



City of Santa Fe

AGENDA

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
APRIL 11, 2024
5:30 PM
CITY HALL
COUNCIL CHAMBERS
200 LINCOLN AVENUE

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. Regular Meeting March 14, 2024
 - b. Special Meeting March 19, 2024
5. **COMMUNICATIONS FROM THE PUBLIC (MAXIMUM 2 MINUTES)**
6. **COMMUNICATIONS FROM OTHER AGENCIES (MAXIMUM 5 MINUTES)**
- a. Santa Fe Metropolitan Planning Organization (Leah Yngve, Senior Transportation Planner)
 - b. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)
 - c. Bike Santa Fe (Becky Smith, Board Member)
 - d. Public Safety Committee (Khalil Spencer, BPAC Vice-Chair)
7. **DISCUSSION AND POSSIBLE ACTION ITEMS**
- a. Discussion on Placement of Bikelanes on Streets with Parking (Dan Painter, Technical Review Subcommittee Chair)
 - b. Bicycle and Pedestrian Infrastructure Maintenance Resolution: Next Steps (Judith Gabriele, Promotion, Education & Programming Subcommittee Chair)
 - c. Updating the BPAC Strategic Plan FY2023-2033 (Yolanda Eisenstein, Policy, Planning & Law Subcommittee Chair)
 - d. BPAC Bike Month Event Planning (Judith Gabriele, Promotion, Education & Programming Subcommittee Chair)
 - e. Staff Liaison Report (Romella Glorioso-Moss)
8. **SUBCOMMITTEE COMMUNICATIONS**

- a. Policy, Planning & Law (Yolanda Eisenstein, Chair)
- b. Promotion, Education & Programming (Judith Gabriele, Chair)
- c. Technical Review (Dan Painter, Chair)

9. **MATTERS FROM STAFF**

10. **MATTERS FROM THE COMMITTEE**

11. **MATTERS FROM THE CHAIR**

12. **NEXT MEETING: Thursday, May 9, 2024**

13. **ADJOURN**

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



MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
MARCH 14, 2024
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

1. CALL TO ORDER

The meeting was called to order by Vice-Chair Khalil Spencer at 5:32 pm.

2. ROLL CALL

Members Present:

Member Erik Aaboe
Member Angela Bordegaray (arrived 5:40 pm)
Member Judith Gabriele
Member Tony Gerlicz
Member Dan Painter
Member Ben Pingilley
Vice-Chair Khal Spencer

Members Excused:

Chair Michael Garcia
Member Yolanda Eisenstein
Member Steve Pilcher

Others Attending:

Romella Glorioso-Moss (Staff Liaison)

3. APPROVAL OF AGENDA

MOTION: Member Painter moved, seconded by Member Gabriele, to approve the agenda as amended.
Amendments: Remove Items 6.b and 8.a

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

For: Member Aaboe, Member Gabriele, Member Gerlicz, Member Painter
Member Pingilley and Vice-Chair Spencer



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Against: None

Abstain: None

4. APPROVAL OF MINUTES

a. February 8, 2024 minutes

MOTION: Member Aaboe moved, seconded by Member Gerlicz, to approve the minutes of February 8, 2024 as presented.

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

For: Member Aaboe, Member Gabriele, Member Gerlicz, Member Painter
Member Pingilley and Vice-Chair Spencer

Against: None

Abstain: None

5. COMMUNICATIONS FROM THE PUBLIC

Hubert Van Hecke

Talked about the Bicycle and Pedestrian Infrastructure Maintenance Resolution – there is a “resistance” from the City to build protected bike lanes due to difficulty in maintaining bike lanes. However, during summer, bike lanes are filled with pumice and grit while in the winter, snow and ice. So what is the difference? Regular bike lanes are not maintained anyway so why not build protected bike lanes?



MINUTES

6. COMMUNICATIONS FROM OTHER AGENCIES

- a. Santa Fe Metropolitan Planning Organization (Leah Yngve, Senior Transportation Planner)

Ms. Yngve discussed the planning that is taking place for the Bike Month. She urged BPAC to contact her.

She also reported on the planning that is taking place for a “traffic garden” at Monica Roybal. The purpose of the traffic garden is to show/demonstrate rules of the road.

SFMPO has received research funding to study 5 traffic lights. They will conduct traffic counts.

They also received funding for asset management for bike lane and pedestrian facilities to develop more accurate data.

Also, they are working on updating the Foothills Trail Map.

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

Removed from the agenda.

- c. Bike Santa Fe (Becky Smith, Board Member)

- We want to thank BPAC for all the work you put into the Bicycle and Pedestrian Infrastructure Maintenance Resolution, which Bike Santa Fe has been closely following. We wrote a letter of support for the original resolution, and put out a call to our members to contact committee members showing support for the resolution. We know that many, many people did so. We appreciate that Resolution Sponsor Garcia is working with Councilors Romero-Wirth and Cassutt to craft amendments to refine and strengthen the legislation, and we look forward to a final product that makes biking,



MINUTES

walking and rolling easier and safer in Santa Fe.

- Bike Santa Fe's Community Spark Grant from the LAB was not selected for funding. We'll be looking for other funding sources for a Bike Summit and appreciate the Chair's offer to help find funding opportunities.
- The BSF advocacy committee has been in conversation with city staff about improving the safety of traffic intersections for bicycles with traffic light timing and traffic sensors.
- Bike Santa Fe accepted an invitation from the Governor's office to help fit around 200 kids with bikes and helmets at an event on March 30.
- Bike Santa Fe has begun recruitment of new LCIs - League Cycling Instructors, with several people expressing interest in our April Smart Cycling class, the first step to becoming an LCI.

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

Vice-Chair Spencer mentioned that the new Chair of Public Safety Committee is Councilor Amanda Chavez. She emailed Committee members for their suggestions/recommendations on how the Committee's work can be more useful and effective.

7. DISCUSSION AND POSSIBLE ACTIONS

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

No Action

- b. Discussion on Placement of Bikelanes on Streets with Parking (Dan Painter, Technical Review Subcommittee Chair)



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No Action but will be discussed again at the next meeting in April.

- c. Staff Liaison Report (Romella Glorioso-Moss)

See Appendix A.

8. SUBCOMMITTEE COMMUNICATIONS

- a. Policy, Planning and Law (Yolanda Eisenstein, Chair)

Removed from the agenda.

- b. Promotion, Education and Programming (Judith Gabriele, Chair)

Continue working on website. The City's Communications Manager has resigned but we are in contact with the City's website developer.

- c. Technical Review (Dan Painter, Chair)
 - a) Bishop's Lodge Reconstruction 60% Design Review (State-funded project)
 - b) Paseo Del Sol Extension 60% Design Review (State-funded project)
 - c) St. Francis and St. Michael's Interchange, CN S100440 (NMDOT-FHWA project)

Chair Painter summarized the discussion that occurred at review meetings. Of particular importance was BPAC's recommendation of placing a raised crosswalk in front of a proposed park on Paseo Del Sol Extension. The Consultants told him that Fire Marshall would not agree to that suggestion however they will place something there more appropriate.

Another recommendation he brought up was the use of permeable material for the median for Bishop's Lodge Road. However, Parks and Open Space Division Director Melissa McDonald disagreed due to difficulty in



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maintenance.

Both Chair Painter and Member Aaboe mentioned about Mr. Tim Rogers email to them regarding the “bad design” of the trail on Bishop’s Lodge Road due to 40+ conflict points along Bishop’s Lodge Road. Staff Liaison explained that the first time Mr. Rogers brought this up was at the 60% Review meeting and his issue was – “we don’t need the trail there.” Staff Liaison explained that the community wants a trail. He responded that “you don’t need to put one just because the community wanted one.” There was no mention of conflict points at the review meeting.

He brought up this issue again at the February meeting where Staff Liaison responded that we (Complete Streets) had 2 public meetings (Early Neighborhood Notification meetings) on the design, and residents really liked the trail. And that is the very purpose of ENN meetings – to see if the residents will support the project. If we don’t listen to the public, why then conduct these meetings?

Regarding Mr. Rogers claim that the design is bad, Staff Liaison pointed out that in addition to the Design Consultants, there are 4 PEs (Professional Engineers) in the Review Team. All of them, including the City Traffic Engineer said the design of the trail is fine. Staff Liaison added that BPAC can make recommendations but in the end, it is the Consultant who will stamp the plans. The liability is with the Consultants, not with City Traffic Engineer or BPAC. She also added that at some point, a compromise must be reached because we can’t go back to the same issue over and over again. And Staff Liaison expressed her frustration with Mr. Rogers behavior. He kept emailing other City Staff, discussed this issue at the last meeting and when he did not get what he wanted, e-mailed 2 BPAC members. This has to stop.

Vice-Chair Spencer agreed. He also stressed the importance of discussing the Technical Review Sub-committee design recommendations back to the Committee of the Whole.



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9. **MATTERS FROM STAFF**

Complete Streets needs BPAC to review the Transportation Impact Analysis Guidelines and asked if Members Dan Painter and Angela Bordegaray would be willing to review it on behalf of BPAC. They both agreed.

10. **MATTERS FROM THE COMMITTEE**

11. **MATTERS FROM THE CHAIR**

12. **NEXT MEETING: March 19, 2024**

13. **ADJOURN 7:30 pm**

Romella Glorioso-Moss

Liaison

Chair

Bicycle and Pedestrian Advisory Committee (BPAC)

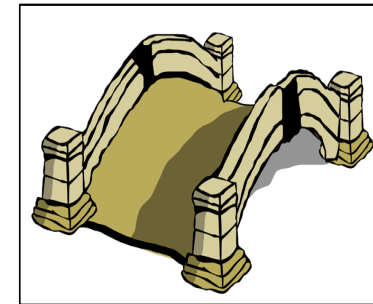
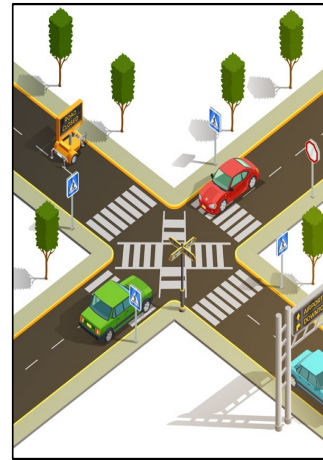
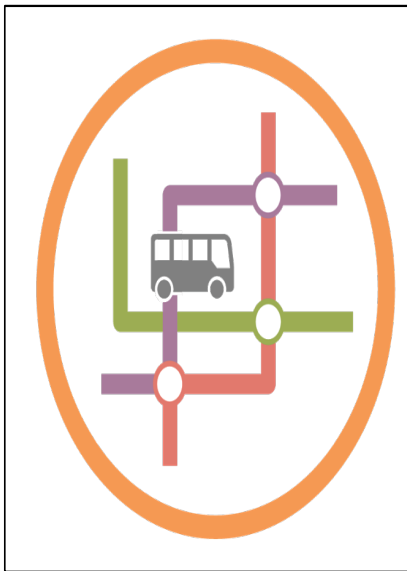
Staff Liaison Report

March 14, 2024

Romella Glorioso-Moss, PhD, CPM
BPAC Staff Liaison
Complete Streets Capital Projects Manager

COMPLETE STREETS CAPITAL PROJECTS

23 CAPITAL PROJECTS (2023)



19 roadways

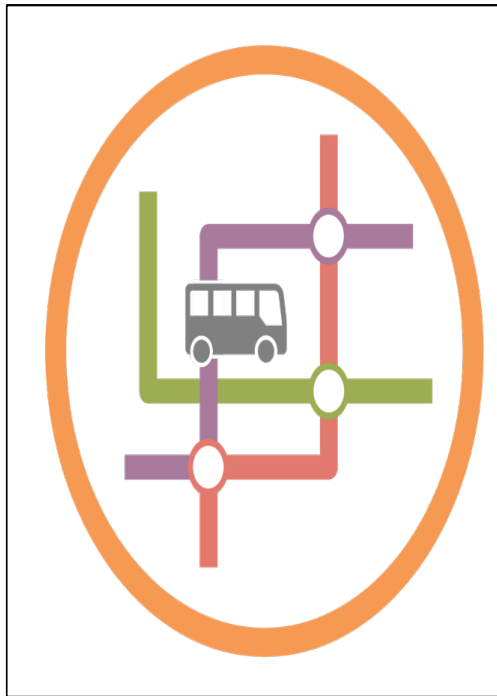
**9
reconstruction**

**8 intersection
improvements**

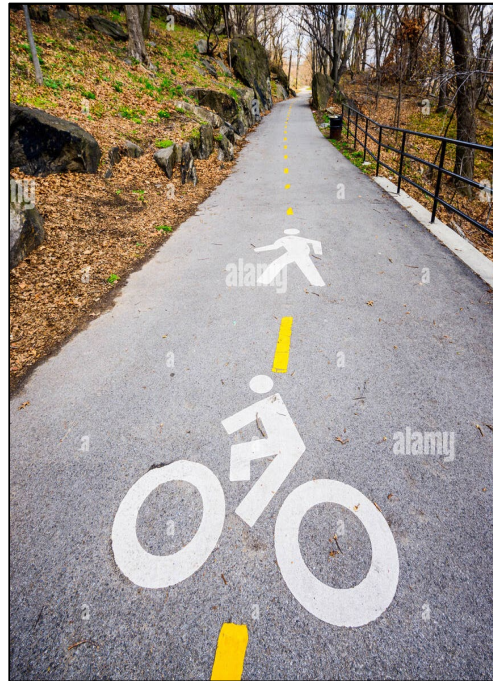
1 bridge

1 underpass

23 CAPITAL PROJECTS (2023)



19 roadways

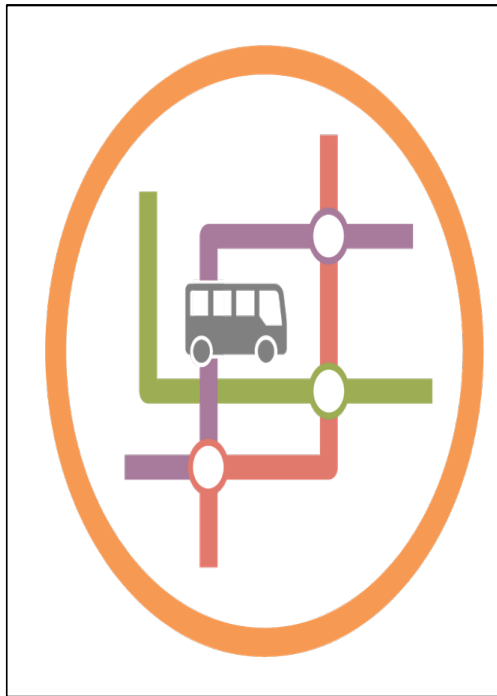


4 trails

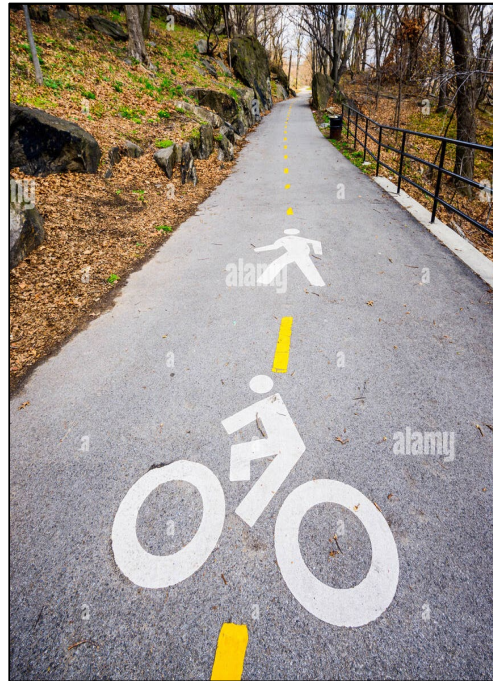


**1 bicycle
wayfinding
signage**

25 CAPITAL PROJECTS (2024)



20 roadways



4 trails

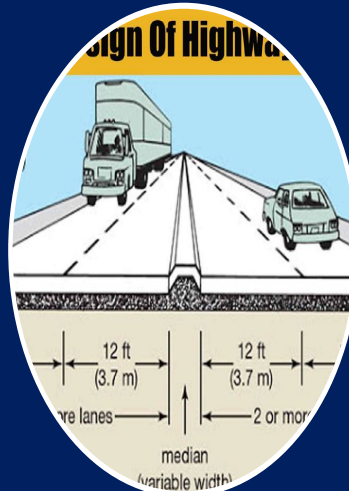


**1 bicycle
wayfinding
signage**

25 ROADWAYS & TRAILS CAPITAL PROJECTS (2024)



Planning (3)



Design (14)



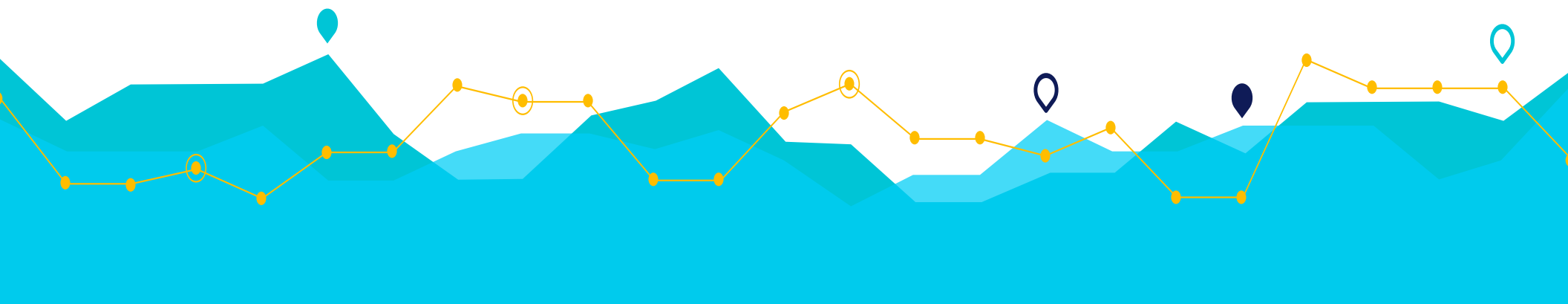
Construction (6/2)



2024 COMPLETE STREETS ROADWAYS AND TRAILS SECTION
CAPITAL IMPROVEMENTS PROJECTS

PROJECT NAME/ CONTROL #	STUDY/ SCOPING/ CONCEPTUAL DESIGN/ Project Start	PROJECT PHASE				CURRENT FUNDING (From Design through Construction)	ESTIMATED FUNDING GAP/ POSSIBLE FUNDING SOURCE
		30% DESIGN	60% DESIGN	90% DESIGN	PS&E (FINAL PLANS FOR NMDOT APPROVAL)		
1) Acrequia Trail Extension (Rufina St – San Felipe Rd)/ \$100770	04/2022	→				TAP & CMAQ (Federal) \$3.3M	
2) Agua Fria/Cottonwood Intersection Safety Improvements/ \$100370	01/2019	→	→	→	→	HSP (Federal) \$3.2M	Starts Spring 2024
3) Agua Fria/South Meadows Intersection Improvements	09/2018	→	→	→	→	Capital Outlay, TPF, LGRF, MAP (State) \$3.9M	started 09/2023
4) Arroyo De Los Chamosos Crossing/ \$100600	06/2019	→				TPF (State) & City \$1.67M	\$30M 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	→	→	→	→	City \$2.4M	Substantial Completion 2022. Re-seeding starts Spring 2024.
8) Canada Rincon Trail/ \$100660	01/2015	→	→	→	→	GOB (State), TAP (Federal) & City \$2.67M	NEEDS \$750K ROAD IMPACT FEES
9) El Camino Real Academy Trail	10/2021	→	→	→	→	CDBG (Federal) \$672,000	Starts 02/15/2024
10) Governor Miles Road Reconstruction	02/201/2023	→				Capital Outlay (State)	
11) Guadalupe Bridge Rehabilitation	09/2020	→	→	→	→	LGRF (State) & FHWA \$1.3 M	Substantial Completion 12/2023
12) Guadalupe St. Reconstruction \$100460	06/2018	→	→	→	→	HSP (Federal) \$10.7 M	Started 12/2023
13) Harrison Road Sidewalk & Lighting	06/2020	→	→			Capital Outlay (State) & GRT (City) \$400,000	\$300,000 Capital Outlay, GRT
14) Henry Lynch Rd Reconstruction (Note: Pavement Rehab completed 11/2023)	04/2022	→				TPF, MAP (State) & City \$765,934	\$5M TPF, MAP, LGRF (State)

PROJECT NAME/ CONTROL #	STUDY/ SCOPING/ CONCEPTUAL DESIGN/ Project Start	PROJECT PHASE				CURRENT FUNDING (From Design through Construction)	ESTIMATED FUNDING GAP/ POSSIBLE FUNDING SOURCE
		30% DESIGN	60% DESIGN	90% DESIGN	PS&E (FINAL PLANS FOR NMDOT APPROVAL)		
15) Henry Lynch/Agua Fria Roundabout	Start Summer 2024					LGRF (State) \$140,000	
16) Paseo del Sol West Extension	09/2022	→	→			TPF (State) \$800,000	\$24M (Up to 40% City contribution) RAISE (Federal)
17-20) Rail Trail Intersection Improvements	02/2023	→				GOB (State) \$600,000	
21) Sandoval/ Montezuma Intersection Improvements	11/2019	→	→			LGRF, SRF (State) \$300,000	
22) St. Michael's Drive Bicycle & Pedestrian Improvements	Awaiting PO & Notice of Obligation					Capital Outlay (State) \$300,000	Funding passed on to Traffic Operations
23) St. Michael's Drive – Rail Trail Underpass	11/2021	→	→			HSP (Federal) \$5M	\$14M HSP & CMAQ (Federal)
24) Tierra Contenta Trail Extension (Phase A: Buffalo Grass to South Meadows)	08/2014	→	→	→	→	GOB (State) & TAP (Federal) \$2M	Starts Spring 2024
25) Wayfinding Phases B & C	Spring 2024					City \$60,000	



ROADWAYS & TRAILS CAPITAL PROJECTS

2024

2023

2022

2021

2020

2019

6

8

14

16

23

25

2019 2020 2021 2022 2023 2024

2023 CONSTRUCTIONS



*Camino Entrada
Roundabout*



*Phase A
Wayfinding*



Agua Fria-South
Meadows Intersection
Improvements



*Bridge Deck
Rehabilitation*

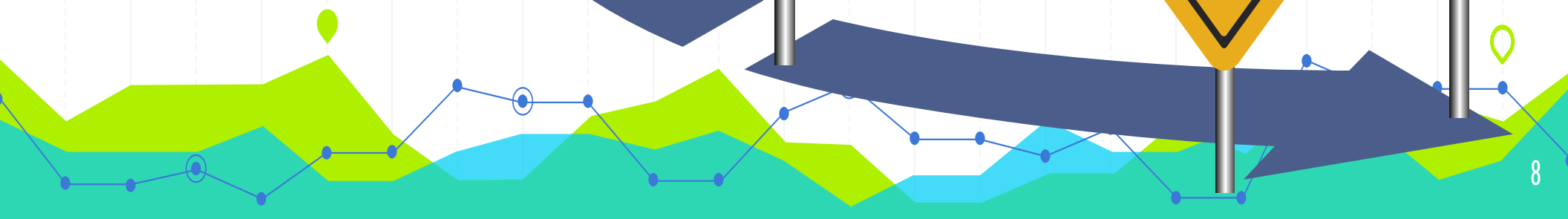


Guadalupe Street
Reconstruction



*West Alameda
Culvert
Emergency*

\$5M



2024 CONSTRUCTIONS



Guadalupe Street Reconstruction



Agua Fria-South Meadows Intersection Improvements



Canada Rincon Trail



El Camino Real Academy Trail



Agua Fria – Cottonwood Roundabout



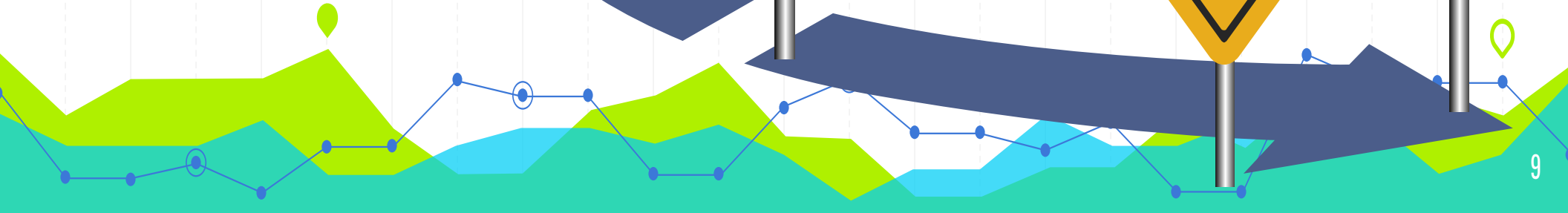
Tierra Contenta Trail Extension

\$21M

City = \$374,000 (1.7%)

State = \$2.7M (13%)

Federal = \$17.9M (85.3%)



FUNDING SOURCES (2023)

SUMMARY

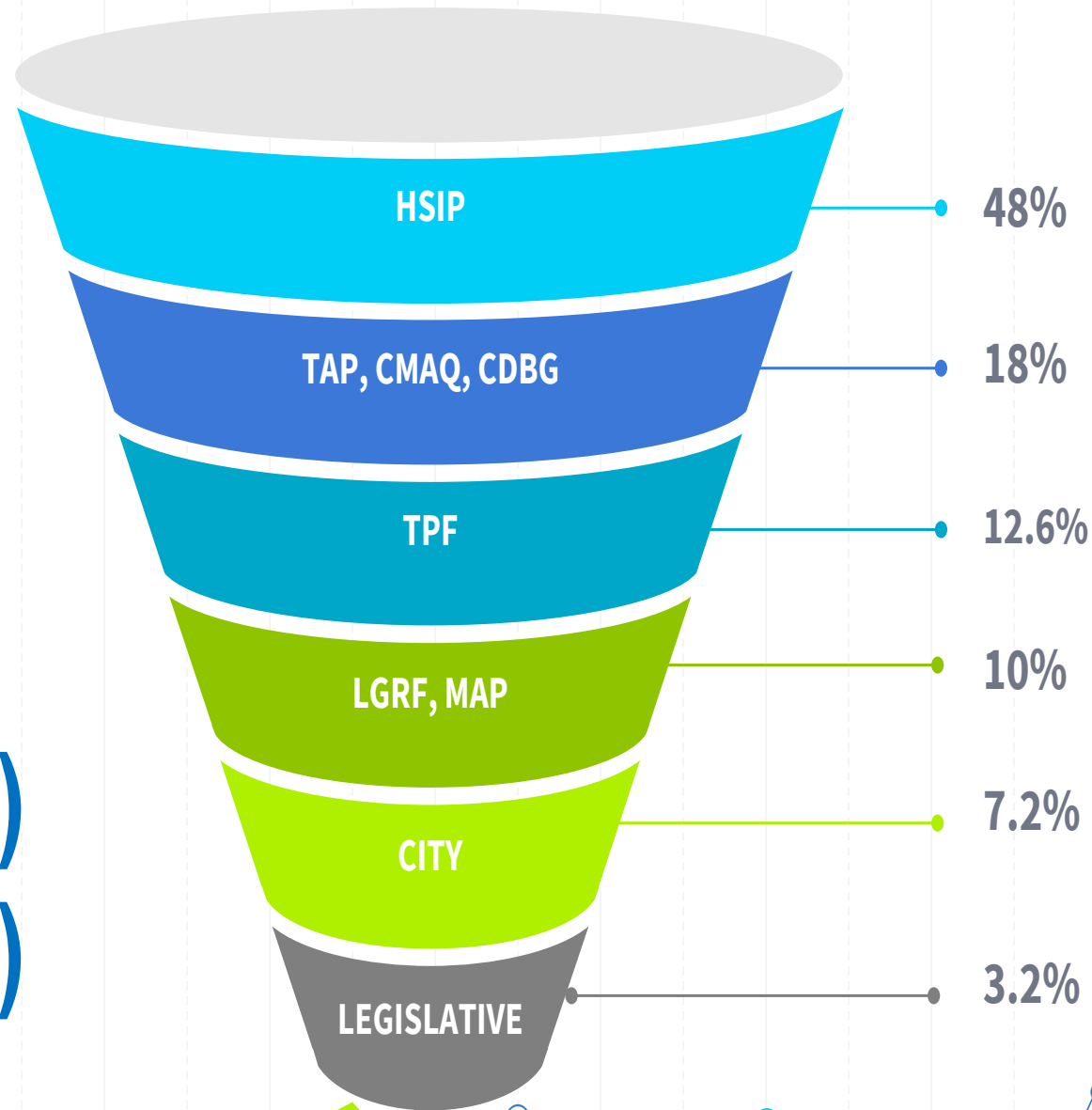
City = 7.2%

State = 26.8%

Federal = 66%

\$43M (total)

\$6M (spent)



2024 FUNDING SOURCES/ APPLICATIONS

TRANSPORTATION
PROJECT FUNDS



City Legislative Priority (#5 – 1/5)



Arroyo De Los Chamisos Crossing/ Richards Avenue Extension

- Extend Richards Avenue linking two major arterials in Santa Fe –Rodeo Road (NM 300) to Cerrillos Road
- Estimated Project Cost: \$30,000,000
- **Legislative Funding Request:** \$22,500,000

Council District 1 Legislative Priority



Cerro Gordo Reconstruction

- Reconstruct historic roadway between Canyon Rd. and Armijo Ln.
- Estimated Project Cost: \$12,400,000
- **Legislative Funding Request: \$900,000 for Design**

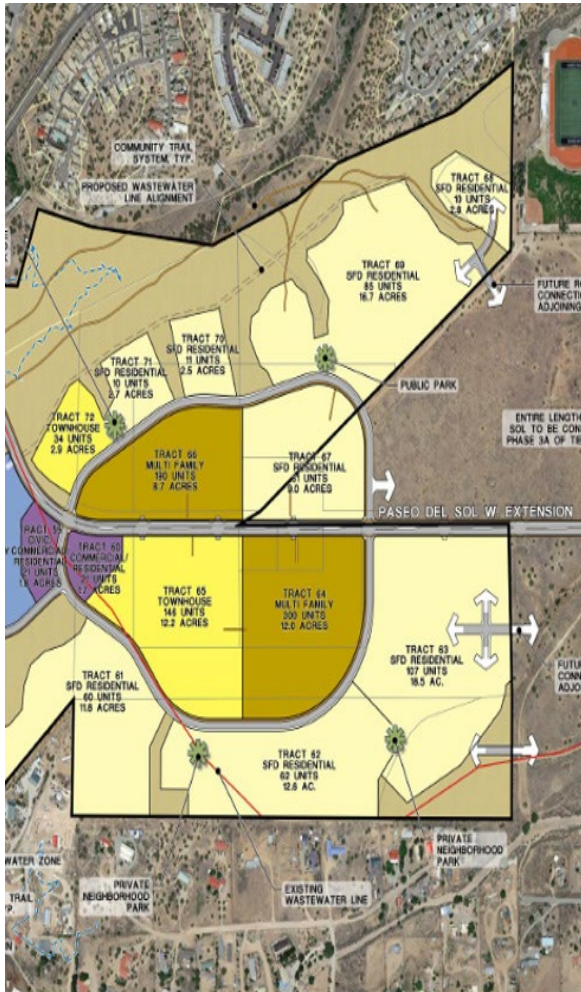
Council District 2 Legislative Priority



St. Michael's Drive/Rail Trail Underpass

- Construct underpass and spur trail
- Estimated Project Cost: \$15,500,000
- **Legislative Funding Request:**
\$3,000,000 for Construction
- Receiving \$100,000

Council District 3 Legislative Priority



Paseo Del Sol Extension

- Extend Paseo Del Sol between Jaguar Drive and Herrera Drive to facilitate the construction of more than 450 affordable homes
- Estimated Project Cost: \$24,000,000
- **Legislative Funding Request: \$14,000,000 for Construction**
- Receiving \$50,000

Council District 4 Legislative Priority



Rufina Street/ Lopez Lane Intersection Improvements

- Upgrade facilities for cyclist and pedestrian safety
- Estimated Project Cost: \$1,000,000
- **Legislative Funding Request:**
\$1,000,000 for Design
- Receiving \$50,000

UPDATES ON BPAC CAPITAL PROJECTS



- **Arroyo Chamisos Trail Extension (Zia to Zia)** Applied for \$300,000 Recreational Trails Program for preliminary engineering (design phase).
- **Bishop's Lodge Road Reconstruction Project** Preliminary engineering 60% complete. Construction cost estimate \$35M. Public Utilities contracted Wilson to design the replacement of water utility lines. Public meeting in April/May.
- **Buckman Road Pavement Reconstruction** Pavement design will be completed this June. Applied for \$1.8M Transportation Grant Fund for construction.
- **Wayfinding Signage Phases B-D** Purchase Order for \$20,000 to Tim Rogers (SFCT Trails Program Manager) for project design under process.

BICYCLE AND PEDESTRIAN INFRASTRUCTURE MAINTENANCE RESOLUTION

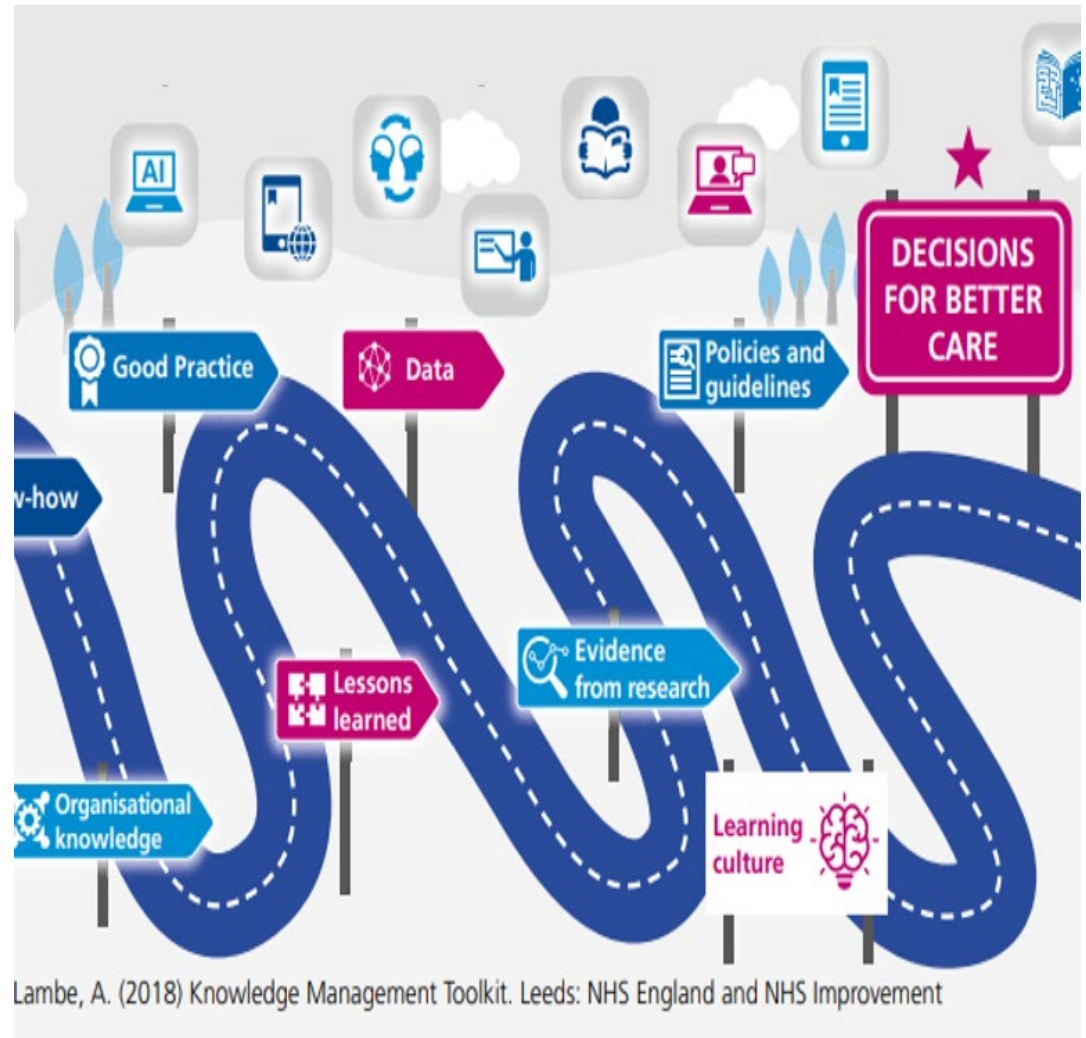
UPDATE

- ❖ Passed at Mayor's Committee on Disability with amendments
- ❖ Passed Public Works and Utilities Committee without amendments
- ❖ Finance Committee forwarded to Governing Body without recommendation
- ❖ Tabled at Governing Body until March 27 for a vote
- ❖ Chair Garcia holding BPAC Special Meeting to discuss FC proposed amendments on March 19, 5:30 PM, Council Chambers

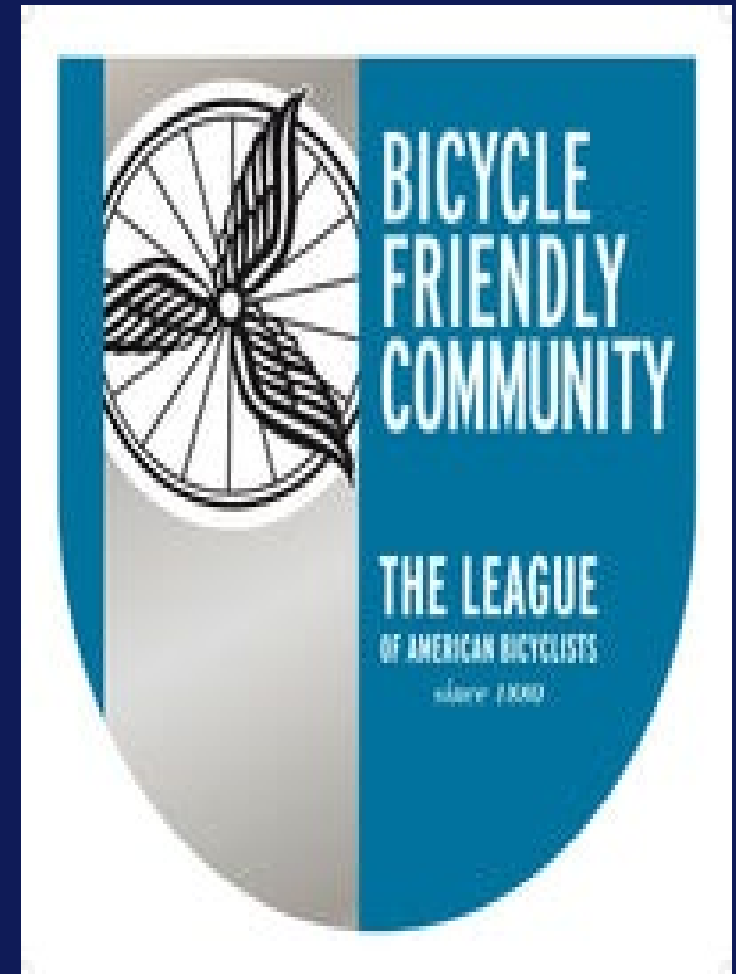


SANTA FE TRANSPORTATION IMPACT ANALYSIS GUIDELINES UPDATE

- In 2022 the Santa Fe MPO contracted with Felsburg, Holt & Ullevig, of Greenwood Village, Colorado to develop alternative guidelines to replace the State Access Management Manual (SAMM) for Traffic Impact Analyses.
- The engineers of record for this proposal are Jenny A. Young, PE AICP and Philip Dunham, PE PTOE.
- The work is being administered by the City's Complete Streets engineer, Jeanne Wolfenbarger, PE.
- As part of the peer review for this effort, BPAC was requested to review the draft guidelines.



BICYCLE FRIENDLY COMMUNITY CELEBRATIONS – WE DID IT!



Installation of 6 BFC signage

Award ceremony in May's Governing Body meeting

BPAC MEMBERSHIP TERMS

June 30, 2024

Khal Spencer
(3rd & final term)

Judith Gabriele
(2nd term)

Tony Gerlicz
(2nd term)

Steven Pilcher
(1st term)

June 30, 2025

Yolanda Eisenstein
(3rd & final term)

Erik Aaboe
(2nd term)

Ben Pingilley
(2nd term)

June 30, 2026

Angela Bordegaray
(1st term)

Dan Painter
(1st term)



THANK YOU

Any questions?

rsglorioso-moss@santafenm.gov



**2024 COMPLETE STREETS ROADWAYS AND TRAILS SECTION
CAPITAL IMPROVEMENTS PROJECTS**

PROJECT NAME/ CONTROL #	PROJECT PHASE						CURRENT FUNDING (From Design through Construction)	ESTIMATED FUNDING GAP/ POSSIBLE FUNDING SOURCE
	STUDY/ SCOPING/ 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					Starts Spring 2024	HSIP (Federal) \$3.2M	
3) Agua Fria/South Meadows Intersection Improvements	09/2018					started 09/2023	Capital Outlay, TPF, LGRF, MAP (State) \$3.9M	
4) Arroyo De Los Chamisos Crossing/ S100600	06/2019						TPF (State) & City \$1.67M	\$30M 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					Substantial Completion 2022. Re-seeding starts Spring 2024.	City \$2.4M	
8) Canada Rincon Trail/ S100660	01/2015					Started 02/05/2024.	GOB (State), TAP (Federal) & City \$2.67M	NEEDS \$750K ROAD IMPACT FEES
9) El Camino Real Academy Trail	10/2021					Starts 02/15/2024	CDBG (Federal) \$672,000	
10) Governor Miles Road Reconstruction	02/01/2023						Capital Outlay (State)	
11) Guadalupe Bridge Rehabilitation	09/2020					Substantial Completion 12/2023	LGRF (State) & FHWA \$1.3 M	
12) Guadalupe St. Reconstruction S100460	06/2018					Started 12/2023	HSIP (Federal) \$10.7 M	
13) Harrison Road Sidewalk & Lighting	06/2020						Capital Outlay (State) & GRT (City) \$400,000	\$300,000 Capital Outlay, GRT
14) Henry Lynch Rd Reconstruction <i>(Note: Pavement Rehab completed 11/2023)</i>	04/2022						TPF, MAP (State) & City \$765,934	\$5M TPF, MAP, LGRF (State)

PROJECT NAME/ CONTROL #	PROJECT PHASE						CURRENT FUNDING (From Design through Construction)	ESTIMATED FUNDING GAP/ POSSIBLE FUNDING SOURCE
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15) Henry Lynch/Agua Fria Roundabout	Start Summer 2024						LGRF (State) \$140,000	
16) Paseo del Sol West Extension	09/2022						TPF (State) \$800,000	\$24M (Up to 40% City contribution) RAISE (Federal)
17-20) Rail Trail Intersection Improvements	02/2023						GOB (State) \$600,000	
21) Sandoval/Montezuma Intersection Improvements	11/2019						LGRF, SRF (State) \$300,000	
22) St. Michael's Drive Bicycle & Pedestrian Improvements	Awaiting PO & Notice of Obligation						Capital Outlay (State) \$300,000 Funding passed on to Traffic Operations	
23) St. Michael's Drive – Rail Trail Underpass	11/2021						HSIP (Federal) \$5M	\$14M HSIP & CMAQ (Federal)
24) Tierra Contenta Trail Extension (Phase A: Buffalo Grass to South Meadows)	08/2014					Starts Spring 2024	GOB (State) & TAP (Federal) \$2M	
25) Wayfinding Phases B & C	Spring 2024						City \$60,000	



MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
MARCH 19, 2024
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

1. CALL TO ORDER

The meeting was called to order at 5:35pm by Chair Michael Garcia.

2. ROLL CALL

Members Present:

Chair Michael Garcia
Member Erik Aaboe
Member Angela Bordegaray
Member Judith Gabriele
Member Tony Gerlicz
Member Dan Painter
Member Ben Pingilley
Member Khal Spencer

Members Excused:

Member Yolanda Eisenstein
Member Steve Pilcher

Others Attending:

Lucrecia Diaz, Clerk
Romella Glorioso-Moss, Staff Liaison

3. APPROVAL OF AGENDA

Motion: Member Spencer moved, seconded by Member Bordegaray to approve the agenda as presented.

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



City of Santa Fe

MINUTES

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ADVISORY COMMITTEE
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5:30 PM
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LINCOLN AVENUE
SANTA FE

For: Member Aaboe, Member Bordegaray, Member Gabriele, Member Gerlicz, Member Painter, Member Pingilley, Member Spencer, Chair Garcia

Against: None

Abstain: None

4. DISCUSSION AND POSSIBLE ACTIONS SUBCOMMITTEE COMMUNICATIONS

- a. CONSIDERATION OF RESOLUTION NO. 2024_____. (Councilor Michael Garica)
Calling on the City Manager to Designate Appropriate Entities and Departments Within the City to Ensure Safe and Accessible Use of Bicycle and Pedestrian Facilities by Establishing a Regular Inspection Schedule for Bicycle And Pedestrian Infrastructure and Developing and Maintaining a Geographic Information System Inventory for Recording the Physical Condition of Bicycle and Pedestrian Infrastructure; and Calling on the Mayor to Include the Ongoing Maintenance of Bicycle and Pedestrian Infrastructure in His Proposed Annual Budget. (Romella Glorioso-Moss, Projects Administrator; rsglorioso-moss@santafenm.gov; Regina Wheeler, Public Works Director: rawheeler@santafenm.gov)

Pg. 2, line 7 insert rolling (and maintenance of transportation infrastructure that makes bicycling, rolling and walking in the City of

Pg. 2, line 17 un-striking (WHEREAS, BPAC has also created the BPAC Strategic Plan FY 2023-2033;and)

Pg. 3 , line 7 & 8 un-striking (WHEREAS, it is important to note that the maintenance of sidewalks is generally the responsibility of adjacent property owners and not the City; and)

Pg. 3, line 17 insert rolling (use to adjust driving, bicycling, rolling and walking



City of Santa Fe

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SANTA FE

behavior or to make calculated decisions about

Pg. 3, line 20 swap WHEREAS, ~~wayfinding and signage~~ to (signage and wayfinding)

Pg. 4, line 10 & 11 un-striking and moving down the resolution document to later. Adding additional verbiage to (WHEREAS, on December 6, 2023, the Mayor's Committee on Disability voted in support of the implementation of this resolution; stated that the "Americans with Disabilities Act compliance is an obligation of the City, and this resolution and funding will integrate several major aspects of ADA compliance into the City infrastructure).

Pg. 4, line 12-15 un-striking and keeping (WHEREAS)

Pg.6, line 8-10 moving to Pg. 5 line 15 (WHEREAS, at its meeting on May 11, 2023, BPAC recommended highlighting the need for a system to assess and prioritize necessary maintenance and repair of the City's bicycle and pedestrian infrastructure).

Pg. 5, line 10 striking (~~including privately developed public infrastructure within the city limits~~).

Pg. 5, line 9 insert public (include the ongoing maintenance of public bicycle and pedestrian infrastructure,)

Pg. 5, strike lines 19-25 and Pg. 6, lines 1-2

Pg. 5, line 18 insert (WHEREAS, the City aspires to attain a "Gold level" BFC award from the League of American Bicyclists by 2033.)

Pg. 6, line 3 insert (WHEREAS, under the over site of the Public Works Department)

Pg. 6, line 12 un-striking (that the Governing Body adopts BPAC's recommendations, above;)



City of Santa Fe

MINUTES

BICYCLE AND PEDESTRIAN
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LINCOLN AVENUE
SANTA FE

Pg. 6 line 14 insert (continue to identify and prioritize projects to maintain and build safe and accessible bicycle and pedestrian infrastructure).

Pg. 6, line 16-18 un-striking (BE IT FURTHER RESOLVED that the Governing Body asks the Mayor and subsequent mayors to include adequate funding to accomplish the plan in their respective proposed annual operating budgets, beginning in fiscal year 2025).

Pg. 6, line 19-20 strike

Pg. 6, line 21-22 un-striking and insert Governing Body (BE IT FURTHER RESOLVED that the Governing Body directs the City Manager to implement the recommendations above).

Pg. 6, line 23-24 strike

Motion: Member Spencer moved, seconded by Member Gerlicz to approve the resolution as amended.

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

For: Member Aaboe, Member Bordegaray, Member Gabriele, Member Gerlicz, Member Painter, Member Pingilley, Member Spencer, Chair Garcia

Against: None

Abstain: None

5. MATTERS FROM STAFF



City of Santa Fe

MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
MARCH 19, 2024
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

-
6. MATTERS FROM THE COMMITTEE
 7. MATTERS FROM THE CHAIR
 8. NEXT MEETING: April 11, 2024
 9. ADJOURN: 8:02pm

Lucrecia Diaz
Clerk

Romella Glorioso-Moss
Liaison

Chair

1 CITY OF SANTA FE, NEW MEXICO

2 RESOLUTION NO. 2024-__

3 INTRODUCED BY:

4
5 Councilor Michael Garcia

6 Councilor Carol Romero-Wirth

7 Councilor Jamie Cassutt

8 Councilor Pilar Faulkner

9 Amendment D BLUE- Councilor Michael Garcia, Councilor Carol Romero-Wirth, Councilor
10 Jamie Cassutt, and Councilor Pilar Faulkner

11 A RESOLUTION

12 CALLING ON THE CITY MANAGER TO DESIGNATE APPROPRIATE ENTITIES
13 AND DEPARTMENTS WITHIN THE CITY TO ~~ENSURE SAFE AND ACCESSIBLE~~
14 ~~USE OF BICYCLE AND PEDESTRIAN FACILITIES BY ESTABLISHING A REGULAR~~
15 ~~INSPECTION SCHEDULE FOR BICYCLE AND PEDESTRIAN INFRASTRUCTURE~~
16 ~~AND DEVELOPING AND MAINTAINING A GEOGRAPHIC INFORMATION~~
17 ~~SYSTEM INVENTORY FOR RECORDING THE PHYSICAL CONDITION OF~~
18 ~~BICYCLE AND PEDESTRIAN INFRASTRUCTURE; AND CALLING ON THE MAYOR~~
19 ~~TO INCLUDE THE ONGOING MAINTENANCE OF BICYCLE AND PEDESTRIAN~~
20 ~~INFRASTRUCTURE IN HIS PROPOSED ANNUAL BUDGET- (1) CONTINUE TO~~
21 ~~DEVELOP A PUBLIC-FACING MANAGEMENT AND PRIORITIZATION SYSTEM~~
22 ~~FOR THE MAINTENANCE AND REPAIR OF BICYCLE AND PEDESTRIAN~~
23 ~~INFRASTRUCTURE FOR SAFETY AND ACCESSIBILITY AND (2) DEVELOP A~~
24 ~~FORMULA THAT IDENTIFIES A CERTAIN SHARE OF FUNDING FOR ANNUAL~~
25 ~~MAINTENANCE AND REPAIR OF BICYCLE AND PEDESTRIAN~~

1 INFRASTRUCTURE FROM THE FUNDING PROVIDED FOR VEHICLE TRAVEL,
2 GENERALLY; PROVIDING THAT THE FORMULA SHALL INFORM THE
3 COMPLETE STREETS DIVISION’S AND THE PARKS AND OPEN SPACE
4 DIVISION’S ANNUAL BUDGET REQUESTS TO THE MAYOR; DIRECTING THE
5 CITY MANAGER TO IDENTIFY THE AMOUNT OF THE PROPOSED BUDGET
6 THAT IS BUDGETED FOR THE ANNUAL MAINTENANCE AND REPAIR OF
7 BICYCLE AND PEDESTRIAN INFRASTRUCTURE; ASKING THE BICYCLE AND
8 PEDESTRIAN ADVISORY COMMITTEE AND THE MAYOR’S COMMITTEE ON
9 DISABILITY TO REVIEW THE MID-YEAR BUDGETS FOR THE MAINTENANCE
10 AND REPAIR OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE AND TO
11 PROVIDE INPUT ON THOSE BUDGETS FOR CONSIDERATION BY THE MAYOR
12 FOR THE UPCOMING FISCAL YEAR BUDGET.

13
14 **WHEREAS**, the Bicycling and Pedestrian Advisory Committee (“BPAC”) is a City of
15 Santa Fe (“City”) advisory committee created in Resolution 2003-87, with the purpose, described
16 in Resolution 2021-8 as being “to provide input and advice that supports the ongoing development
17 and maintenance of a transportation infrastructure that makes bicycling, and walking in the City of
18 Santa Fe safe, equitable, viable, and comfortable modes of transportation, commuting, and
19 recreation. This includes the responsibility to deliberate on City projects, plans, and policies that
20 impact both on road and off-road bicycle and pedestrian infrastructure, and to advise the Governing
21 Body on such matters”; and

22 **WHEREAS**, one of the duties and responsibilities of BPAC established by Resolution
23 2021-8 is to “assist in the prioritization of bicycle and pedestrian infrastructure projects to be
24 completed using city, state, and federal funds, through the development of the Santa Fe
25 Metropolitan Planning Organization (“SFMPPO”) Bicycle Master Plan and the SFMPPO Pedestrian

1 Master Plan”; and

2 **WHEREAS**, BPAC has also created the BPAC Strategic Plan FY 2023-2033; and

3 **WHEREAS**, page 68 of the current Santa Fe Bicycle Master Plan, which the Santa Fe
4 Metropolitan Planning Organization Transportation Policy Board approved in 2019, recommends
5 implementation of a “pro-active maintenance of on and off-road facilities” and it goes on to
6 recommend funding of that program in the annual operating budget; and

7 **WHEREAS**, the 2020-2045 Santa Fe Metropolitan Transportation Plan states: “Walkable,
8 bikeable, transit-oriented communities are likely to have populations that are more physically active
9 and have lower body weights; improved mobility for non-drivers; greater access to high-quality
10 retail food sources; lower rates of traffic injuries; and less air pollution. A commitment to the
11 availability and safety of alternative transportation modes will be critical to the future health of
12 Santa Fe residents”; and

13 **WHEREAS**, the 2020-2045 Santa Fe Metropolitan Transportation Plan states: “The
14 sidewalk inventory reveals where there are gaps within the network that impair connectivity and
15 may impact the public’s willingness to walk. Nearly 170 miles of gaps in the sidewalk and urban
16 trail network have been identified”; and

17 [WHEREAS, it is important to note that the maintenance of sidewalks is generally the](#)
18 [responsibility of adjacent property owners and not the City, as described by SFCC 1987, Section](#)
19 [23-1.6 to 1.8; and](#)

20 [WHEREAS, it is the responsibility of the City to maintain City-owned bicycle and](#)
21 [pedestrian infrastructure; and](#)

22 **WHEREAS**, in 2022, the City adopted a “Complete Streets” Policy via Resolution No.
23 2022-46, supporting Complete Streets design standards, which are intended to provide safer and
24 more equitable transportation improvements and reducing the impacts of climate change in the
25 Santa Fe Metropolitan Planning Area; and

1 **WHEREAS**, pavement markings delineating pedestrian crossings, bicycle roadway lanes,
2 travel transitions, sharrows, green lane markings and other delineators are essential elements of
3 transportation infrastructure with critical impacts on safety and mobility; and

4 **WHEREAS**, these pavement markings provide all road users with information they can
5 use to adjust driving, bicycling, [rolling](#), and walking behavior or to make calculated decisions about
6 traveling, and the visibility of such pavement markings for all users can be the difference between
7 a safe trip and a disastrous collision; and

8 **WHEREAS**, [\[wayfinding\] signage](#) and [\[signage\] wayfinding](#) programs for all roadway
9 users support more efficient and safer travel patterns, alert roadway users of the presence of other
10 modes of transportation, and foster a sense of community with shared interests; and

11 **WHEREAS**, annual and other routine maintenance of pavement markings and wayfinding
12 signage programs are critical to support a safe and effective transportation network and to meeting
13 the transportation goals of the City; and

14 [WHEREAS, compliance with the Americans with Disabilities Act, Title II, requires that](#)
15 [people with disabilities be given an equal opportunity to benefit from all City programs and](#)
16 [services, and that all programs and services are accessible and useable to all citizens, tourists, and](#)
17 [guests with disabilities in the City; and](#)

18 [WHEREAS, to the extent that there are not alternative designs, products, or technologies](#)
19 [that result in substantially equivalent or greater accessibility and usability, the City’s construction](#)
20 [of sidewalks, shared-use paths, and other pedestrian circulation paths must include a “pedestrian](#)
21 [access route,” accessible to and traversable by individuals with disabilities; and](#)

22 **WHEREAS**, the United States Public Rights-of-Way Access Advisory Committee
23 produced a report to the U.S. Access Board entitled “Final Report: Building a True Community,”
24 which informed the Architectural and Transportation Barriers Compliance Board’s final rule, 36
25 CFR Part 1190, which provides minimum guidelines for the accessibility of pedestrian facilities in

1 the public right-of-way, and which the Federal Register published in August of 2023; and

2 **WHEREAS**, the Architectural and Transportation Barriers Compliance Board in their
3 final rule, titled “Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way”
4 now requires municipalities to demonstrate actions toward compliance with the accessibility
5 standards in that rule; and

6 ~~WHEREAS, on December 6, 2023, the Mayor’s Committee on Disability voted in support~~
7 ~~of the implementation of this resolution; and~~

8 **WHEREAS**, on May 11, 2023, the BPAC made the following recommendations for
9 approval and implementation by the City:

10 1. Establish a regular inspection schedule to assess the condition of the City’s bicycle and
11 pedestrian infrastructure.

12 2. Develop and maintain a Geographic Information System (GIS) based inventory
13 of the physical condition of each element of the City’s bicycle and pedestrian
14 infrastructure.

15 3. Use the GIS-based inventory to prioritize maintenance and repairs and ensure
16 that infrastructure remains safe and functional, including but not limited to the
17 returning of infrastructure to its original condition (or better), especially after any
18 planned road or infrastructure maintenance impacts bike-ped infrastructure (e.g.,
19 roads with markings that are damaged when the road is patched or replaced, street
20 sweeping causes unsafe conditions in bike lanes, etc.). Criteria for maintenance
21 and repair actions may include, but are not limited to:

22 a. The condition of the infrastructure gathered from the
23 inventory list described above.

24 b. Equitable distribution of City resources to support bicycle and
25 pedestrian infrastructure throughout the city.

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c. BPAC recommendations, public input, and constituent requests.

d. The importance of a piece of infrastructure to the connectivity of a multi-modal transportation network.

4. Recommend to the Mayor that the Mayor’s proposed annual budget include the ongoing maintenance of City-owned bicycle and pedestrian infrastructure ~~including privately developed public infrastructure within the city limits.~~

5. Designate the appropriate entities and departments within the City’s government to implement the policies and manage a budget to ensure that bicycle and pedestrian infrastructure is developed and maintained to be both transportation and recreation with appropriate engineering, design, and maintenance funding resources.

WHEREAS, the May 11, 2023, BPAC recommendations highlight the need for a system to assess and prioritize maintenance and repair of the City’s bicycle and pedestrian infrastructure; and

WHEREAS, in a letter dated December 14, 2023, the Mayor’s Committee on Disability stated that the “Americans with Disabilities Act (ADA) compliance is an obligation of the City of Santa Fe, and this Resolution and funding will integrate several major aspects of ADA compliance into the City Infrastructure”; and

WHEREAS, the League of American Bicyclists’ Bike Friendly America program sets the standard for how communities build and benchmark progress toward making biking better; and

WHEREAS, on February 2, 2024, the League of American Bicyclists honored the City’s efforts to build better places for people to bike with a “Silver-level” Bicycle Friendly Community (“BFC”) award; and

1 WHEREAS, the BFC award recognizes the City for its commitment to creating
2 transportation and recreational resources that benefit its residents of all ages and abilities
3 while encouraging healthier and more sustainable transportation choices; and

4 WHEREAS, the Silver-level BFC award also recognizes the City’s commitment
5 to improving conditions for all people who bike through investments in bike education
6 programs and regular bike events that promote and encourage people to choose biking, pro-
7 bike policies, and notably bike infrastructure; and

8 WHEREAS, the City aspires to attain a “Gold-level” BFC award from the League
9 of American Bicyclists by 2033; and

10 WHEREAS, the City’s Complete Streets Division in the Public Works
11 Department oversees the maintenance of the streets, sidewalks, and drainage infrastructure
12 of the City, including snow removal, concrete construction, grading, sweeping, pavement
13 maintenance, engineering/inspection, and drainage maintenance and administration, and
14 the City’s Parks and Open Spaces Division in the Public Works Department oversees the
15 maintenance of public multi-use trails.

16 **NOW, THEREFORE, BE IT RESOLVED BY THAT THE GOVERNING BODY OF**
17 **THE CITY OF SANTA FE ~~that the Governing Body supports~~ BPAC’s recommendations, ~~above;~~**
18 **and calls on the City Manager to designate appropriate departments and entities within the City to**
19 **(1) continue to develop a public-facing management and prioritization system for the maintenance**
20 **and repair of bicycle and pedestrian infrastructure for safety and accessibility and (2) develop a**
21 **formula that identifies a certain share of funding for annual maintenance and repair of bicycle and**
22 **pedestrian infrastructure from the funding provided for vehicle infrastructure, generally.**

23 **BE IT FURTHER RESOLVED** ~~that the Governing Body asks the Mayor and subsequent~~
24 ~~mayors to include adequate funding to accomplish the plan in their respective proposed annual~~
25 ~~operating budgets, beginning in fiscal year 2025~~ formula shall inform the Complete Streets

1 [Division's and the Parks and Opens Space Division's annual budget requests to the Mayor.](#)

2 **BE IT FURTHER RESOLVED** that the [Governing Body](#) directs the City Manager to
3 [implement the recommendations identify the amount of the proposed budget that is budgeted for](#)
4 [the annual maintenance and repair of bicycle and pedestrian infrastructure.](#)

5 **BE IT FURTHER RESOLVED** that the [Governing Body](#) asks BPAC and the Mayor's
6 [Committee on Disability](#) to review the mid-year budgets for the maintenance and repair of bicycle
7 [and pedestrian infrastructure and to provide input on those budgets for consideration by the mayor](#)
8 [for the upcoming fiscal year.](#)

9 PASSED, APPROVED, and ADOPTED this _____ day of _____, 2024.

10
11 _____
12 ALAN WEBBER, MAYOR

13 ATTEST:

14 _____
15
16 GERALYN F. CARDENAS, INTERIM CITY CLERK

17 APPROVED AS TO FORM:

18 _____
19
20 ERIN K. McSHERRY, CITY ATTORNEY

21
22
23
24 *Legislation/2024/Resolutions/Bicycle and Pedestrian Facilities Maintenance*



PHASE A PROJECTS: ON-ROAD IMPROVEMENTS

Type of Improvement	Improvement	Score	Miles	Cost Category	
(2) City-Lead On-Road Bikeway Improvements (in rough order of priority)					
<u>1</u>	Stripe Bike Lane	W. San Francisco: Permit contra-flow traffic from plaza to a bike lane from Don Gaspar to Galisteo	33	0.10	\$
<u>2</u>	Bike Lanes - Widen	Widen Old Santa Fe Trail: from E. Zia Rd. south to city limits	32	1.10	\$\$\$
<u>3</u>	Stripe Bike Lane	Alcaldesa: Contra-flow bike lane from Chili Line Rd. to Market St. (with rail crossing gate)	32	0.10	\$\$
<u>4</u>	Stripe Bike Lanes	Paseo de Peralta: Lane Reduction via Restriping, W Alameda to Old Santa Fe Trail (w ped. refuges)	31	0.40	\$\$
<u>5</u>	Stripe Bike Lanes	San Mateo: Study and Implement Bike Lanes where feasible, St. Francis Dr. to Rail Trail at 2nd St.	31	1.00	\$
<u>6</u>	Stripe Bike Lane	Sandoval: Southbound bike lane, Alameda to Montezuma, with wayfinding to Railyard	31	0.15	\$
<u>7</u>	Stripe Bike Lanes	Pacheco St.: Study and Implement Bike Lanes where feasible (n. of San M to Siringo)	30	1.00	\$
<u>8</u>	Stripe Bike Lanes	Wagon Rd.: Restripe with Bike Lanes (if not sharrow)	30	0.10	\$
<u>9</u>	Stripe Bike Lanes	Alta Vista St. (Bike Route 66): RR tracks to Salvador Perez Park, orig. crosswalk, prioritize eastbound	30	0.27	\$
<u>10</u>	Stripe Bike Lanes	Calle Mejia, Viento Dr. to cul-de-sac at Reserve	29	0.17	\$
<u>11</u>	Bike Lanes - Widen	Widen San Felipe Rd., Airport Rd. to Agua Fria St.	29	0.30	\$\$
<u>12</u>	Stripe Bike Lanes	Hospital Dr., Lupita to St. Michael's Dr.	28	0.28	\$
<u>13</u>	Stripe Bike Lanes	W. Alameda: Striped shoulders eastbound and westbound from St. Francis Dr.; prioritize eastbound as uphill & buffer for River Trail, to ped X-ing; sharrow/bike lane in rt.turn lane by Burger King	27	0.22	\$
<u>14</u>	Stripe Bike Lanes	Camino Alire, Paso de la Conq. to Agua Fria: Both sides or southbound bike lane only (uphill)	26	0.26	\$
-	Rt.-Turn Lane trtmnts	Various sharrow or bike lane in right turn lanes leading to bike lane, per NACTO	-	-	\$
-	Signage	Bicycle Wayfinding on Roads & Trails	-	-	\$
(4) County-lead On-Road Bikeway Improvements (in rough order of priority)					
a	Bike Lanes - Widen	Henry Lynch Rd.: Add shoulders	29	0.44	\$\$
b	Bike Lanes	STUDY: West Alameda St. Bike Lanes w/City	28	4.50	\$
c	Bike Lanes	Study: Feasibility Bishops Lodge Road Bike Lanes	26	4.00	\$
d	Bike Lanes	Ave del Sur between Rancho Viejo Blvd. and Richards, integrating existing bike lanes in front of Amy Biehl School and unused parking bays to east	29	0.42	\$\$
e	Bike Lanes	Caja Del Oro - Agua Fria to NMS99 Frontage	27	2.00	\$
f	Bike Lanes	Rancho Viejo Blvd	24	3.00	\$\$\$
g	Bike Lanes	STUDY: Richards Avenue, A Va Nu Po and Avenida del Sur Bike Lane Loop	25	6.00	\$
h	Bike Lane	Camino la Tierra - northbound (uphill), mailboxes to Wildflower	28	0.23	\$
-	Signage	Bicycle Wayfinding on Roads & Trails	-	-	\$
(6) NMDOT-lead On-road Bikeway Improvements (in rough order of priority)					
a	Bike Lanes - Widen	Widen Hyde Park Rd. (NM475) where possible, Artist Rd. to Little Tesuque Cr., esp. uphill direction	36	3.50	\$\$\$\$\$
b	Rt.-Turn Lane trtmnts	St. Michael's Dr. (NM466), Galisteo St. to Arroyo Chamiso	29	0.50	\$
c	Stripe Bike Lanes	Old Las Vegas Highway from Paseo de la Luz to Ojo de la Vaca Rd. (Bike Route 66): Lane Reduction	28	0.60	\$
d	Shoulders - Rehab.	Old Las Vegas Highway from US285 to Paseo de la Luz (Bike Route 66): Rehabilitate Shoulders	26	1.60	\$\$\$\$\$
e	Stripe Bike Lane	NM14 northbound, from w. of Fire Place to Rancho Viejo Blvd.: Re-Stripe or widen with bike lane	25	0.60	\$

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

STRATEGIC PLAN (FY2023-2033)

MEMBERS

COUNCILOR MICHAEL GARCIA, MPA, CHAIR, DISTRICT 2

KHALIL SPENCER, PhD, VICE CHAIR, DISTRICT 1

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

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

TONY GERLICZ, DISTRICT 2

BEN PINGILLEY, TECHNICAL REVIEW SUBCOMMITTEE CHAIR, DISTRICT 3

ANGELA BORDEGARAY, DISTRICT 4

ERIK AABOE, COUNTY REPRESENTATIVE

SUBCOMMITTEE CITIZEN MEMBERS

POLICY, PLANNING & LAW: BILL ADRIAN & LARA MILLER

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

TECHNICAL REVIEW: NATHAN LEMONS, GARY SCHIFFMILLER & TIM ROGERS

STAFF LIAISON

ROMELLA GLORIOSO-MOSS, PhD, AICP

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- ⇒ 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's an advisory committee of the City of Santa Fe's Public Works Department, Complete Streets Division.

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

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

Currently, BPAC has three subcommittees appointed by the Chair whose memberships consist of four BPAC members and three members of the public. These three subcommittees are: (1) Policy, Planning and Law (“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. It's the first strategic plan developed by the Committee in recognition that a long-term view and a workable strategy and action plan are needed to achieve its vision, mission and objectives. Ten years was chosen as the time-frame for the plan since the majority of roadways and trails projects take an average of ten years from project development through construction. Moreover, the federal *Infrastructure Investment and Jobs Act* – a \$1.2 trillion funding mechanism for infrastructure, which the City is relying on for much of the design and construction of transportation alternative infrastructure coincides with the time-frame of this strategic plan. The methodology used for developing the plan follows the Multiple Scenario Strategic Planning Process (“MSSP”) described in Appendix B.

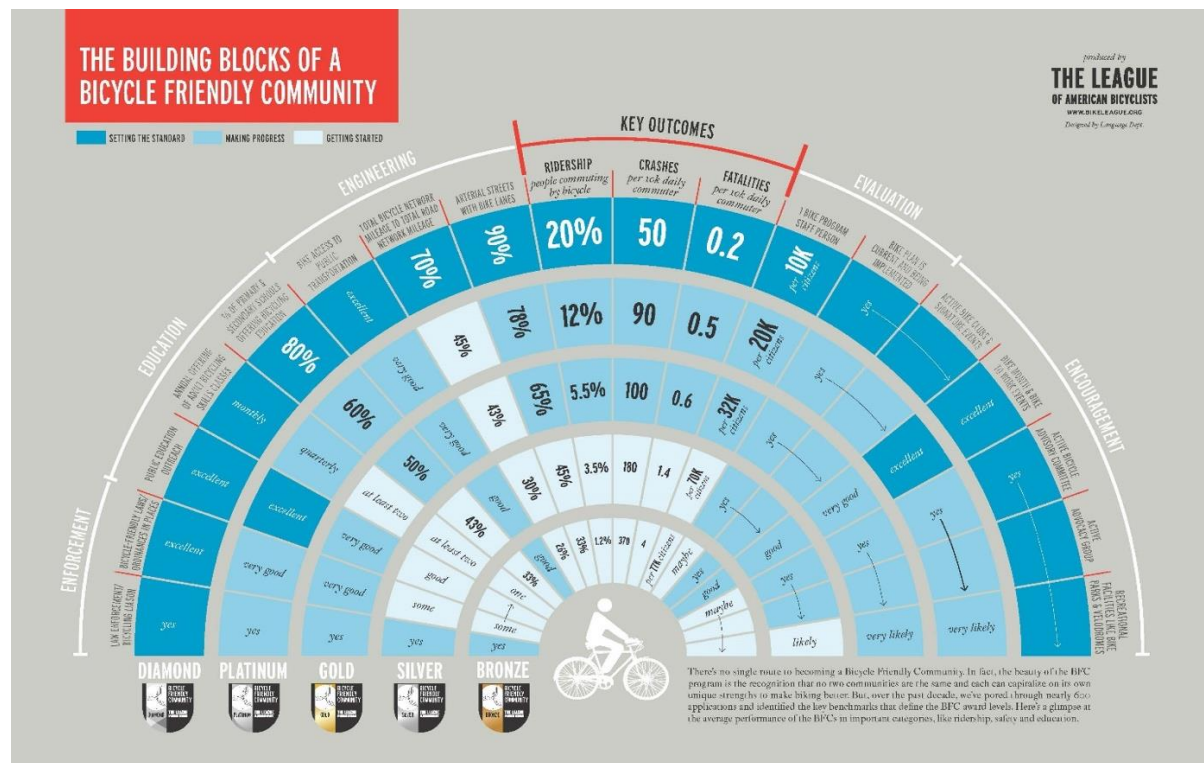
In more recent years, BPAC has partnered with a few organizations such as the Santa Fe Metropolitan Planning Organization, Santa Fe Conservation Trust, City of Santa Fe Public Safety Committee and the Santa Fe Safe Route to Schools Program, which they can rely on to implement parts of the Strategic Plan.

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 (FY2033), the City of Santa Fe has successfully obtained the League of American Bicyclists Gold-level Bicycle Friendly Community designation, increasing City’s bicycle ridership from 1% to 5.5%; and 65% of City’s arterial streets have bicycle lanes. See Fig. 1, *The Building Blocks of A Bicycle Friendly Community*, The League of American Bicyclists.

DUTIES & RESPONSIBILITIES

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

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

EXTERNAL ANALYSIS: FORMULATING ALTERNATIVE FUTURES (2023-2033)

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

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 younger drivers; no longer active in the workforce, therefore bicycle/walk for recreation; superior purchasing power)	S, Eco, Env	+/-

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

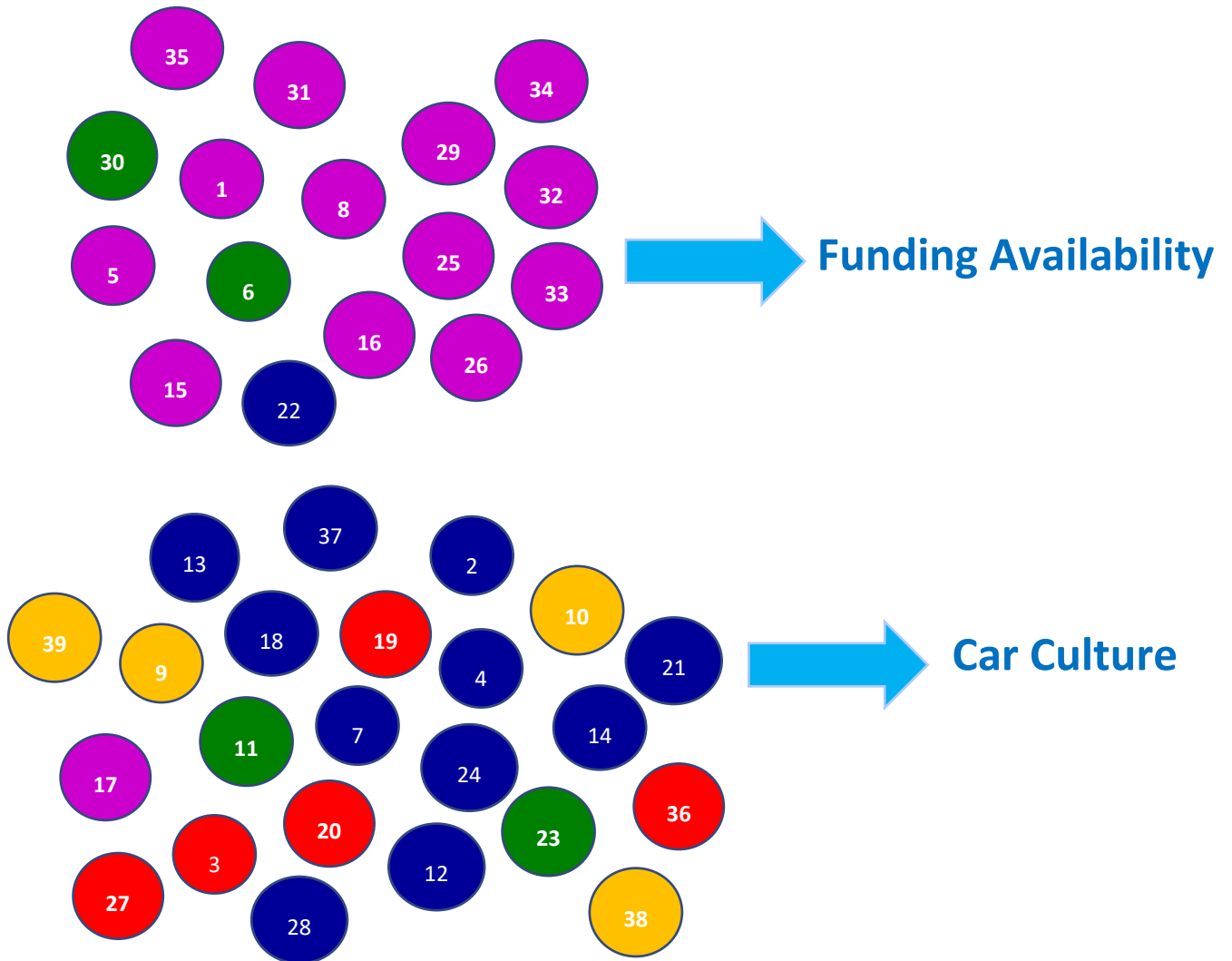
Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
21) High crashes and fatality (State level particularly)	TI	-
22) Infrastructure that favors cars over bicycles and pedestrians.	S, TI	-
23) Sidewalks are too narrow and inappropriate for bicycles, but often the only safe route; majority are not ADA compliant; majority 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	-
31) High inflation rate	Eco	-/+
32) Looming economic recession (may be global due to Russian-Ukraine war)	Eco	-/+

Key Decision Factors (Opportunities and Threats)	Socio-Cultural (S) Economic (Eco) Political (P) Technological or Infrastructure (TI) Environmental (Env)	Opportunity (+) Threat (-)
33) Perceived high cost of construction and maintenance of bicycle and pedestrian infrastructure per user compared to cost of roadways per motor vehicles user resulting in lower Cost-Benefit Ratio for walking/bicycling investments.	Eco, P	-
34) Local funding such as 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 or walk to work, school, etc. because bicycle and pedestrian facilities are "inconvenient to access, not in their neighborhood, hard to get to, and/or they don't go where they want to go." While 23% of survey respondents stated "they don't feel safe."	TI	-

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

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

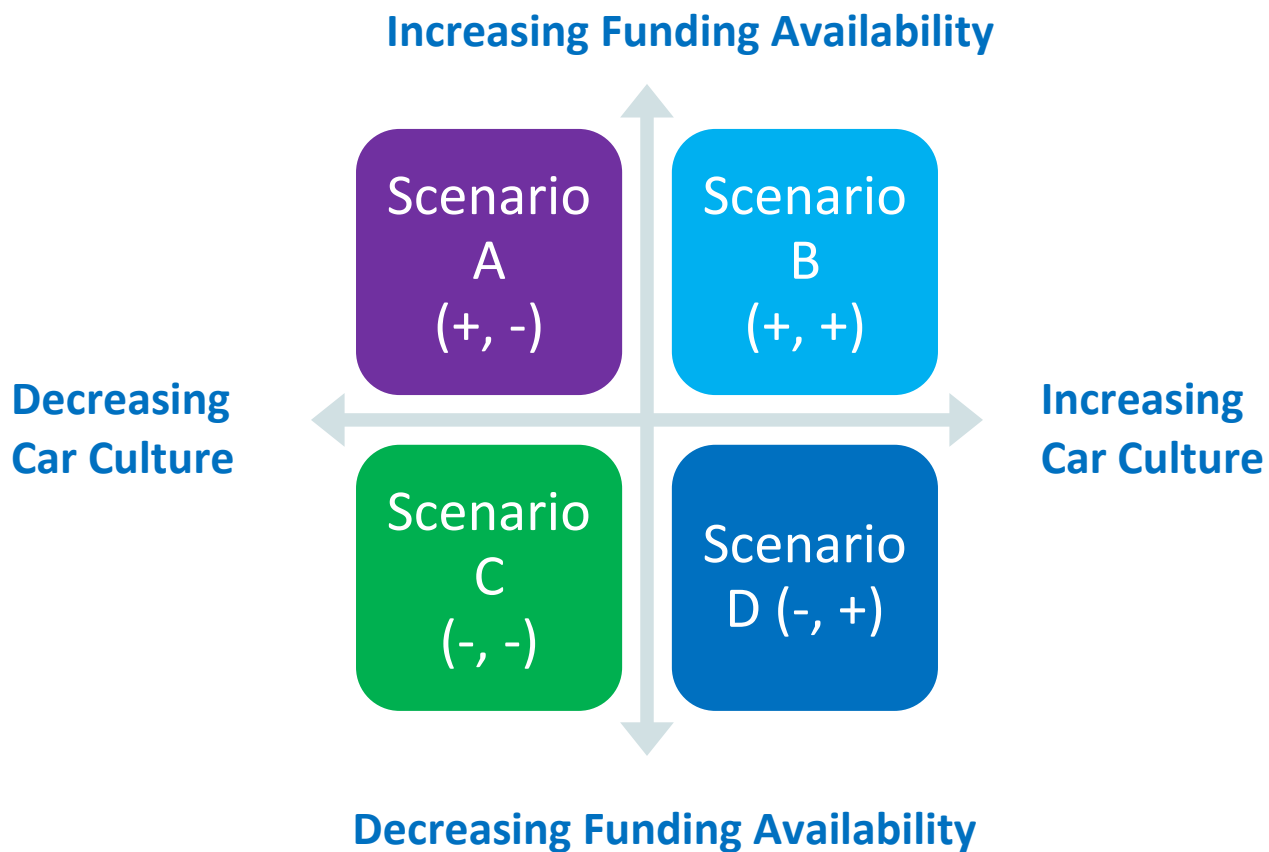


LEGEND:

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

The next step in MSSP's External Analysis is the formulation of alternative future *scenarios*. This step is done by first making the societal driving forces neutral, or non-directional, then positioning them in axial relationship, or what is called *scenario formats*. Their number will depend on the number of societal driving forces. For example, 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 valuing of *Car Culture* is decreasing (-). See Figure 3 for key characteristics of each scenario.

Figure 4: Scenarios Key Characteristics (2023-2033)

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

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

After we describe the characteristics of each scenario, we then choose the *most likely scenario* to unfold in the future (2023-2033) to guide the strategy and action plan. For this planning period, BPAC 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)
- Lack of diversity - gender, racial, some districts not represented, etc.
- Lack of volunteers
- Silos of committees – except for Public Safety Committee, BPAC does not interact or coordinate their activities with other City Committees or Commissions such as Public Transit or Planning Commission
- Long meetings - dissuading participation or discouraging volunteers
- Limited Staff support – only support from Staff Liaison. No Stenographer; no full-time bike and ped coordinator with Civil Engineering or similar degree to provide clout
- No strategic plan
- Duties & responsibilities in the resolution exceed what members have the power to do due to lack of resources: funding and staff
- Lack of clarity in members' mind – is BPAC a City Advisory Committee or Roadway and Trails Advisory Committee? Is there a difference? Is BPAC advising the City or Public Works Department?
- Where does the responsibility for City's bicycle and pedestrian planning lie? Is it with BPAC, SFMPO, or Public Works Department's Roadway and Trails? What is the process for prioritizing projects?

SWOT ANALYSIS – KEY ISSUES IDENTIFIED

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

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

- Shift the prevailing car culture towards a more multi-modal transportation culture. Included in this shift is finding a way to a) reduce stigma towards people who ride public transit; and 2) create a community where walking and bicycling live safely and comfortably with faster, longer-distance modes.
- Integrate Land Use and Transportation Planning to create bicycle and pedestrian-friendly communities that will result in connected neighborhoods and places with accessible, convenient, and safe bicycle and pedestrian facilities.
- Develop a meaningful public involvement process in road and street design that includes respect for all user input into the project. The enabling Resolution authorizes review and input when plans are at 30% and final design stages. Involvement at the conceptual stage for both the public and BPAC will result in designs that better accommodate all users.
- Need for paradigm shifts including:
 - a. from roadways to streets. Roads are thoroughfares designed to speed travel between two points, streets have homes or shops on both sides to facilitate public interaction;
 - b. moving cars to moving people so all modes have equal value;
 - c. limiting choice to multiple choice;
 - d. from traffic signals to roundabouts;
 - e. street landscaping important component of Complete Streets;
 - f. counting all trips; not only vehicles miles traveled (VMT); and
 - g. from Gray Infrastructure to Green Infrastructure.

THE STRATEGY FOR CHARTING A DIFFERENT FUTURE

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

ACTION PLAN (FY2023-2033)

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

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

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

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

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

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

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

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

Rationale: Through appropriate land use codes, the design and location of residential development, retail, commercial and institutional buildings can provide an environment 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, and Jeanne Wolfenbarger.)

July 13, 2023: Work ongoing with MPO.

Task 1.3: Assess bicycle and pedestrian connectivity defined as the ability to reach important destinations, such as workplaces, 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 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.)

July 13, 2023: Ongoing

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

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

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

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

Complete By: December 2023

Lead Subcommittee: TR

July 13, 2023: Ongoing

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)

July 13, 2023: Ongoing

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 Legal Services Staff Liaison, Jesse Guillen, jbguillen@santafenm.gov, 505-955-6518.)

July 13, 2023: Submit for legislative review for August/September submission.

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.

Complete Streets aims at reducing and eventually eliminating all serious injuries and deaths related to traffic crashes and the transportation system. Complete Streets proponents argue that our roads are currently built to optimize motor vehicles' speed and convenience over safety. Complete Streets 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, ejayne@santafenm.gov, (505) 330-8483; and b) Land Use Department Senior Planner Daniel Alvarado, AICP, djalvarado@santafenm.gov, (505) 955-6670.

July 13, 2023: Complete Streets adopted by the city. Work ongoing.

Task 2.5: Update the City's Traffic Calming Program

Rationale: The last time the City's Traffic Calming Program 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: TBD

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, ejayne@santafenm.gov, (505) 330-8483.)

July 13, 2023: The City doesn't anticipate a review of the Traffic Calming Program for at least two years. Also, Complete Streets will impact the program.

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

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

Complete By: Continuous

Lead Subcommittee: TR

July 13, 2023: Ongoing

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

A) Roadway and Sidewalk Improvements:

- 1) Bishop's Lodge Road Reconstruction – Project Termini: Paseo de Peralta to City/County Boundary (2.8 mi). Engineering design funded via Transportation Project Fund (\$800,000) and Road Impact Fees (\$327,000) for a total of \$1,127,000. Design phase started January 1, 2022.
- 2) Buckman Road Pavement Rehabilitation – Project Termini: Cattle guard to Camino de las Crucitas (1.32 mi). Engineering design funded via Local Government Road Fund (\$73,000). Cooperative Agreement not yet executed.
- 3) Add curb cut/bulb out at the end of Acequia Trail and Montezuma Avenue.

B) Trail Improvements

- 1) Acequia Trail - Otowi to La Cieneguita via 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. M's Dr., w/connections to LaFarge Library, Middle School, St. Michael's Village W. shopping center. ~ \$1,400,000
- 5) Arroyo Chamisos Trail Extension Linking East and West Zia and connect to Botolph Road or Gail Ryba Trail ~ \$1,500,000
- 6) Mutt-Nelson Rd Trail to connect to Tierra Contenta Trail & SWAN Park
- 7) Nina Otero SRTS Trail, Tierra Contenta (**Added 2/9/23**)

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)

<p>ACTION 3: <i>Integrate public transport, education, and marketing programs.</i></p>
<p>Task 3.1: Obtain media coverage in news outlets; propose to the <i>Santa Fe New Mexican</i> and other news outlets to include a regular column on biking and walking in Santa Fe; and increase visibility through social media outlets.</p> <p>Rationale: Can reach wider audience, educate on the work of BPAC.</p> <p>Complete By: Ongoing</p> <p>Lead Subcommittee: PEP</p> <p>July 13, 2023: Ongoing</p>
<p>Task 3.2: Lobby to have input, and/or a seat at the table of other key City Committees/Commissions, particularly on Mayor’s Committee on Disability, Parks and Trails, Planning Commission, Public Transit and Recreation.</p> <p>Rationale: BPAC’s achievement of its mission, in part, depends on the activities/ work of other City Committees/Commissions. However, currently, BPAC has only a seat on Public Safety Committee.</p> <p>Complete By: June 2027</p> <p>Lead Subcommittee: PEP</p> <p>July 13, 2023: Ongoing</p>
<p>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.</p> <p>Rationale: The City cannot afford to support all its Committees with Staff and funding.</p> <p>Complete By: June 2027</p> <p>Lead Subcommittee: PEP</p> <p>July 13, 2023: Ongoing</p>

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.)

July 13, 2023: Ongoing

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.)

July 13, 2023: Ongoing

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.

APPENDIXES

A.City of Santa Fe Resolution No. 2021-8

B. Multiple Scenario Strategic Planning Process (MSSP)

From: YNGVE, LEAH X. <lyngve@santafenm.gov>
Sent: Thursday, March 21, 2024 9:04 AM
To: GLORIOSO-MOSS, ROMELLA S. <rsglorioso-moss@santafenm.gov>
Subject: Bike Month Events

Hi Romella,

Can you please forward the below list of bike month events so far to BPAC? I included possible events to celebrate the completion of the ECRA trail and Canada Rincon Trail, but need to get with you about that. Cody invited me to your 4/2 ECRA trail meeting, FYI.

Thanks!!

- ? Architecture Tour, date TBD
- ? Quicksilver Showing at Jean Cocteau Theatre
- ? Ninth Anniversary of the Cowgirl Bike Rack Installation (Erick)
- ? Art by bike - date TBD, tentative art stops on the Rail Trail between Alta Vista and Second Street (MPO/City)
- ? Bicycle Friendly Community recognition at City Council (BPAC)
- ? El Camino Real Academy Trail opening celebration
- ? Canada Rincon Trail opening celebration
- 5/4 Intl women's MTB Day ride at Galisteo – SFFTS
- 5/4 - Bike in Star Wars Day Concert (Ghost- Pat Feghali/ Hannah)
- 5/5 Bike Swap (morning) Bill/Stephen
- 5/5 Arroyos of Madness Alleycat Ship of Fools (afternoon) Phil Lucero

Bike to School Week: (Lucy Stanus)

- 5/7 - Bike-to-School Fiesta on the Tierra Contenta Trail (Nina Otero, Cesar Chavez, Ortiz, Santa Fe School for the Arts and Sciences, etc.)
- 5/8 - Bike to El Camino Real Academy, Bike to Amy Biehl Community School
- 5/9 - Bike-to-School Fiesta on the River Trail (Aspen, Gonzales, Carlos Gilbert, Acequia Madre, Mandela, etc.) (Maybe this year we can even get Salazar ES involved), also
- Bike to Kearny ES
- 5/10 - Bike to Chaparral ES, Bike to Acequia Madre ES, Bike to Ramirez-Thomas ES

5/8 City Council advocacy ride or day (needs organizer - Bike Santa Fe?)
5/9 Second Thursday Social Ride (Leah)
5/11 Tour de Mural Outliers Cruise 10-12 (Tim Rogers)
5/11 La Tierra trail opening / spring kick off event (SFFTS)
5/17 Bike to Work Day - coffee & donuts on the Rail Trail by Railyard Park Conservancy
5/19 Santa Fe Century (Hadji Corona)
5/20 Urbanist Book Club talks about Bike Lanes (Streetfight by Janette Sadik-Khan) (Boxcar)(Pat) 6pm
5/20 or 21 - Maez Acequia Trail Connection groundbreaking, 5pm (Homewise)
5/24 Cycle to Recycle (Allison Long) (Fri morning before 10am) - Tour of the Recycling Facility in action

5/25-26 Bikepacking overnigher (Kevin Hinton)

5/26 New Mexico Cargo Bike and Mobility Festival – Clemente @CargoBikeFestivalNM
(Still Firming up date)

5/29 Bike Ride and return to MAKE (Echo / Reanimator) 6pm (Downtown SFe, party at 7pm. (Food/Music/Dancing) Celebrating the conclusion month-long Resiliency Tour.

Ongoing:

Taco Tuesdays (every tuesday in May) Rob and Cs

Tuesdays Bike Maintenance Clinic (series)

- Weekly rides:
 - Mondays - Atalaya Flyers, 5:30
 - Tuesdays - SFFTS women's rides
 - Wednesday - SFFTS club rides
 - Wednesday (?) - teen girls mtb ride
 - Sundays - 3:30, Santa Fe Mtb Tours Group Ride
 - Saturdays - Santa Fe Road Riders