROBERT GRIEGO, PLANNING MANAGER**

Santa Fe County

HEATHER LAMBOY, ASSISTANT LAND USE DIRECTOR

City of Santa FE

1 CITY OF SANTA FE, NEW MEXICO

2 ORDINANCE NO. 2023-4

3
4
5 AN ORDINANCE

6 RELATING TO ELECTRIC BICYCLES; AMENDING SECTION 12-1-6 OF THE
7 UNIFORM TRAFFIC ORDINANCE (“UTO”) TO INCLUDE ELECTRIC BICYCLES IN
8 THE DEFINITION OF BICYCLE; AMENDING SECTION 12-1-40 OF THE UTO TO
9 DELINEATE ELECTRIC BICYCLES FROM MOTOR VEHICLES; AMENDING
10 SECTION 12-1-88 OF THE UTO TO SPECIFY THAT AN ELECTRIC BICYCLE IS A
11 VEHICLE; AMENDING SECTION 12-8-1 OF THE UTO TO PROHIBIT ANYONE
12 UNDER THE AGE OF SIXTEEN FROM RIDING A CLASS 3 ELECTRIC BICYCLE;
13 AMENDING SECTION 12-8-10 OF THE UTO TO REGULATE AND ESTABLISH A
14 SPEED LIMIT FOR ELECTRIC AND MANUALLY-PROPELLED BICYCLES ON CITY
15 SIDEWALKS; AMENDING SECTION 12-8-15 OF THE UTO TO REMOVE THE
16 PROHIBITION FOR BICYCLES TO RIDE ON A STREET ADJACENT TO A
17 SIDEWALK OR PATH WHEN BICYCLES ARE REQUIRED TO USE THE SIDEWALK
18 OR STREET; CREATING A NEW SECTION 12-8-18 OF THE UTO TO MAKE IT AN
19 OFFENSE TO ENHANCE THE SPEED CAPABILITIES OF AN ELECTRIC BICYCLE;
20 AMENDING SECTION 12-8-23 OF THE UTO TO RAISE THE MAXIMUM FINE FOR
21 VIOLATION OF CERTAIN PROVISIONS FROM TWENTY-FIVE DOLLARS TO ONE
22 HUNDRED DOLLARS; AND AMENDING SFCC 1987 SECTION 23-5.1 TO AMEND THE
23 DEFINITION OF BICYCLE TO INCLUDE ELECTRIC BICYCLES, AND TO
24 REGULATE THE USE OF ELECTRIC BICYCLES ON CITY ROADS.
25

1 **BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:**

2 **Section 1. Section 12-1-6 of the Uniform Traffic Ordinance (being Ord. No.**
3 **2011-23, § 1) is amended to read:**

4 **12-1-6 BICYCLE.** "Bicycle" means:

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

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

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

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

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

20 C. Devices with motors outputting more than 750 watts or that can achieve a
21 maximum speed more than 28 mph are motor vehicles.

22 D. Bicycles defined in paragraph B may also be referred to as "electric bicycles"

23 **Section 2. Section 12-1-40 of the Uniform Traffic Ordinance (being Ord. No.**
24 **2011-23, § 1) is amended to read:**

25 **12-1-40 MOTOR VEHICLE.** "Motor Vehicle" means every vehicle which is self-

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

5 **Section 3. Section 12-1-88 of the Uniform Traffic Ordinance (being Ord. No.**
6 **2011-23, § 1) is amended to read:**

7 **12-1-88 VEHICLE.** "Vehicle" means every device in, upon, or by which, any person or
8 property is or may be transported or drawn upon a street, including any frame, chassis, body, or
9 unitized frame and body of any vehicle or motor vehicle, except devices moved by human power
10 or used exclusively upon stationary rails or tracks. Electric bicycles are vehicles.

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

13 **12-8-1 EFFECT OF REGULATIONS**

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

17 B. No person shall authorize or permit any child to violate any of the provisions of
18 this ordinance nor shall any person permit any child under the age of sixteen (16) to operate a Class
19 3 electric bicycle. A person under the age of sixteen (16) may ride as a passenger on a Class 3
20 electric bicycle that is designed to accommodate passengers.

21 C. These regulations applicable to bicycles shall apply whenever a bicycle is operated
22 upon any street, bicycle lane, or path subject to existing laws and those exceptions stated herein.

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

25 **Section 5. Section 12-8-10 of the Uniform Traffic Ordinance (being Ord. No.**

1 **2011-23, § 1) is amended to read:**

2 **12-8-10 SPEED.**

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

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

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

9 **12-8-15 RIDING ON SIDEWALKS**

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

12 B. If the bicyclist dismounts, the bicyclist is subject to the laws that apply to
13 pedestrians.

14 C. Whenever any person is riding a bicycle upon a sidewalk the person shall yield the
15 right of way to any pedestrian. (Ord. #2011-23, §§ 22, 23)

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

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

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

24 **12-8-23 PENALTIES**

25 A. Every person convicted of a violation of any provision of Section 12-8-1 through

1 12-8-23 shall be punished by a fine of not more than one hundred dollars (\$100.00).

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

4 **23-5.1 Definitions.**

5 As used in this chapter:

6 A. *Artist/artisan* means a person who designs and creates arts or crafts.

7 B. *Artwork* means an object for sale by an artist/artisan.

8 C. *Bicycle* means:

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

11 (2) every device propelled upon which a person may ride that is equipped
12 with two or three wheels, pedals for human propulsion, and a motor of no more than
13 seven hundred fifty (750) watts whose maximum speed is no more than 28 mph.

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

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

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

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

25 H. *Community Days Festival* means a city-sponsored event promoting the programs

1 and services offered by local nonprofit organizations, performances by multicultural, youth, and
2 school groups and celebrating the diversity of Santa Fe.

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

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

11 K. *Immediate family* means the spouse, children, and stepchildren of a Plaza Park
12 artist/artisan. The city may require proof of relationship for family members.

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

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

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

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

23 P. *Noncommercial use* means any function or event at which nothing is offered for
24 sale and at which no money or other valuable consideration is exchanged for goods or services.
25 This use includes, but is not limited to, patriotic observances, political rallies, televised news

1 media events and motion picture filming activities.

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

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

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

11 T. *Plaza Park* means that inclusive area bounded by the inside back of the curb
12 surrounding the Plaza as outlined in the map prepared by the city, labeled "Plaza Park Map."
13 (Editor's Note: The Plaza Park Map may be found at the end of this chapter.)

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

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

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

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

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

3 Z. *Portrait artist license* means a Plaza Park artist/artisan license issued to a portrait
4 artist.

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

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

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

11 DD. *Reproduction* means the production of multiples of a single piece, the original or
12 master, applicable to each medium.

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

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

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

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

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

24 JJ. *Special event* means an event that is permitted by the city pursuant to
25 subsection 18-8.9 SFCC 1987, Section 23-4 SFCC 1987, subsection 23-5.2 SFCC 1987 or


1 resolution of the governing body.

2 PASSED, APPROVED, and ADOPTED this 8th day of February, 2022.

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6

ALAN WEBBER, MAYOR

7 ATTEST:

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9 KRISTINE MIHELIC, CITY CLERK

10

11 APPROVED AS TO FORM:

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13 ERIN K. McSHERRY, CITY ATTORNEY

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Bill No. 2022-27

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Legislation/2023/Ordinances/2203-4 (O) Establishing Electric Bicycle Definition

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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, 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;

C. "minor" means a person under eighteen years of
age;

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

6 E. "passenger" means a person under eighteen years
7 of age who travels on a bicycle or scooter in any manner
8 except as an operator;

9 F. "protective helmet" means a piece of headgear
10 that meets or exceeds the impact standard for protective
11 helmets set by the United States consumer product safety
12 commission federal safety standard and those standards
13 developed by the American national standards institute, the
14 Snell memorial foundation or the American society for testing
15 and materials;

16 G. "public bicycle path" means a right of way
17 under the jurisdiction and control of the state or a local
18 political subdivision for use primarily by bicyclists and
19 pedestrians;

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

23 I. "public skateboard park" means an area of
24 public property set aside, designed and maintained for
25 recreation by persons using bicycles, scooters, skateboards

1 or skates;

2 J. "scooter" means a wheeled vehicle, regardless
3 of the number or placement of those wheels, that has
4 handlebars, designed to be stood on by the operator or
5 passenger and used to glide or propel the operator or
6 passenger over the ground;

7 K. "skateboard" means a set of wheels attached to
8 a platform or flat surface, regardless of the number or
9 placement of those wheels, and used to glide or propel the
10 operator over the ground; and

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

17 SECTION 2. Section 66-1-4.5 NMSA 1978 (being Laws 1990,
18 Chapter 120, Section 6, as amended) is amended to read:

19 "66-1-4.5. DEFINITIONS.--As used in the Motor Vehicle
20 Code:

21 A. "electric-assisted bicycle" means a vehicle
22 having two or three wheels, fully operable pedals and an
23 electric motor. Electric-assisted bicycles are further
24 required to conform to one of three classes as follows:

25 (1) "class 1 electric-assisted bicycle"

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

5 (2) "class 2 electric-assisted bicycle"

6 means an electric-assisted bicycle equipped with a motor that
7 provides assistance regardless of whether the rider is
8 pedaling but ceases to provide assistance when the bicycle
9 reaches a speed of twenty miles per hour; and

10 (3) "class 3 electric-assisted bicycle"

11 means an electric-assisted bicycle equipped with a motor that
12 provides assistance only when the rider is pedaling and that
13 ceases to provide assistance when the bicycle reaches a speed
14 of twenty-eight miles per hour;

15 B. "electric personal assistive mobility device"

16 means a self-balancing device having two nontandem wheels
17 designed to transport a single person by means of an electric
18 propulsion system with an average power of one horsepower and
19 with a maximum speed on a paved level surface of less than
20 twenty miles per hour when powered solely by its propulsion
21 system and while being ridden by an operator who weighs one
22 hundred seventy pounds;

23 C. "essential parts" means all integral and body

24 parts of a vehicle of a type required to be registered by the
25 provisions of the Motor Vehicle Code, the removal, alteration

1 or substitution of which would tend to conceal the identity
2 of the vehicle or substantially alter its appearance, model,
3 type or mode of operation;

4 D. "established place of business", for a dealer
5 or auto recycler, means a place:

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

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

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

16 (4) on which there is located an enclosed
17 building on a permanent foundation, which building meets the
18 building requirements of the community and is large enough to
19 accommodate the office or offices of the dealer or auto
20 recycler and large enough to provide a safe place to keep the
21 books and records of the dealer or auto recycler;

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

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

11 E. "explosives" means any chemical compound or
12 mechanical mixture that is commonly used or intended for the
13 purpose of producing an explosion and that contains any
14 oxidizing and combustive units or other ingredients in such
15 proportions, quantities or packing that an ignition by fire,
16 friction, concussion, percussion or detonator of any part of
17 the compound or mixture may cause such a sudden generation of
18 highly heated gases that the resultant gaseous pressures are
19 capable of producing destructive effects on contiguous
20 objects or of destroying life or limb."

21 SECTION 3. Section 66-1-4.11 NMSA 1978 (being Laws
22 1990, Chapter 120, Section 12, as amended) is amended to
23 read:

24 "66-1-4.11. DEFINITIONS.--As used in the Motor Vehicle
25 Code:

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

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

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

14 D. "manufacturer's certificate of origin" means a
15 certification, on a form supplied by or approved by the
16 department, signed by the manufacturer that the new vehicle
17 or boat described in the certificate has been transferred to
18 the New Mexico dealer or distributor named in the certificate
19 or to a dealer duly licensed or recognized as such in another
20 state, territory or possession of the United States and that
21 such transfer is the first transfer of the vehicle or boat in
22 ordinary trade and commerce;

23 E. "moped" means a two-wheeled or three-wheeled
24 vehicle with an automatic transmission and a motor having a
25 piston displacement of less than fifty cubic centimeters,

1 that is capable of propelling the vehicle at a maximum speed
2 of not more than thirty miles an hour on level ground, at sea
3 level;

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

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

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

19 I. "motor vehicle insurance policy" means a policy
20 of vehicle insurance that covers self-propelled vehicles of a
21 kind required to be registered pursuant to New Mexico law for
22 use on the public streets and highways. A "motor vehicle
23 insurance policy":

24 (1) shall include:

25 (a) motor vehicle bodily injury and

1 property damage liability coverages in compliance with the
2 Mandatory Financial Responsibility Act; and

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

6 (2) may include:

7 (a) physical damage coverage;

8 (b) medical payments coverage; and

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

11 SECTION 4. Section 66-1-4.13 NMSA 1978 (being Laws
12 1990, Chapter 120, Section 14, as amended) is amended to
13 read:

14 "66-1-4.13. DEFINITIONS.--As used in the Motor Vehicle
15 Code:

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

20 B. "off-highway motor vehicle" means any motor
21 vehicle operated or used exclusively off the highways of this
22 state and that is not legally equipped for operation on the
23 highways of this state, but does not include an electric-
24 assisted bicycle;

25 C. "official printout" means any record supplied

1 by the division or a similar agency or government entity that
2 indicates the lienholders of record or owners of record of a
3 vehicle or motor vehicle registered within that government's
4 jurisdiction or indicates information about a driver's
5 license or identification card, including traffic violation
6 history or status;

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

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

15 F. "operator" means driver, as defined in Section
16 66-1-4.4 NMSA 1978; and

17 G. "owner" means a person who holds the legal
18 title of a vehicle and may include a conservator, guardian,
19 personal representative, executor or similar fiduciary, or,
20 in the event that a vehicle is the subject of an agreement
21 for conditional sale or lease with the right of purchase upon
22 performance of the conditions stated in the agreement and
23 with an immediate right of possession vested in the
24 conditional vendee or lessee, or, in the event that a
25 mortgagor of a vehicle is entitled to possession, then such

1 conditional vendee or lessee or mortgagor."

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

4 "66-3-1. VEHICLES SUBJECT TO REGISTRATION--
5 EXCEPTIONS.--

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

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

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

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

21 (4) special mobile equipment;

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

25 (6) a freight trailer if it is:

1 (a) properly registered in another
2 state;

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

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

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

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

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

18 (c) a person who transports animals to
19 and from fairs, rodeos or other places, except racetracks,
20 where the animals are exhibited or otherwise take part in
21 performances, in trailers drawn by a motor vehicle or truck
22 of less than ten thousand pounds gross vehicle weight rating
23 bearing a proper registration plate, but in no case shall the
24 owner of an unregistered trailer described in this paragraph
25 perform such uses for hire;

1 (8) a moped;

2 (9) an electric personal assistive mobility
3 device;

4 (10) a vehicle moved on a highway by a
5 towing service as defined in Section 59A-50-2 NMSA 1978;

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

8 (12) an electric-assisted bicycle.

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

12 (1) the government of the United States; or

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

21 C. A person who violates the provisions of this
22 section is guilty of a penalty assessment misdemeanor. A
23 person charged with violating this section shall not be
24 convicted if the person produces, in court, evidence of
25 compliance valid at the time of issuance of the citation."

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

3 "66-3-708. ELECTRIC-ASSISTED BICYCLES--LABELS--
4 STANDARDS.--

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

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

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

23 D. A class 2 electric-assisted bicycle shall
24 operate in a manner so that the electric motor is disengaged
25 or ceases to function when the brakes are applied. Class 1

1 and class 3 electric-assisted bicycles shall be equipped with
2 a mechanism or circuit that cannot be bypassed and that
3 causes the electric motor to disengage or cease to function
4 when the rider stops pedaling.

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

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

10 "66-3-709. OPERATION OF ELECTRIC-ASSISTED BICYCLES.--

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

17 B. A person shall not ride a class 2 or class 3
18 electric-assisted bicycle on a bicycle or pedestrian path
19 unless:

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

21 or

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

25 C. A person under sixteen years of age shall not

1 operate a class 3 electric-assisted bicycle upon any street,
2 highway or bicycle or pedestrian path, except that a person
3 under sixteen years of age may ride as a passenger on a class
4 3 electric-assisted bicycle that is designed to accommodate
5 passengers."

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

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Santa Fe Electric Bike (E-Bike) Ordinance and New Mexico Electric Bike (E-Bike) Law
Does Santa Fe Ordinance supersede NM law or the other way around unless explicitly stated*?

DEFINITIONS	
Santa Fe	State of New Mexico
<p>Bicycle: Every device propelled by human power, upon which any person may ride, having two or more wheels, except scooters and similar devices</p>	<p>Bicycle: 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, 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</p>
<p>Electric Bicycle: Every device upon which a person may ride that is equipped with two or three wheels, pedals for human propulsion, and a motor of no more than seven hundred fifty (750) watts whose maximum speed is no more than 28 mph and meets the requirements of one of three classes:</p> <ul style="list-style-type: none"> (1) Class 1 electric bicycle means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of twenty miles per hour (20 mph). (2) Class 2 electric bicycle means a bicycle equipped with a motor that provides assistance to propel the bicycle even when the rider is not pedaling, and that is not capable of providing assistance when the bicycle reaches the speed of twenty miles per hour (20 mph). (3) Class 3 electric bicycle means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of twenty-eight miles per hour (28 mph). <p style="text-align: center;">*Electric Bicycles are Vehicles*</p>	<p>Electric-assisted Bicycle: A bicycle with fully operable pedals and an electric motor not exceeding seven hundred fifty watts of power. Electric-assisted bicycle means a vehicle having two or three wheels, fully operable pedals and an electric motor. Electric-assisted bicycles are classified as follows:</p> <ul style="list-style-type: none"> (1) Class 1 electric-assisted bicycle means an electric-assisted bicycle equipped with a motor not exceeding seven hundred fifty watts of power 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 not exceeding seven hundred fifty watts of power 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. (3) Class 3 electric-assisted bicycle means an electric-assisted bicycle equipped with a motor not exceeding seven hundred fifty watts of power 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.

SPEED	
Santa Fe	State of New Mexico
No greater than is reasonable and prudent, given existing conditions (Standard or E-bike)	N/A
When traveling on a sidewalk – <i>where that is allowed</i> – no more than 10 miles per hour	N/A
Cannot knowingly modify an E-bike to change the speed capacity of the bike and not appropriately replacing, or cause to be replaced, the label indicating the class of the electric bicycle	Similar or the same
AGE LIMITS	
Santa Fe	State of New Mexico
No one under age 16 can ride a Class 3 E-bike; a person under the age of 16 can ride as a passenger on a Class 3 E-bike that is designed to accommodate passengers	Similar or the same
LOCATION	
Santa Fe	State of New Mexico
Any street, bicycle lane, or path in the city of Santa Fe subject to existing laws and exceptions (I didn't see any exceptions – are there any?)	Can ride a class 1 E-bike 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 electric-assisted bicycle on a bicycle or pedestrian path within its jurisdiction. *
	Cannot ride a class 2 or 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 2 or class 3 electric assisted bicycle on a path under its jurisdiction. *

CITY OF SANTA FE, NEW MEXICO

BILL NO. 2023-24

INTRODUCED BY:

Councilor Signe Lindell

Councilor Jamie Cassutt

Councilor Michael Garcia

A BILL

AMENDING SFCC 1987, SECTION 23-5.1 TO INCLUDE A DEFINITION FOR UNICYCLES; AMENDING THE UNIFORM TRAFFIC ORDINANCE (UTO), EXHIBIT A TO CHAPTER 24 BY CREATING A NEW SECTION 12-1-86.5 TO ADD A DEFINITION FOR “UNICYCLE” AND “ELECTRIC UNICYCLE, AMENDING SECTION 12-1-40 TO EXCLUDE ELECTRIC UNICYCLES FROM THE DEFINITION OF MOTOR VEHICLES, AMENDING SECTION 12-1-88 TO INCLUDE ELECTRIC UNICYCLES IN THE DEFINITION OF VEHICLE, AND AMENDING ARTICLES 8-1 THROUGH 8-16 and 12-10-3.1 ~~CERTAIN SECTIONS OF EXHIBIT A OF CHAPTER 24 (UTO) TO APPLY THE RULES OF OPERATION OF BICYCLES TO UNICYCLES; AMENDING 12-8 TO TO APPLY THE RULES OF OPERATION OF BICYCLES TO UNICYCLES TO THE EXTENT FEASIBLE AND TO PROHIBIT ANYONE UNDER THE AGE OF SIXTEEN FROM RIDING A CLASS TWO ELECTRIC UNICYCLE AMENDING SECTION 12-8-10 TO ESTABLISH A SPEED LIMIT FOR ELECTRIC AND MANUALLY PROPELLED UNICYCLES ON CITY SIDEWALKS, AND AMENDING SECTION 12-8-18 TO MAKE IT AN OFFENSE TO ENHANCE THE~~

1 **SPEED CAPABILITIES OF AN ELECTRIC UNICYCLE**

2
3 **BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:**

4 **Section 1. Section 23-5.1 of SFCC 1987 (being Ord. No. 2023-4 , § 9) is hereby**
5 **ordained to read:**

6 **23-5.1 - Definitions. As used in this chapter:**

- 7 A. **Artist/artisan** means a person who designs and creates arts or crafts.
- 8 B. **Artwork** means an object for sale by an artist/artisan.
- 9 C. **Bicycle** means:
- 10 (1) every device propelled by human power, upon which any person may ride,
- 11 having two or more wheels, except scooters, skateboards, and similar devices; and
- 12 (2) every device propelled upon which a person may ride that is equipped with
- 13 two or three wheels, pedals for human propulsion, and a motor of no more than seven
- 14 hundred fifty (750) watts whose maximum speed is no more than twenty-eight (28) mph.
- 15 D. **Canyon Road periphery area** means an area bounded by Paseo de Peralta on the
- 16 west, the southern right-of-way line of East Alameda Street on the north, East Palace
- 17 Avenue and Camino del Monte Sol on the east, and Canyon Road and Acequia Madre
- 18 Street on the south. This area includes both sides of the boundary streets, except along the
- 19 southern right-of-way line of East Alameda Street. (Editor's Note: A copy of the Canyon
- 20 Road periphery area can be found at the end of this chapter.)
- 21 E. **Collective** means a nonprofit organization that shares the use of the license among
- 22 three (3) to seven (7) nonrelated artists/artisans.
- 23 F. **Collective license** means a Plaza Park artist/artisan license issued to a collective.
- 24 G. **Commercial use** means any function or event at which goods, artwork, foodstuffs,
- 25 merchandise of any kind are offered for sale.

Commented [SNA1]: Because we have the prior section stating that rules applying to bicycles will apply to unicycles, do we want to keep these specific sections of the caption?

Commented [EMA2R2]: My thought is no, but let's check with Erin!

Commented [EM3R2]: Agree re no.

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

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

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

13 K. **Immediate family** means the spouse, children and stepchildren of a Plaza Park
14 artist/artisan. The city may require proof of relationship for family members.

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

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

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

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

24 P. **Noncommercial use** means any function or event at which nothing is offered for
25 sale and at which no money or other valuable consideration is exchanged for goods or

1 services. This use includes, but is not limited to, patriotic observances, political rallies,
2 televised news media events and motion picture filming activities.

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

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

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

12 T. **Plaza Park** means that inclusive area bounded by the inside back of the curb
13 surrounding the Plaza as outlined in the map prepared by the city, labeled "Plaza Park
14 Map." (Editor's Note: The Plaza Park Map may be found at the end of this chapter.)

15 U. **Plaza Park artist/artisan** means an artist/artisan or an artist/artisan represented
16 by a collective issued a Plaza Park artist/artisan license.

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

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

23 X. **Plaza pushcart vendor** means a vendor who uses a non-permanent, non-
24 motorized cart, barrow or unit that can be pushed by hand for the purpose of selling food
25 products and is authorized by the city to be located in the Plaza Park, the Plaza, excluding

1 the Plaza Park, or at any location in the Plaza periphery area.

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

4 Z. **Portrait artist license** means a Plaza Park artist/artisan license issued to a portrait
5 artist.

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

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

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

12 DD. **Reproduction** means the production of multiples of a single piece, the original or
13 master, applicable to each medium.

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

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

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

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

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

1 JJ. **Special event** means an event that is permitted by the city pursuant to subsection
2 18-8.9 SFCC 1987, Section 23-4 SFCC 1987, subsection 23-5.2 SFCC 1987 or resolution
3 of the governing body.

4 **KK. “Unicycle” means:**

5 (1) Every device propelled by human power, upon which any person may ride,
6 having one wheel, pedals, and a saddle; and

7 (2) Every device upon which a person may ride that is equipped with one wheel
8 and a motor of no more than seven hundred fifty (750) watts that has a maximum
9 speed of no more than twenty-eight (28) miles per hour and which includes any of
10 the following additional characteristics, or combination thereof: stationary foot
11 plates, pedals, a saddle, handlebars.

12 **Section 2. [NEW MATERIAL] a new Section 12-1-86.5 to Exhibit A of Chapter**
13 **24 (Uniform Traffic Ordinance) of SFCC 1987 is hereby ordained to read:**

14 **12-1-86.5 UNICYCLE.** “Unicycle” means

- 15 A. Every device propelled by human power, upon which any person may ride, having
16 one wheel, pedals, and a saddle; and
- 17 B. Every device upon which a person may ride that is equipped with one wheel and a
18 motor of no more than seven hundred fifty (750) watts and that has any of the
19 following additional characteristics, or combination thereof: stationary foot plates,
20 pedals, a saddle, handlebars. These devices are categorized into two classes:

21 (1) Class 1 electric unicycles are electric unicycles equipped with a motor
22 that may or may not provide pedal assistance and may reach the speed of up to
23 twenty miles per hour (20 mph).

24 (2) Class 2 electric unicycles are electric unicycles equipped with a motor

1 that may or may not provide pedal assistance and may reach the speed of up to
2 twenty-eight miles per hour (28 mph).

3 C. Devices with motors outputting more than 750 watts or that can achieve a
4 maximum speed of more than 28 mph are motor vehicles.

5 D. Unicycles described in paragraph B are also called "electric unicycles."

6 **Section 3. Section 12-1-40 to Exhibit A of Chapter 24 (Uniform Traffic**
7 **Ordinance) of SFCC 1987 (being Ord. No. 2023-4 , § 2) is hereby ordained to read as follows:**

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

14 **Section 4. Section 12-1-88 to Exhibit A of Chapter 24 (Uniform Traffic**
15 **Ordinance) of SFCC 1987 (being Ord. No. 2023-4 , § 3) is hereby ordained to read as follows:**

16 **12-1-88 VEHICLE.** "Vehicle" means every device in, upon, or by which, any person or
17 property is or may be transported or drawn upon a street, including any frame, chassis, body, or
18 unitized frame and body of any vehicle or motor vehicle, except devices moved by human power
19 or used exclusively upon stationary rails or tracks. Electric bicycles and electric unicycles are
20 vehicles.

21 **Section 5. The title of Article VIII to Exhibit A of Chapter 24 (Uniform Traffic**
22 **Ordinance) of SFCC 1987 (Ord. No. 2023-4) is hereby ordained to read as follows:**

23 **ARTICLE VIII – OPERATION OF BICYCLES AND UNICYCLES**

24 **Section 6. Section 12-6-2.16 to Exhibit A of Chapter 24 (Uniform Traffic**

1 **Ordinance) of SFCC 1987 (Being 66-7-321 NMSA 1978) is hereby ordained to read:**

2 **12-6-2.16 RESTRICTIONS ON USE OF CONTROLLED-ACCESS STREETS.**

3 A. No pedestrian, bicycle, unicycle, or other non-motorized traffic shall use any
4 controlled-access street, but notwithstanding this provision, drivers of vehicles
5 using the controlled-access street are not relieved of responsibility for exercising
6 due care.

7 B. In addition to the provisions of paragraph A, the local governing body may, by
8 ordinance, regulate or prohibit the use of any controlled-access street within its
9 jurisdiction by any class or kind of traffic which is found to be incompatible with
10 the normal and safe movement of traffic. (66-7-321 NMSA 1978)

11 C. No driver shall stop a vehicle upon any controlled-access street for the purpose of
12 taking on or discharging passengers, freight or merchandise.

13 D. The administrator has the authority to erect and maintain official traffic-control
14 devices on the controlled-access street on which the restrictions are applicable, and
15 when such traffic-control devices are in place, no person shall disobey the
16 restrictions stated on the devices. (66-7-321 NMSA 1978)

17 **Section 7. Section 12-8-1 to Exhibit A of Chapter 24 (Uniform Traffic**
18 **Ordinance) of SFCC 1987 (being Ord. No. 2023-4 , § 4) is hereby ordained to read as follows:**

19 **12-8-1 EFFECT OF REGULATIONS.**

20 A. It is a penalty assessment misdemeanor for a person to [~~be~~]perform any act forbidden
21 or fail to perform any act required by Sections 12-8-1 through 12-8-23 of the Uniform
22 Traffic Ordinance.

23 B. No person shall authorize or permit any child to violate any of the provisions of this
24 ordinance nor shall any person permit any child under the age of sixteen (16) to

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

4 C. These regulations applicable to bicycles and unicycles shall apply whenever
5 a bicycle or unicycle is operated upon any street, bicycle lane, or path subject to existing laws and
6 those exceptions stated herein.

7 D. These provisions apply to the operation of bicycles, [~~and~~]electric bicycles, unicycles,
8 and electric unicycles in the city of Santa Fe.

9 **Section 8. Section 12-8-2 to Exhibit A of Chapter 24 (Uniform Traffic**
10 **Ordinance) of SFCC 1987 (being Ord. No. 2011-23, § 8) is hereby ordained to read as follows:**

11 **12-8-2 TRAFFIC ORDINANCE APPLIES TO PERSONS RIDING.**

12 A. Operators of bicycles and unicycles have the same rights as operators of motor vehicles in
13 the use of streets, highways and roadways within the city, except as otherwise specifically
14 provided herein.

15 B. Every person riding a bicycle or unicycle upon a roadway, street or highway shall be
16 subject to all the duties applicable to the drivers of motor vehicles, except as otherwise
17 expressly provided in this Traffic Ordinance and except as to those provisions of laws and
18 ordinances which by their nature can have no applications; and each such person shall be
19 subject to the same provisions and sections of this Traffic Ordinance to which a motorist
20 is subject within Sections 12-8-1 through 12-8-21. (66-3-702 NMSA 1978)

21 **Section 9. Section 12-8-4 to Exhibit A of Chapter 24 (Uniform Traffic**
22 **Ordinance) of SFCC 1987 (being Ord. No. 2023-7, Exh. A) is hereby ordained to read as**
23 **follows:**

24 **12-8-4 CLINGING TO VEHICLES**

25 No person riding upon any bicycle, unicycle, coaster, roller skates, sled or toy vehicle shall attach

1 the same or themselves to any vehicle upon a street. (66-3-704 NMSA 1978)

2 **Section 10. Section 12-8-7 to Exhibit A of Chapter 24 (Uniform Traffic**
3 **Ordinance) of SFCC 1987 (being Ord. No. 2011-23, § 11) is hereby ordained to read as**
4 **follows:**

5 **12-8-7 LAMPS AND OTHER EQUIPMENT ON BICYCLES AND UNICYCLES.**

- 6 A. Every bicycle or unicycle when in use at nighttime shall be equipped with a lamp on the
7 front which shall emit a white light visible from a distance of at least five hundred feet to
8 the front and with a red reflector on the rear which shall be visible from all distances from
9 fifty feet to three hundred feet to the rear when directly in front of lawful upper beams of
10 head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of five
11 hundred feet to the rear may be used in addition to the red reflector. A lamp or light emitting
12 white light and attached to the helmet of the bicyclist or unicyclist may also be used in lieu
13 of a light attached to the bicycle or unicycle.
- 14 B. Every bicycle or unicycle shall be equipped with a brake or other means which will enable
15 the operator to bring the bicycle or unicycle promptly to a stop on dry, level, clean
16 pavement. (66-3-707 NMSA 1978)

17 **Section 11. Section 12-8-8 to Exhibit A of Chapter 24 (Uniform Traffic Ordinance**
18 **of SFCC 1987 (being Ord. No. 2011-28, § 12) is hereby ordained to read as follows:**

19 **12-8-8 OBEDIENCE TO TRAFFIC-CONTROL DEVICES.**

- 20 A. Any person operating a bicycle or unicycle shall obey the instructions of official traffic-
21 control devices applicable to vehicles, unless otherwise directed by a police officer or
22 unless a less stringent requirement specifically applicable to bicycles or unicycles applies.
- 23 B. Whenever authorized signs are erected indicating that no right or left or U-turn is permitted,
24 no person operating a bicycle or unicycle shall disobey the direction of any such sign, except
25 where such person dismounts from the bicycle or unicycle to make any such turn, in which

1 event the person shall then obey the regulations applicable to pedestrians. (*)

2 **Section 12. Section of 12-8-9 to Exhibit A of Chapter 24 (Uniform Traffic**
3 **Ordinance) of SFCC 1987 (being Ord. No. 2011-23, § 13) is hereby ordained to read as**
4 **follows:**

5 **12-8-9 PARKING OF BICYCLE OR UNICYCLE.**

6 A bicycle or unicycle may be parked in a manner that does not impede movement of pedestrians or
7 other traffic. (*)

8 **Section 13. Section of 12-8-10 to Exhibit A of Chapter 24 (Uniform Traffic**
9 **Ordinance) of SFCC 1987 (being Ord. No. 2023-4 , § 5) is hereby ordained to read as follows:**

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

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

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

15 **Section 14. Section of 12-8-11 to Exhibit A of Chapter 24 (Uniform Traffic**
16 **Ordinance) of SFCC 1987 (being Ord. No. 2011-23, §§ 14, 15) is hereby ordained to read as**
17 **follows:**

18 **12-8-11 RIDING ON PROHIBITED STREETS OR CONTROLLED ACCESS.**

19 No person shall ride a bicycle or unicycle either on any street or path where signs have been
20 erected by the city, which prohibit the use of the street or path to bicycles or unicycles.

21 **Section 15. Section of 12-8-12 to Exhibit A of Chapter 24 (Uniform Traffic**
22 **Ordinance) of SFCC 1987 (being Ord. No. 2011-23, §§ 16, 17) is hereby ordained to read as**
23 **follows:**

24 **12-8-12 OPERATION IN BICYCLE LANE.**

25 A. Where the lane designated by markings on the pavement for the exclusive use of

bicyclists provides a minimum of four feet of rideable space, a bicyclist or unicyclist having entered such a lane shall endeavor to maintain the lane, except:

(1) At intersections; or

(2) To pass a slower bicyclist or unicyclist, or to avoid parked cars or obstacles.

B. A bicyclist or unicyclist may leave the bicycle lane between intersections in order to make a U-turn, or left-hand turn where such a turn is permissible for vehicular traffic, or to turn into driveways.*

Section 16. Section of 12-8-13 to Exhibit A of Chapter 24 (Uniform Traffic Ordinance of SFCC 1987 (being Ord. No. 2011-23, §§ 18, 19) is hereby ordained to read as follows:

12-8-13 DIRECTION OF TRAVEL IN BICYCLE LANE.

No person shall ride or operate a bicycle or unicycle within a bicycle lane or on the roadway in any direction except that permitted of vehicular traffic traveling on the same side of the roadway; provided, that bicycles and unicycles may proceed either way along a lane where two-way bicycle traffic is so designated. (*)

Section 17. Section of 12-8-14 to Exhibit A of Chapter 24 (Uniform Traffic Ordinance of SFCC 1987 (being Ord. No. 2011-23, §§ 20, 21) is hereby ordained to read as follows:

12-8-14 POSITION ON THE ROADWAY.

A. If a right vehicle lane available for traffic is wide enough to be safely shared with overtaking vehicles and a bike lane is not present, a bicycle or unicycle shall be ridden far enough to the right in said lane to facilitate such overtaking movements unless other conditions make it unsafe to do so.

B. Exceptions to driving bicycles and unicycles on the right vehicle lane:

(1) When reasonably necessary to avoid conditions including, but not limited to, fixed or

1 moving objects, parked or moving vehicles, bicycles, unicycles, pedestrians, animals,
2 or surface hazards.

3 (2) To overtake vehicles making right-hand turns at intersections.

4 (3) A bicyclist or unicyclist may move out of their lane to overtake and pass another
5 vehicle, unicycle or bicycle.

6 (4) When preparing for a left turn at an intersection, when making a U turn or turning
7 into a private road or driveway.

8 (5) Upon a one-way road with two or more marked traffic lanes the bicyclist or
9 unicyclist may ride in the center of the most left hand lane for a reasonable distance
10 to complete a left hand turn.

11 (6) If the right vehicle lane available for traffic is not wide enough to be safely shared
12 with overtaking vehicles or if passing is otherwise unsafe, a bicycle or unicycle may
13 be ridden far enough to the left to temporarily control the lane. Bicyclists and
14 unicyclists must move to the right to allow vehicles to overtake at the earliest and
15 safest location. At no point is a bicyclist or unicyclist required to ride less than three
16 feet from any objects or curb on the right.

17 (7) If a roadway is marked with a sharrow, a bicycle or unicycle can travel in the center
18 of the lane and should move right when it is safe to do so.

19 (8) During organized bicycling and unicycling races. (*)

20 **Section 18. Section 12-8-15 to Exhibit A of Chapter 24 (Uniform Traffic**
21 **Ordinance of SFCC 1987 (being Ord. No. 2023-4, § 6) is hereby ordained to read as**
22 **follows:**

23 **12-8-15 RIDING ON SIDEWALKS.**

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

1 B. If the bicyclist or unicyclist dismounts, the bicyclist or unicyclist is subject to the laws
2 that apply to pedestrians.

3 C. Whenever any person is riding a bicycle or unicycle upon a sidewalk the person shall
4 yield the right of way to any pedestrian.

5 **Section 19. Section 12-8-16 to Exhibit A of Chapter 24 (Uniform Traffic**
6 **Ordinance) of SFCC 1987 (being Ord. No. 2023-7, Exh. A) is hereby ordained to read as**
7 **follows:**

8 **12-8-16 TURNING AND HAND SIGNALS.**

9 A. While riding a bicycle or unicycle in traffic, the bicyclist or unicyclist shall make sure
10 that their movement can be made safely and shall give a signal by hand in the same
11 manner as hand signals are given by motorists to indicate the direction in which they
12 intend to proceed, except that when signaling to make a right turn, a bicyclist or
13 unicyclist may do so by extending the right arm.

14 B. A signal by hand and arm need not be given if the hand is needed in the control or
15 operation of the bicycle or unicycle. *

16 **Section 20. Section 12-10-3.1 to Exhibit A of Chapter 24 (Uniform Traffic**
17 **Ordinance) of SFCC 1987 is hereby ordained to read as follows:**

18 **12-10-3.1 RESTRICTIONS UPON USE OF STREETS BY CERTAIN VEHICLES**

19 A. The administrator may determine and designate those heavily traveled streets upon which
20 shall be prohibited the use of the street by motor driven cycles, bicycles, unicycles, horse-
21 drawn vehicles or other non-motorized traffic and shall erect appropriate signs giving
22 notice thereof.

23 B. When signs are erected giving notice of the restrictions, no person shall disobey the
24 restrictions stated on the signs. (*)

25 **PASSED, APPROVED, and ADOPTED** this _____ day of _____, 2023.

1 APPROVED AS TO FORM:

2

3 _____

4 ERIN K. McSHERRY, CITY ATTORNEY

5

6 *Legislation/2023/Bills/Electric Unicycle Definition*

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

I N T R O D U C T I O N 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)

I N T E R N A L A N A L Y S I S : B P A C ’ S S T R E N G T H S . A N D W E

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: B P A C ’ s A p p r o v e d P r e s e n t) i t y P r o j e c t s (

⇒ 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



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 is 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 developed by the first 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

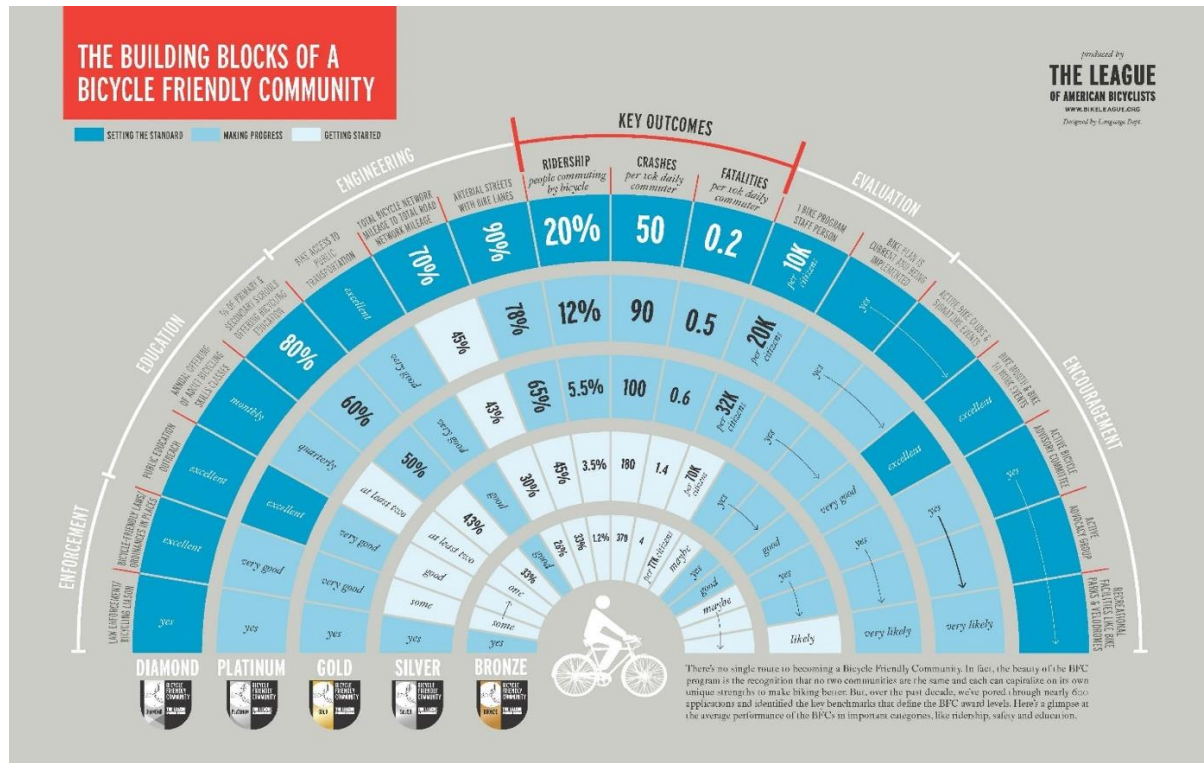
Committee and the Santa Fe Safe Route to Schools Program, which they can rely on to implement parts of the Strategic Plan.

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 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 (" S F M P O ") 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 (" N M D O T ") ;
- 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 SF MPO and 2020 Metropolitan Bicycle Transportation Plan and consider reoccurring funding sources from the City to be applied to the implementation of policies, programs, and other projects that are supported by the plans;
- h) Pursue the League of American Bicyclists Diamond-level Bicycle Friendly Community designation for the City of Santa Fe, as well as any other local, state, or national awards or designations that the City deems worthy of pursuit;
- i) Advise on policies, projects, ordinances, and funding as they relate to bicycling and walking as safe, equitable, viable, and comfortable modes of transportation; and
- j) Educate the public on the work of the Committee.

EXTERNAL ANALYSIS: FORMULATING ALTERNATIVE FUTURES (2023-2033)

As described in Appendix B, the next step in the MSSP is the External Analysis referring to the formulation of multiple scenarios that begins with the identification of key opportunities and threats that BPAC has no control over, but would likely impact BPAC's mission a c h i
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 Tax (“ Corporate) 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	-/+

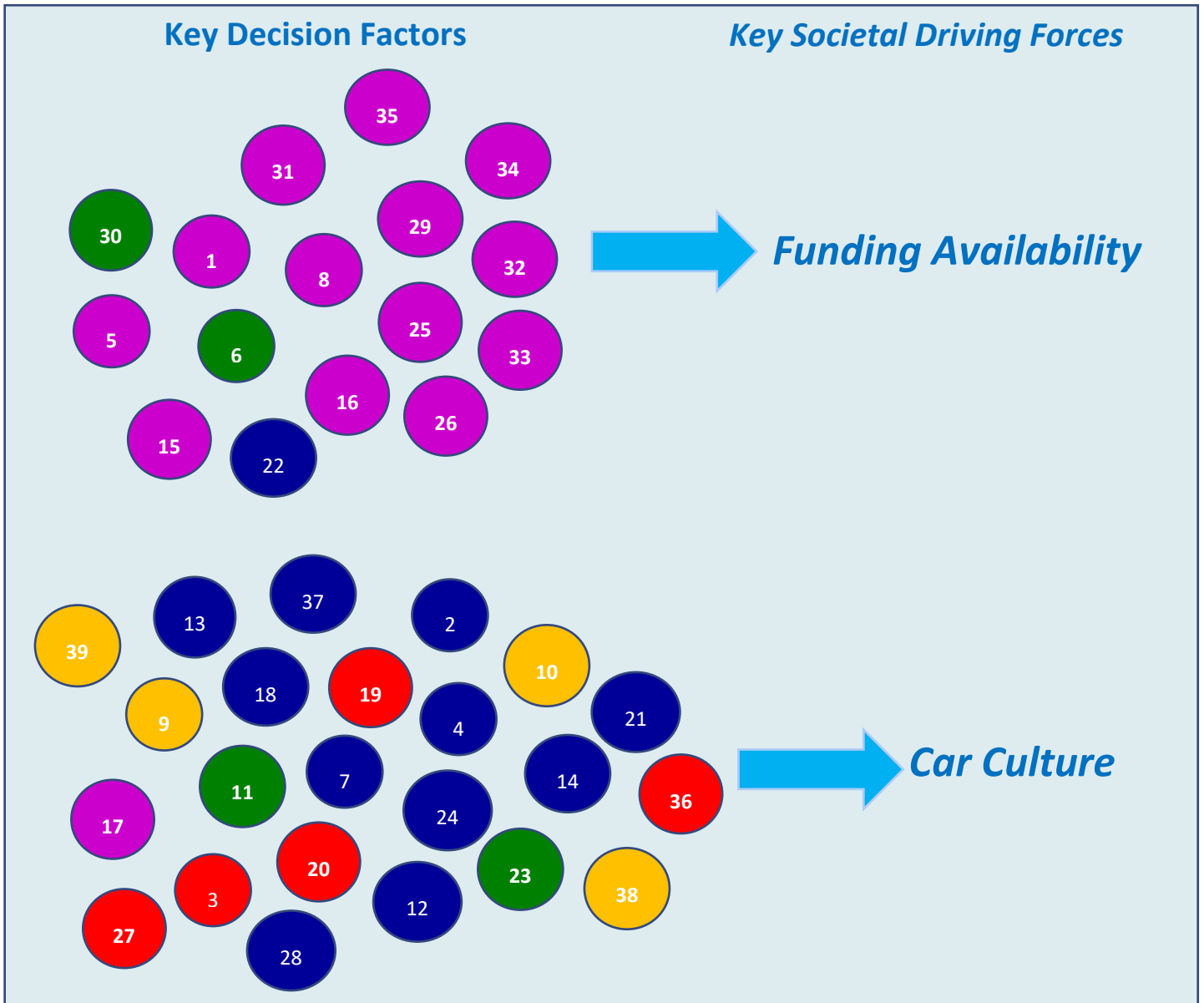
Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
19) Lack of pro-bicycle and pedestrian policy implementation (i.e. Complete Streets, Smart Growth, Infill)	S, P	-
20) Lack 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 in their neighborhood, hard to get to, and/or they don't go where they want to go." While survey respondent self.	TI	-






Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
<p>39) BPAC survey respondents identified the following infrastructure is needed in Santa Fe to increase bicycling and walking:</p> <ul style="list-style-type: none"> 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%) 	<p>TI</p>	<p>-</p>

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

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

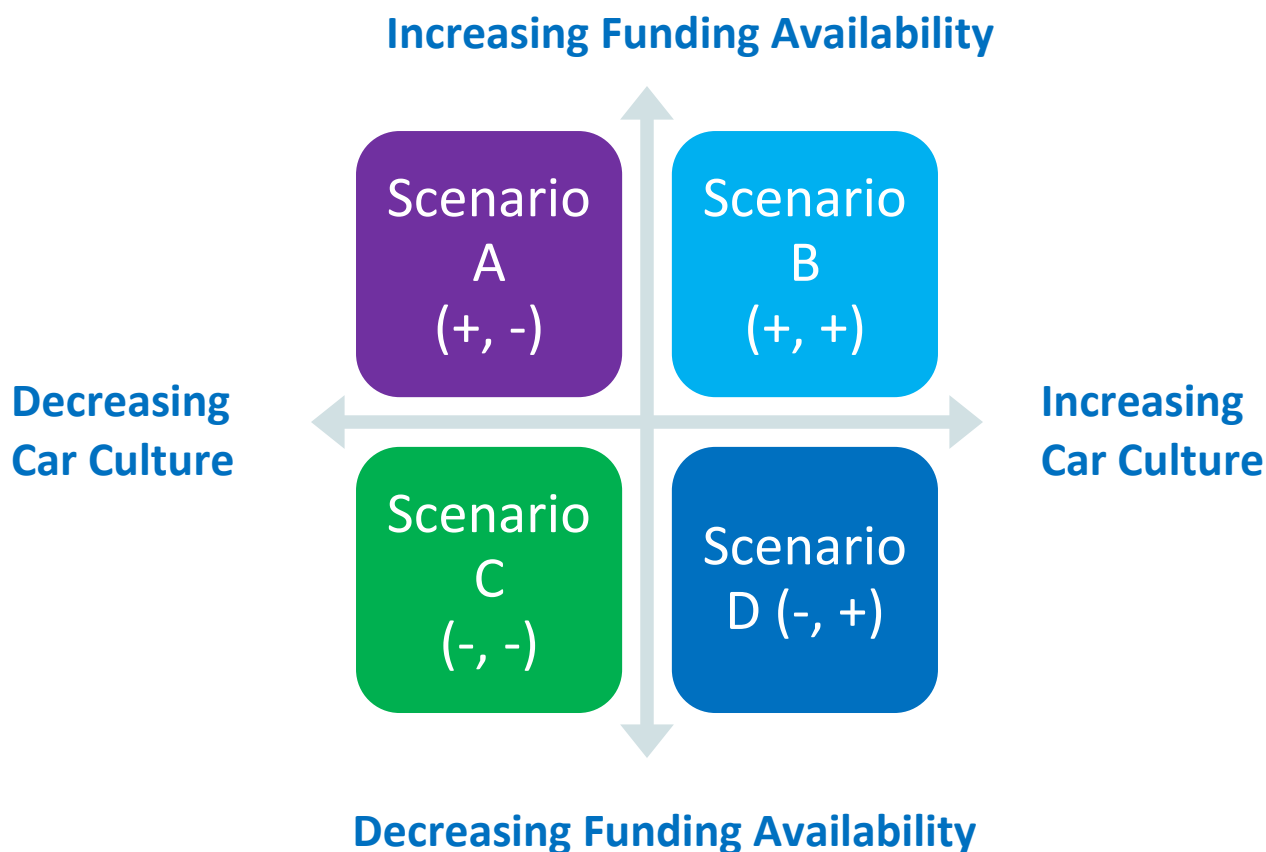


LEGEND:

- | | | | |
|---|----------------|---|-------------------------------|
|  | Socio-cultural |  | Technological/ Infrastructure |
|  | Economic |  | Environmental |
|  | Political | | |

The next step in MS S P ' s E x t e r n a l 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 decreasing (-). See Figure 3 for key characteristics of each scenario.

Figure 4: Scenarios Key Characteristics (2023-2033)

Scenario Key Indicators*	Scenario A “Our Vision” (+, -)	Scenario B “Our Planning Period Mission” (+, +)	Scenario C “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 of Communities 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 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 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 support BPAC’s purpose and the City’s goal to 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 p 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 to road along 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 *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 ' 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, ējaune@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 it is a daunting task for BPAC members.

Complete By: December 2023

Lead Subcommittee: TR (Work with SFMPO Officer, Erick Aune, AICP, ējaune@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 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 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 priority 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: B P A C Approved Priority Projects (2020 – present)

A) Roadway and Sidewalk Improvements:

- 1) Bishop's Lodge Road - Project Termini: Base 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 Maclovía and Hermanos Rodríguez 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 Village W. shopping center. ~ \$1,400,000
- 5) Arroyo Chamisos Trail Extension - Linking East and West Zia and connect to Botolph 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

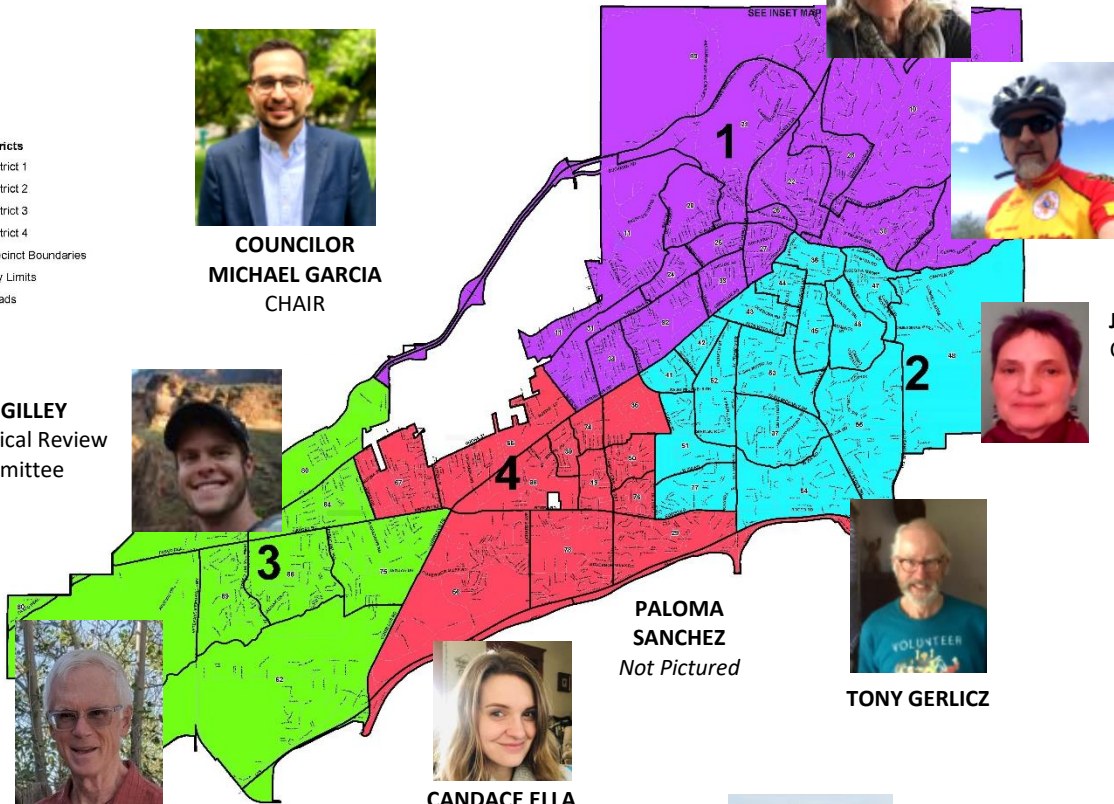
This Plan was developed by the BPAC Policy, Planning, and Law Subcommittee with input from and the approval of the entire BPAC Committee, facilitated and drafted by Staff Liaison Romella Glorioso-Moss. It is intended to be a dynamic document that changes with a changing Santa Fe and its citizens.

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

- District 1
- District 2
- District 3
- District 4
- Precinct Boundaries
- City Limits
- Roads



**COUNCILOR
MICHAEL GARCIA**
CHAIR



YOLANDA EISENSTEIN
Chair, Policy, Planning
& Law Subcommittee



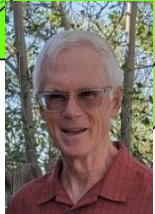
KHALIL SPENCER
Vice-Chair



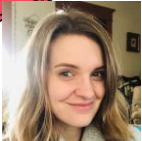
BEN PINGILLEY
Chair, Technical Review
Subcommittee



JUDITH GABRIELE
Chair, Promotion,
Education &
Programming
Subcommittee



STEVEN PILCHER



**CANDACE ELLA
MARTINEZ**

**PALOMA
SANCHEZ**
Not Pictured



TONY GERLIZ



ERIK AABOE
Santa Fe County
Representative



**ROMELLA
GLORIOSO-MOSS**
Staff Liaison

OUR PARTNERS



APPENDICES

APPENDIX A

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CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2021-8

INTRODUCED BY:

Councilor Michael J. Garcia
Councilor JoAnne Vigil Coppler
Councilor Carol Romero-Wirth

A RESOLUTION

RE-ESTABLISHING THE BICYCLE AND TRAIL ADVISORY COMMITTEE.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 regulations;

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

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

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

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

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

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


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

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

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

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

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

10
11 
12 _____

13 ALAN WEBBER, MAYOR

14 ATTEST:

15 
16 [Kristine Mihelcic \(Feb 1, 2021 13:26 MST\)](#)

17 KRISTINE MIHELICIC, CITY CLERK

18 APPROVED AS TO FORM:

19 
20 _____

21 ERIN K. McSHERRY, CITY ATTORNEY

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

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 factors (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 desirable* 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

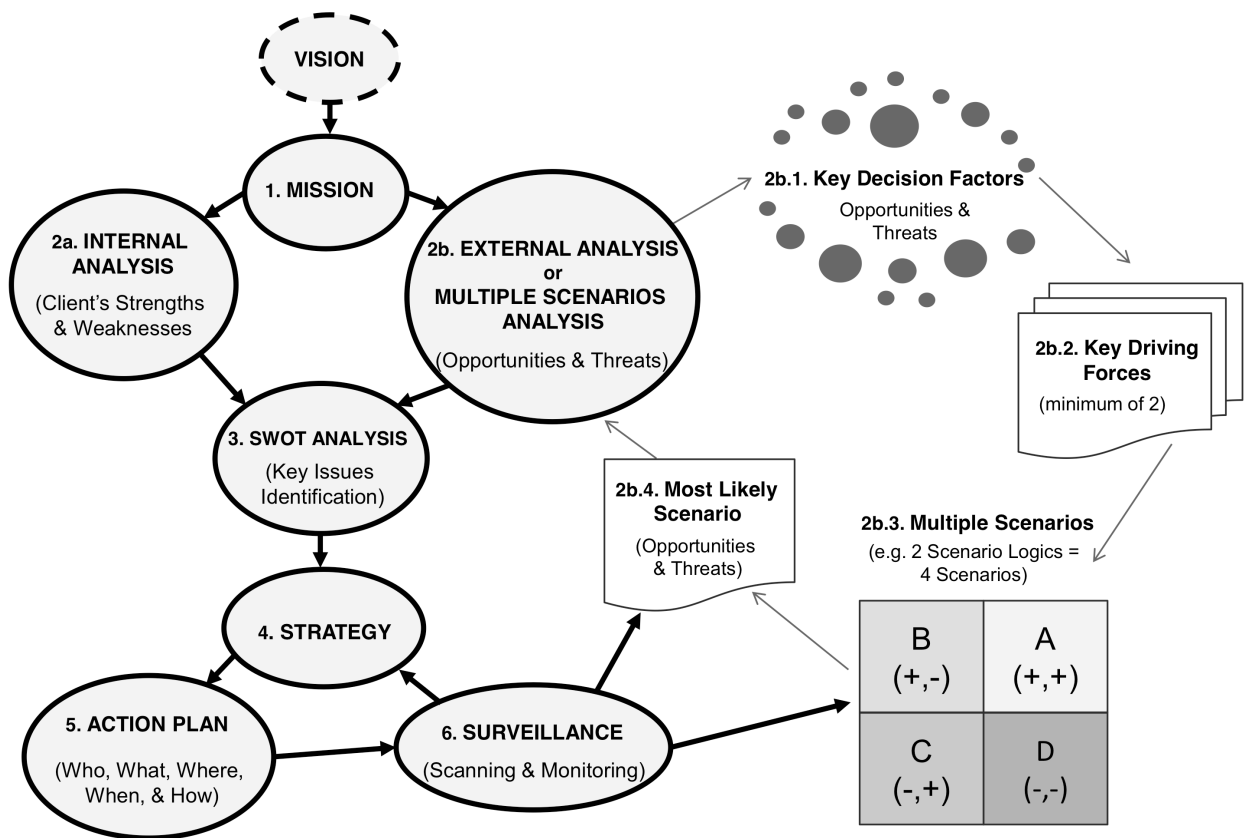
Multiple futures strategic analysis and planning includes a powerful surveillance system to assess progress toward mission achievement, including the continuing validity of the chosen most likely future scenario, strategy, and action plan. Surveillance is carried on at set times, continuously to annually, 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

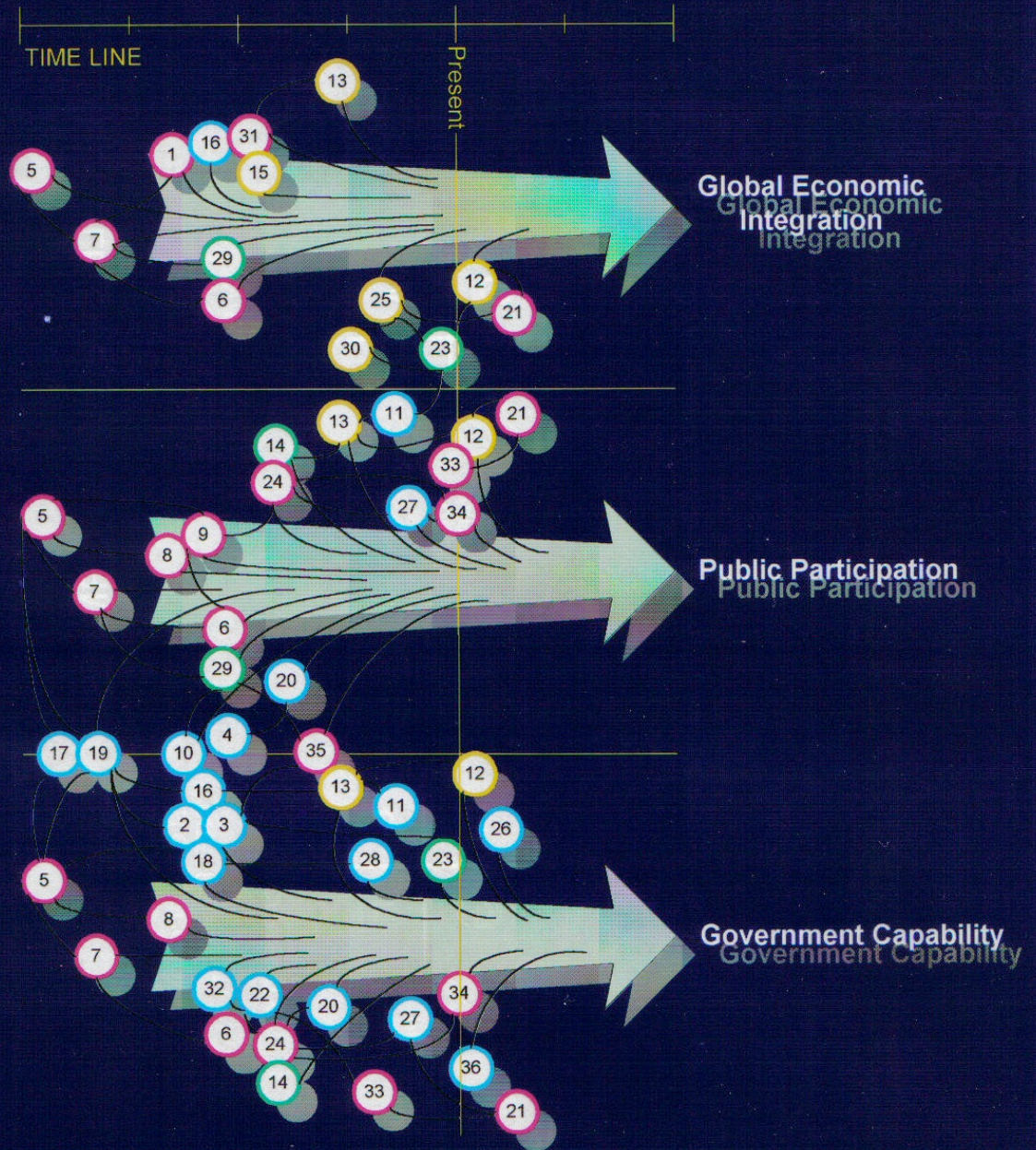


Source: Glorioso, R.S. (2014) Planning for sustainable living in high-amenity communities: Charting the course in an era of climate change. In: Moss, L.A.G. & Glorioso, R.S. (eds.) *Global Amenity Migration: Transforming Rural Culture, Economy & Landscape*, The New Ecology Press.

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/ technological*.

An Analysis of Influence Clusters and Patterns Among Factors in Societal Driving Forces



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).

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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://santafemetro.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

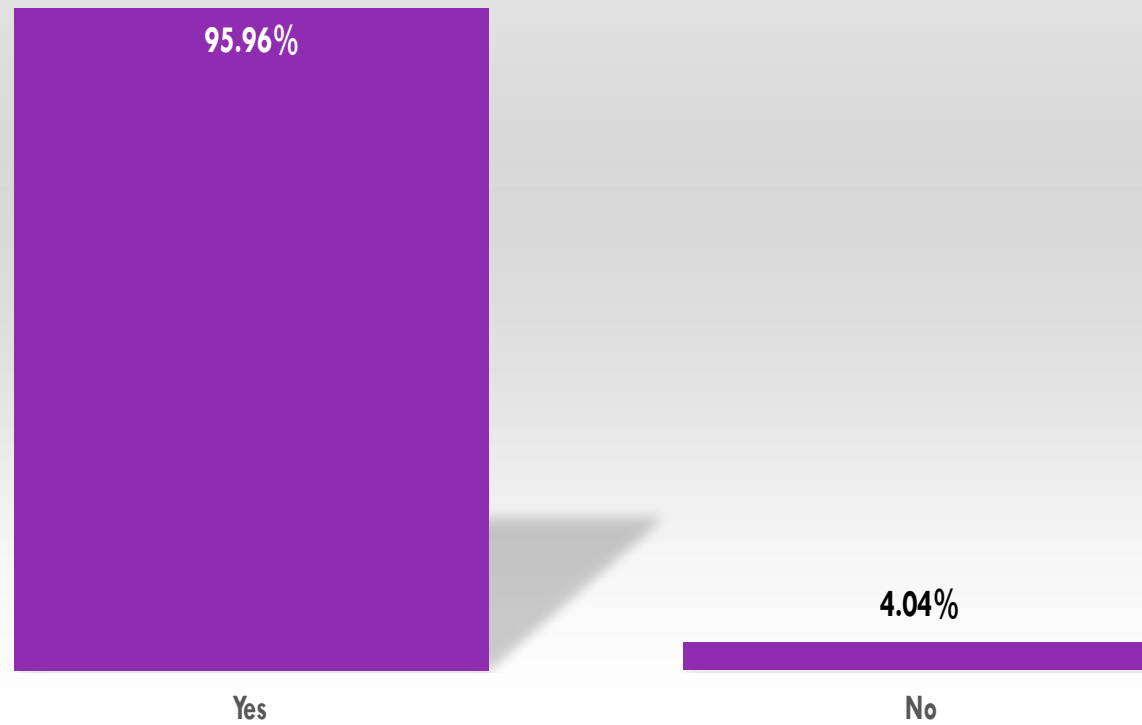
PROMOTION, EDUCATION & PROGRAMMING

JUDITH GABRIELE, SUBCOMMITTEE CHAIR

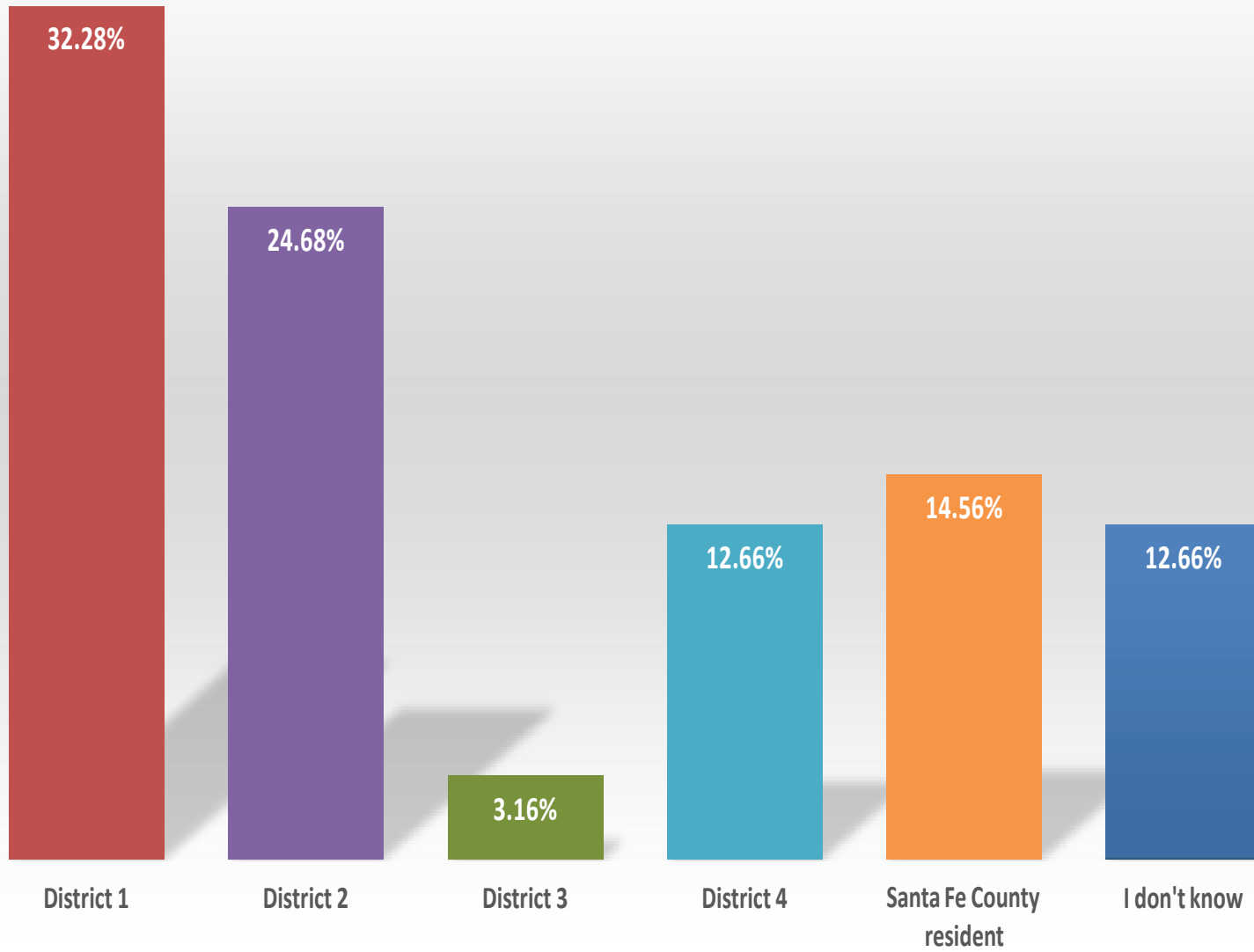
BPAC SURVEY RESULTS

- 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

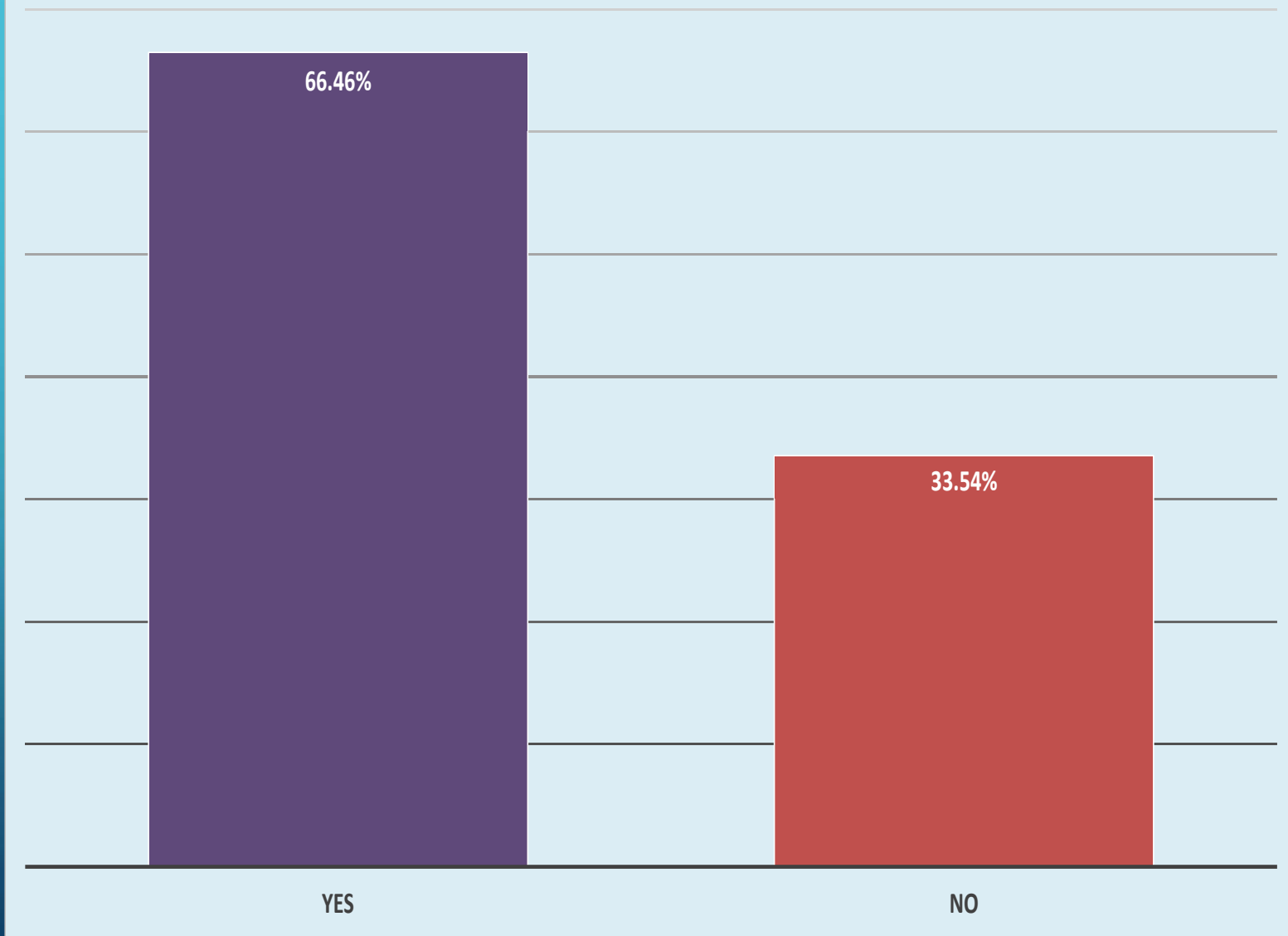
Are you a resident or second homeowner in Santa Fe?



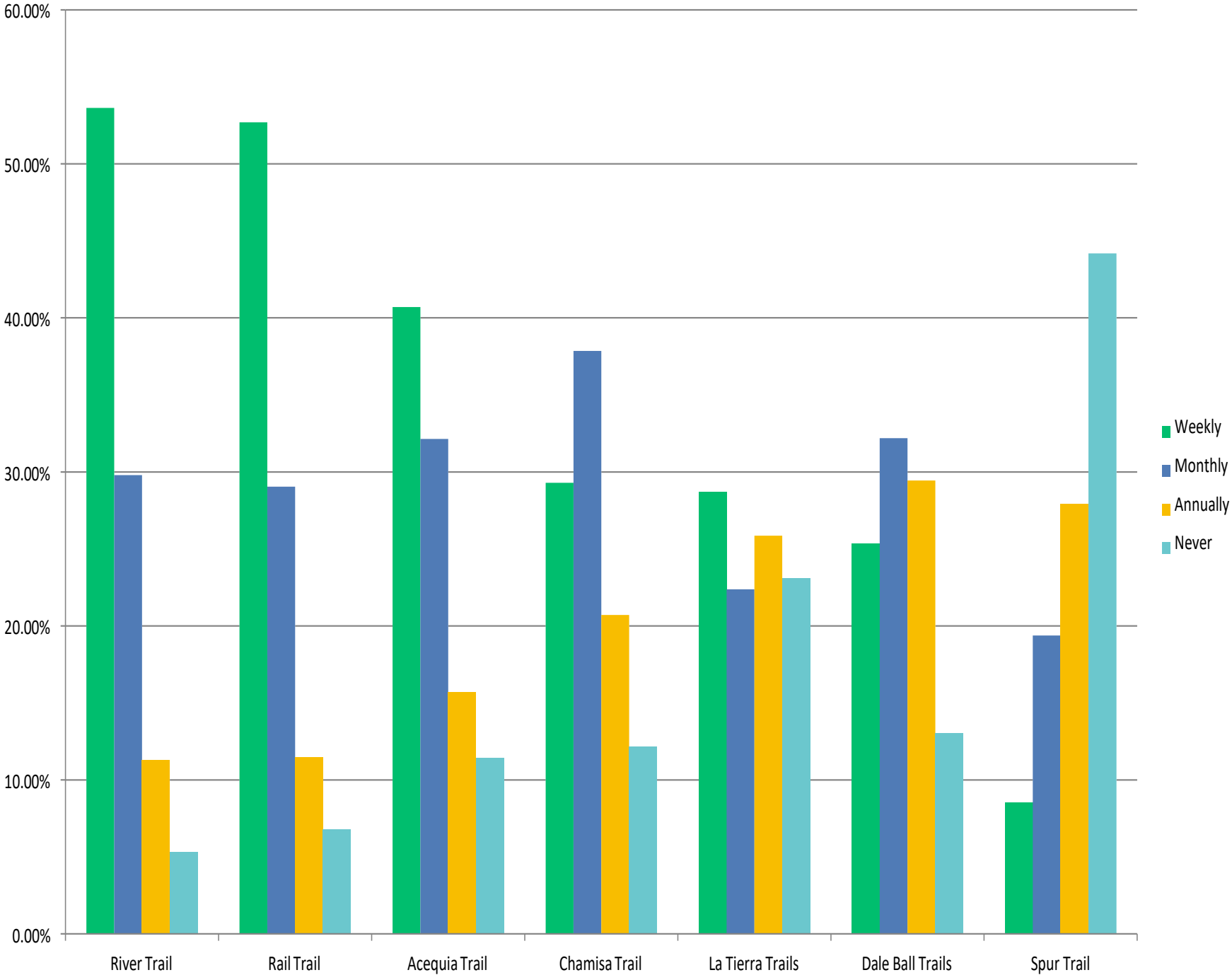
What council district do you live in?



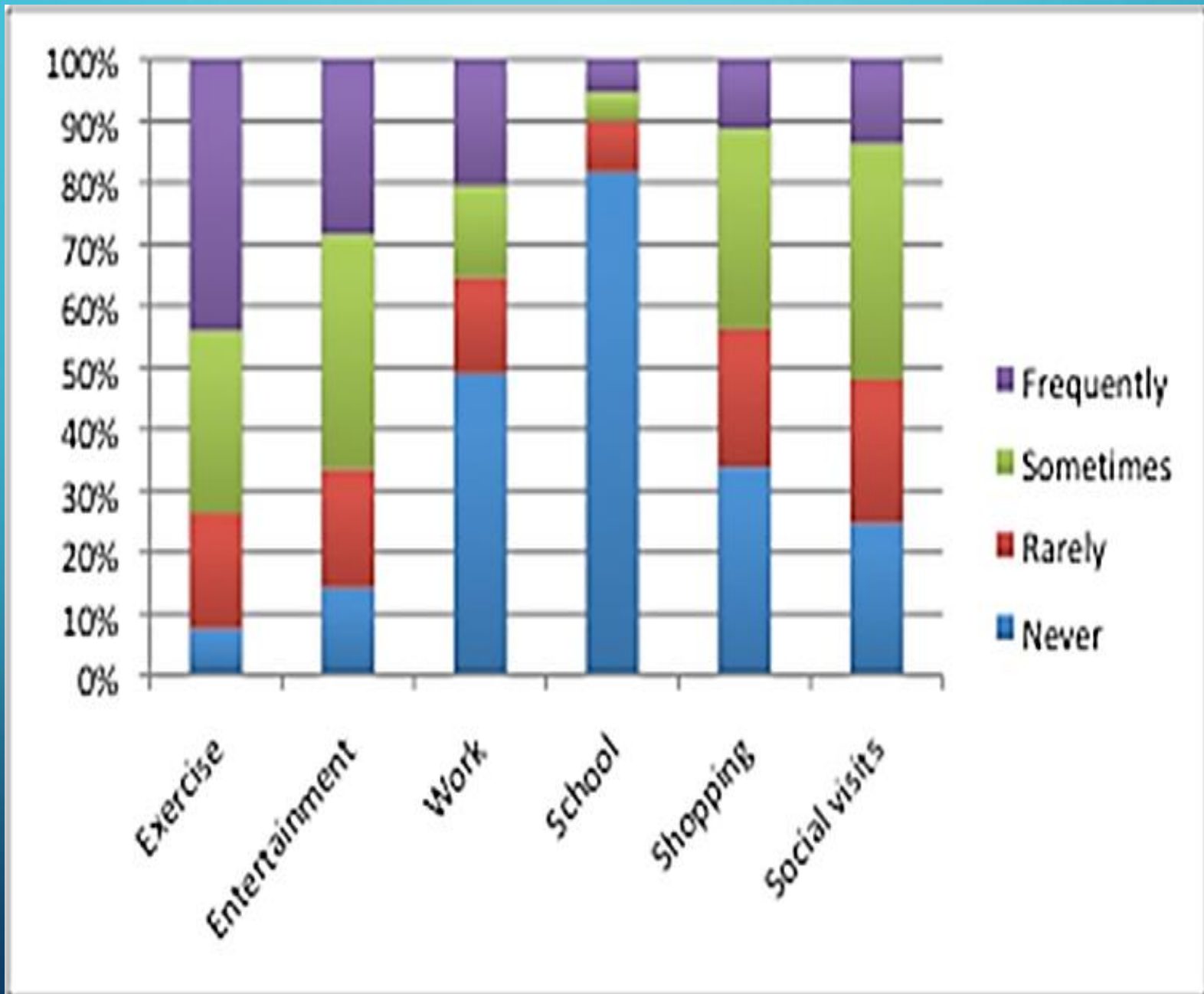
Are you aware that Santa Fe has a citizen committee that advises the city on bike and pedestrian issues?



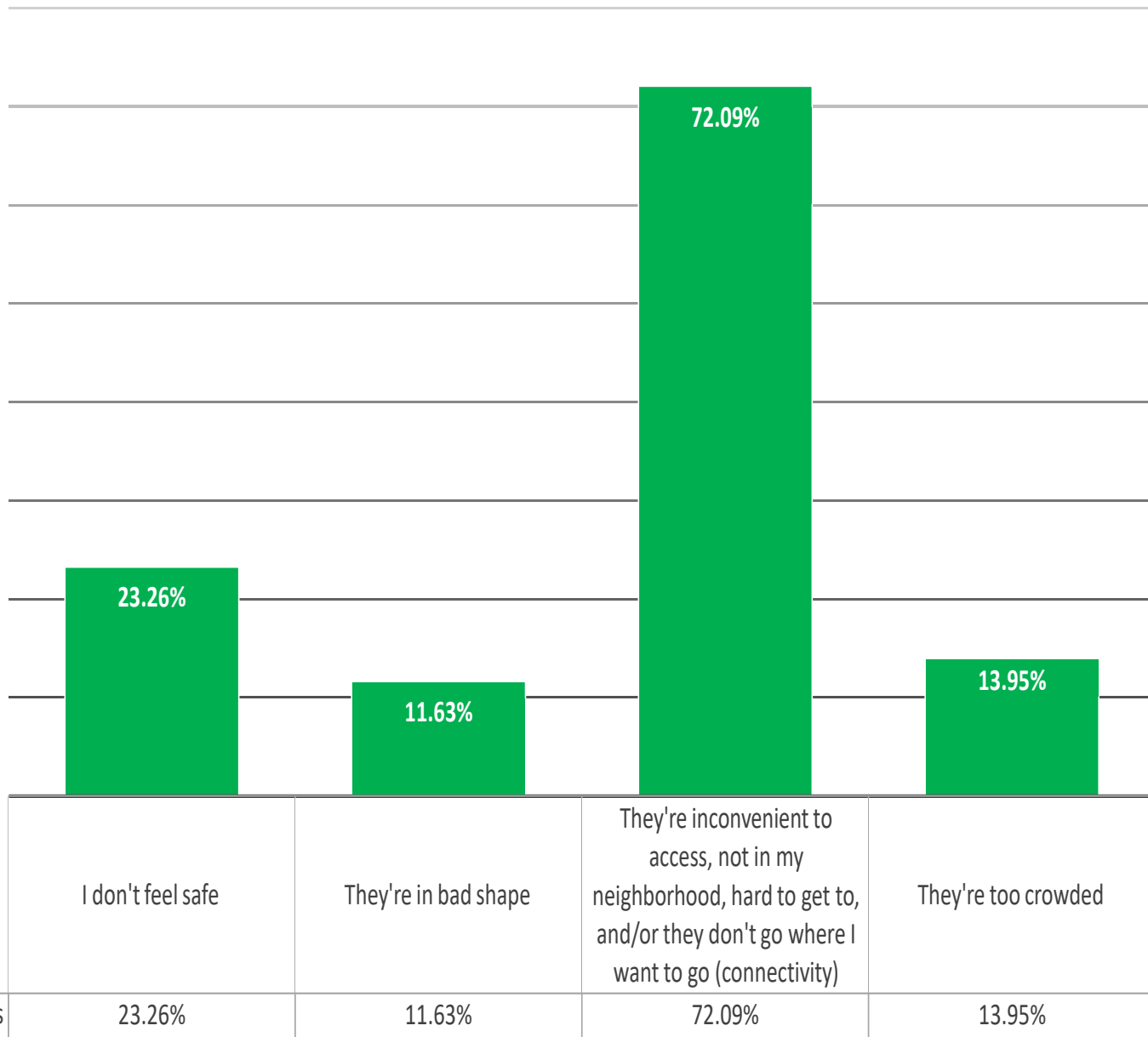
How often do you walk, bike, or actively recreate on these trails?



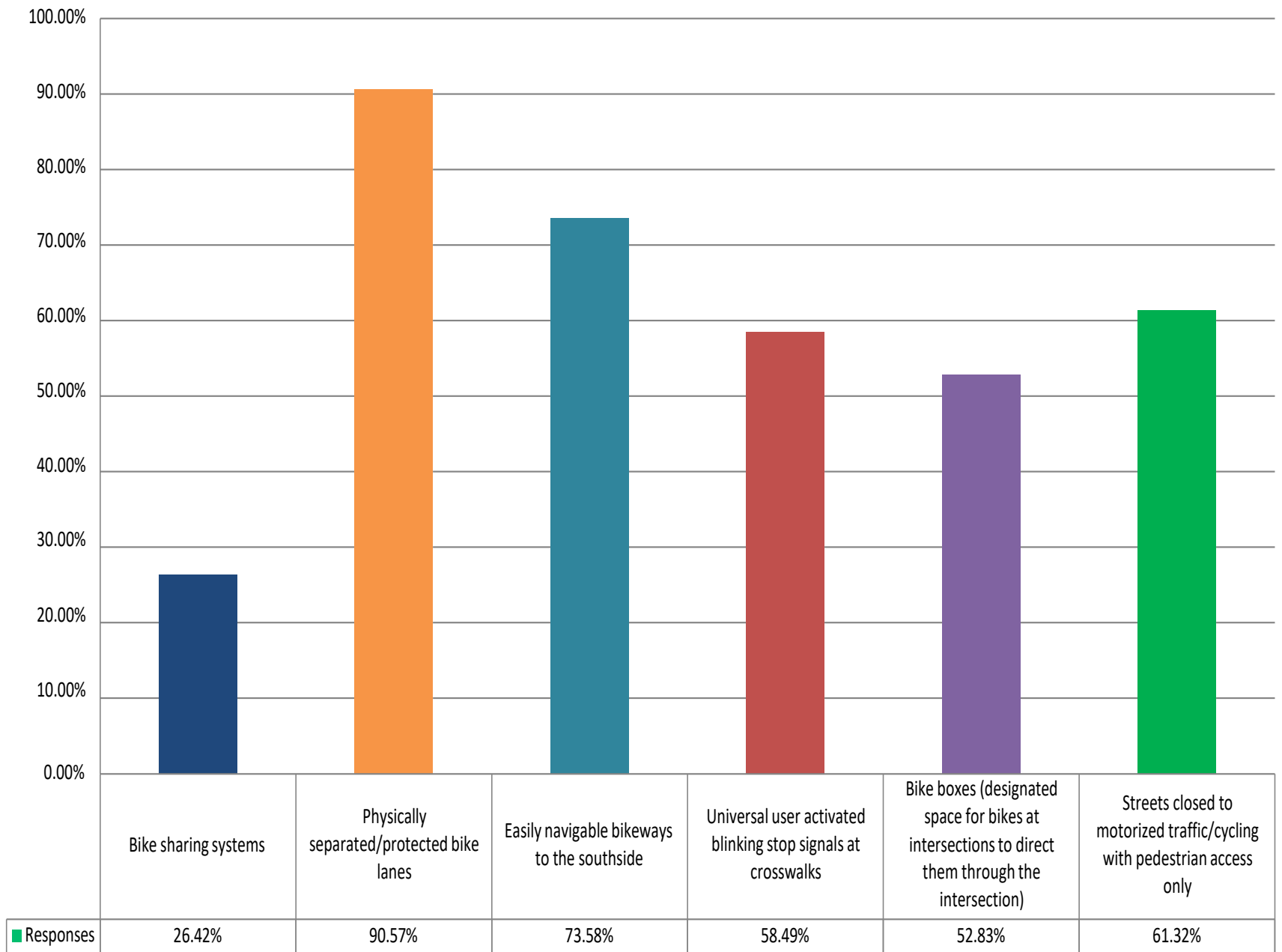
For each of the following types of trips, please indicate how often you use BICYCLING as your primary mode of transportation.



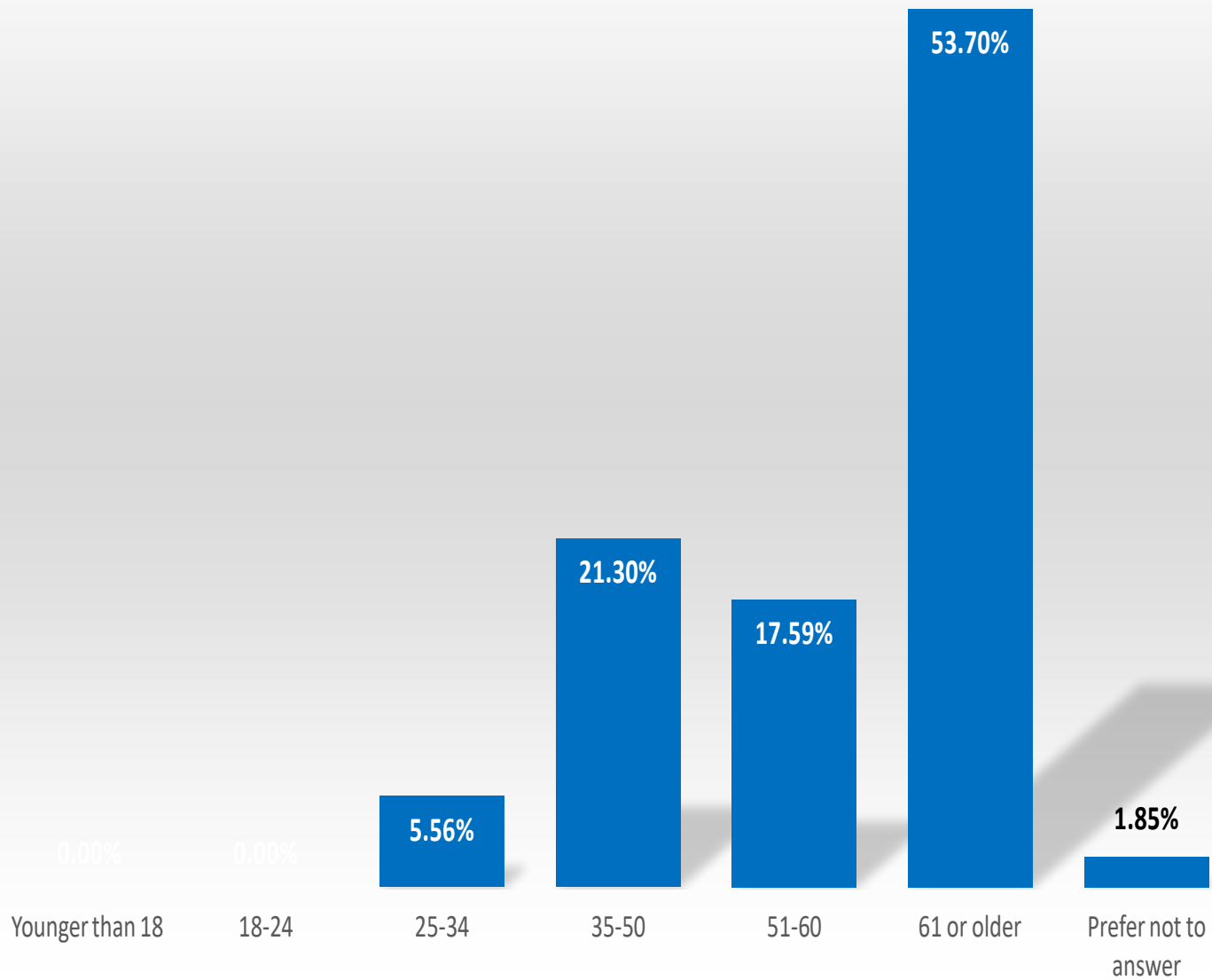
If you don't use the city bike and walking trails for walking, biking or actively recreating, please explain why.



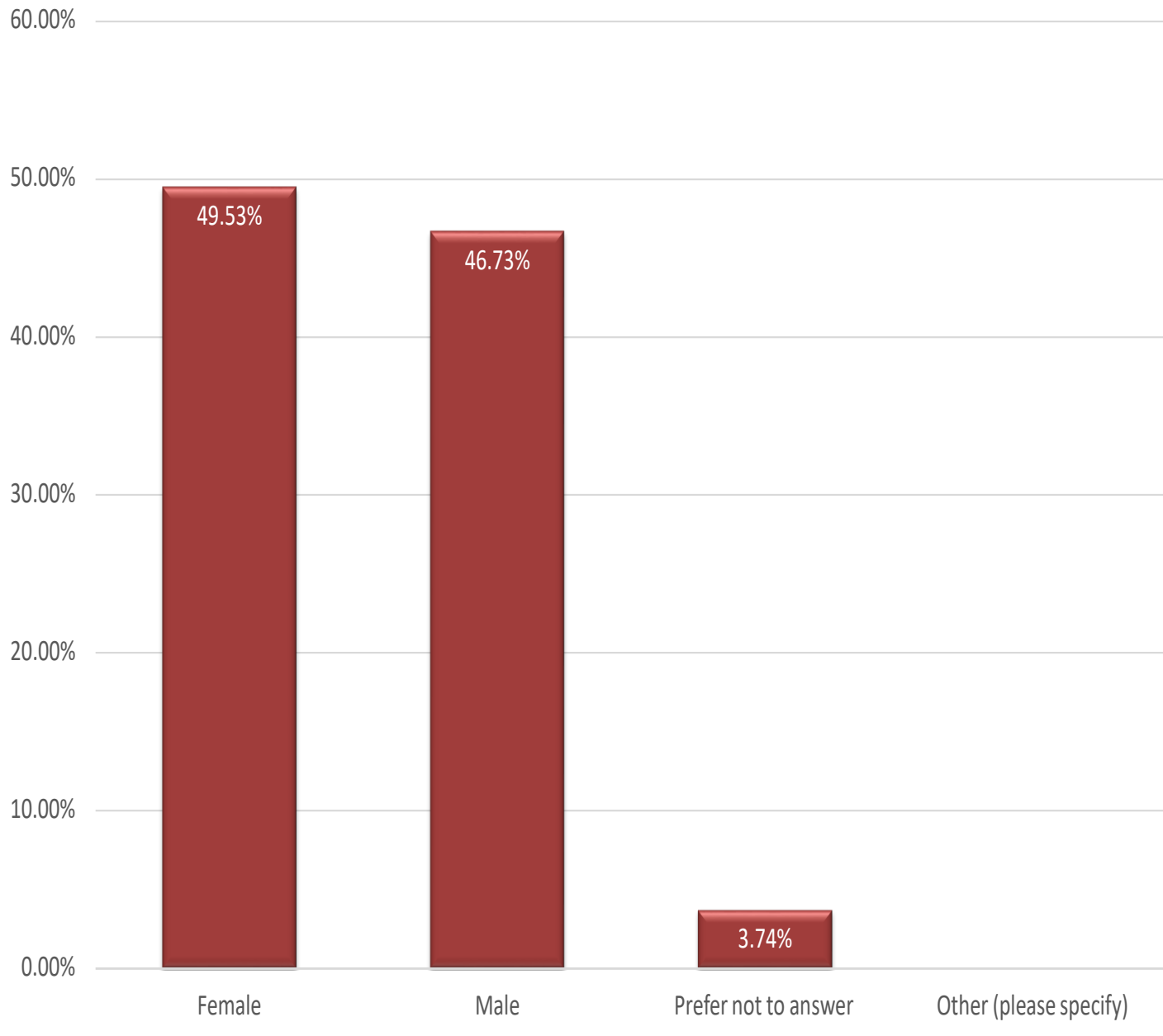
What kind of bike/pedestrian infrastructure does Santa Fe need that we don't currently have?



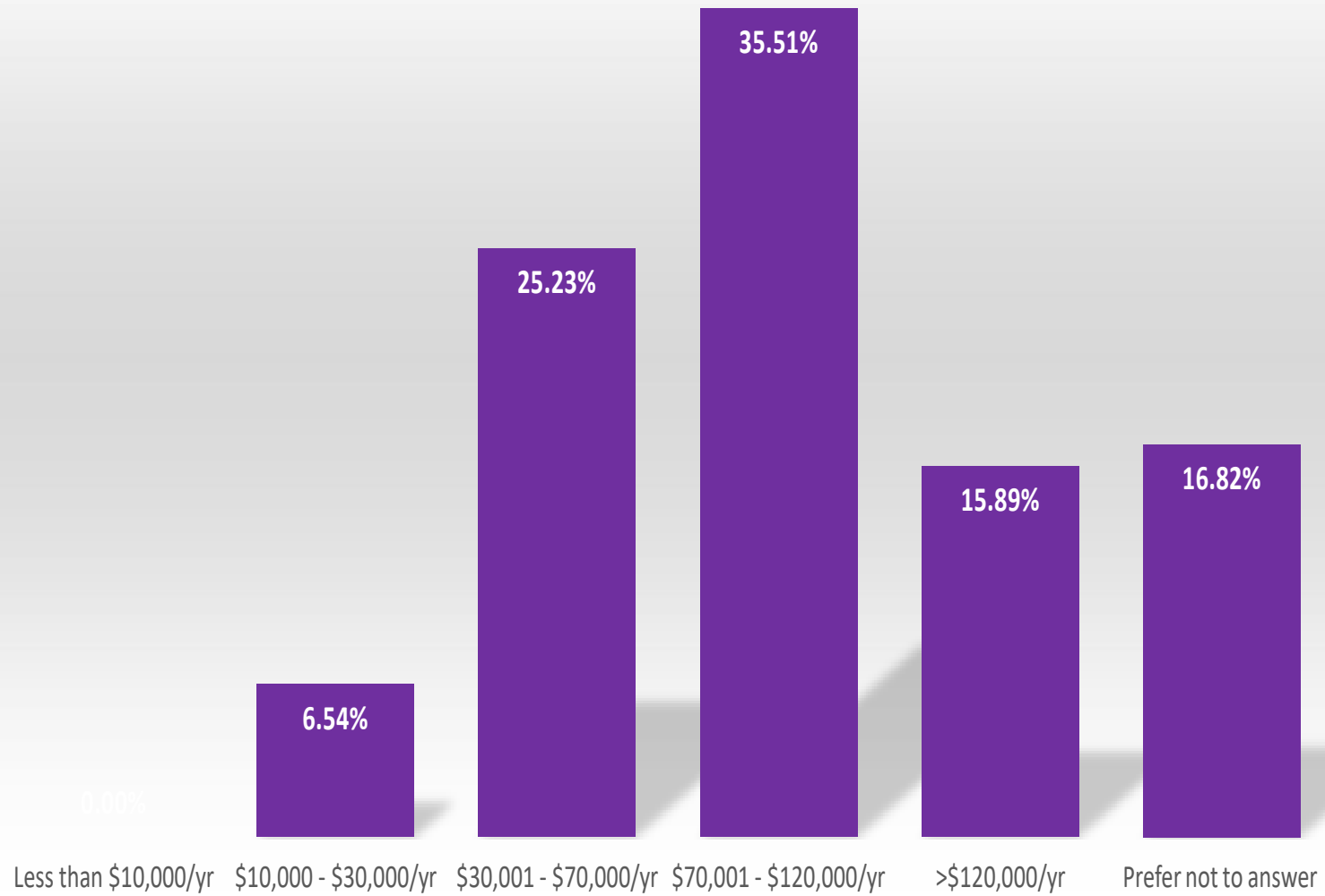
What age group best describes you?



What gender identity best describes you?



What level best describes your household income?



QUESTIONS



FY 2024 COMPLETE STREETS CAPITAL IMPROVEMENTS PROJECTS (STREETS, ROADWAYS, BRIDGES AND TRAILS)

PROJECT NAME/ CONTROL #	PROJECT PHASE						CURRENT FUNDING (From Design through Construction)	ESTIMATED FUNDING GAP/ POSSIBLE FUNDING SOURCE
	STUDY/ CONCEPTUAL DESIGN/ Project Start	30% DESIGN	60% DESIGN	90% DESIGN	PS&E (FINAL PLANS FOR NMDOT APPROVAL)	CONSTRUCTION		
1) Acequia Trail Extension (Rufina St. – San Felipe Rd)/ S100770	04/2022						TAP & CMAQ (Federal) \$3.3M	
2) Agua Fria/Cottonwood Intersection Safety Improvements/ S100370	01/2019				Scheduled for NMDOT review – 07/20/2023	Starts 11/2023	HSIP (Federal) \$3.1M	
3) Agua Fria/South Meadows Intersection Improvements	09/2018					Starts 08 or 09/2023	Capital Outlay, TPF, LGRF, MAP (State) \$3.1M	\$750,000 Requested 05/2023 from TPF (State); will receive 11/2023
4) Arroyo De Los Chamisos Crossing/ S100600	06/2019						TPF (State) & City \$1.67M	\$23M RAISE (Federal)
5) Bishop’s Lodge Road Reconstruction	01/2022						TPF (State) & City \$1.3M	\$35M SS4A & RAISE (Federal)
6) Buckman Road Bicycle and Pedestrian Improvements	04/2023						LGRF (State) & City \$105,199	\$1.5M LGRF, MAP (State)
7) Camino Entrada Roundabout	07/2019					Construction almost complete; only re-seeding left to do. Re-seeding starts August 2023.	City \$2.4M	
8) Canada Rincon Trail/ S100660	01/2015					Additional Funding Agreement for \$900K in Process. Construction starts 08 or 09/2023.	GOB (State), TAP (Federal) & City \$2.67M	
9) El Camino Real Academy Trail	10/2021					Starts 11 or 12/2023	CDBG (Federal) \$672,000	\$300,000 City
10) Governor Miles Road Reconstruction	Awaiting fee proposal from on-call design engineers						Capital Outlay (State)	
11) Guadalupe Bridge Rehabilitation	09/2020					Starts 09 or 10/2023	LGRF (State) \$750,000	\$700,000 City (to request immediately)
12) Guadalupe St. Reconstruction S100460	06/2018					Starts 11 or 12/2023	HSIP (Federal) \$12M	
13) Harrison Road Sidewalk & Lighting	06/2020						Capital Outlay (State) & GRT (City) \$400,000	\$300,000 Capital Outlay, GRT

PROJECT NAME/ CONTROL #	PROJECT PHASE						CURRENT FUNDING (From Design through Construction)	ESTIMATED FUNDING GAP/ POSSIBLE FUNDING SOURCE
	STUDY/ CONCEPTUAL DESIGN/ Project Start	30% DESIGN	60% DESIGN	90% DESIGN	PS&E (FINAL PLANS FOR NMDOT APPROVAL)	CONSTRUCTION		
14) Henry Lynch Rd Reconstruction	04/2022						TPF, MAP (State) & City \$765,934	\$5M TPF, MAP, LGRF (State)
15) Henry Lynch/Agua Fria Roundabout	Funding Agreement in Process						LGRF (State) \$140,000	
16) Paseo del Sol West Extension	09/2022						TPF (State) \$800,000	\$14.2M RAISE (Federal)
17) Rail Trail Intersection Improvements	02/2023						GOB (State) \$600,000	
18) Sandoval/ Montezuma Intersection Improvements	11/2019						LGRF, SRF (State) \$300,000	
19) St. Michael's Drive Reconstruction	Awaiting fee proposal from on-call design engineers						Capital Outlay (State) \$300,000	
20) St. Michael's Drive – Rail Trail Underpass	11/2021			Scheduled for NMDOT review – July 11, 2023			HSIP (Federal) \$5M	\$3M HSIP & CMAQ (Federal)
21) Tierra Contenta Trail Extension (Buffalo Grass to South Meadows)	08/2014				Scheduled for NMDOT review – July 25, 2023	Starts 11 or 12/2023	GOB (State) & TAP (Federal) \$2M	
22) Wayfinding Signage (Phase A)	11/2019					Construction almost complete. Minor adjustments need to be made.	City \$60,000	
23) West Alameda Emergency Culvert Replacement						Starts 07/2023		