



## Agenda

**Regular Meeting of the Bicycle  
and Pedestrian Advisory  
Committee  
October 9, 2025 at 5:30 PM  
City Council Chambers, City  
Hall  
200 Lincoln Avenue**

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### **Procedures for Bicycle and Pedestrian Advisory Committee Meeting**

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
  - a. Request the Approval of September 11, 2025 Meeting Minutes.
5. Communications From the Public
  - a. See attached.
6. Communications from Other Agencies
  - a. Bike Santa Fe (David Seaton, Board Member)
  - b. Santa Fe Metropolitan Planning Organization (Leah Yngve, Senior Transportation Planner)
  - c. Public Safety Advisory Committee (Steve Pilcher, BPAC Vice Chair)
7. Discussion and Possible Action Items
  - a. Follow-Up Discussion on Driver Accountability in Collisions Involving Cyclists, Including a Q&A with Representatives from the Santa Fe Police Department Regarding the Recent Fatal Crash Involving Cyclist Steve Ballinger, to Inform the Formulation of Policy Recommendations for Enhancing Cyclist Safety (Chair Michael Garcia)
  - b. Formation of an Ad Hoc Committee to Develop a Fact-Based White Paper Outlining Policy Recommendations for Enhancing Motorist Accountability in Collisions Involving Cyclists (Chair Michael Garcia)
  - c. Discussion of Potential Solutions to Improve the Trail Behind Vizcaya Apartments Crossing the Arroyo en Medio (Member Judith Gabriele)

- d. Request for Approval of the 2026 BPAC Meeting Dates (Romella Glorioso-Moss, Staff Liaison)
- 8. Subcommittee Communications
  - a. Policy, Planning and Law (Steve Pilcher, Chair)
  - b. Promotion, Education and Communications (Judith Gabriele, Chair)
  - c. Technical Review (Gary Schiffmiller, Chair)
- 9. Matters from Staff
- 10. Matters from the Committee
- 11. Matters from the Chair
- 12. Next Meeting:
  - a. November 13, 2025
- 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.

**Regular Meeting of the Bicycle and Pedestrian Advisory Committee**  
**September 11, 2025 at 5:30 PM**  
**City Council Chambers, City Hall**  
**200 Lincoln Avenue**  
**MINUTES**

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1. Call to Order

The Regular Meeting of the Bicycling and Pedestrian Advisory Committee was called to order by Chair Michael Garcia at 5:37 pm, on Thursday, September 11, 2025, in the Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. Roll Call

**Present:**

Member Angela Bordegaray  
Member Beatrice Farrell  
Member Judith Gabriele  
Member Steve Pilcher  
Member Gary Schiffmiller  
Member Helen Wang  
Chair Michael Garcia

**Excused:**

Member Tony Gerlicz  
Member Marc McConnell  
Member Ben Pingilley  
Clerk Lucrecia Diaz

**Others Attending:**

Staff Liaison, Romella Glorioso-Moss

3. Approval of Agenda

**MOTION:** Member Gabriele moved, seconded by Member Schiffmiller to approve the Agenda with amendments.

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

**For:** Member Bordegaray, Member Farrell, Member Gabriele, Member Pilcher,  
Member Schiffmiller, Member Wang, Chair Garcia

**Amendments:**

Agenda item 5: Communications from the Public: Add emails from Kai Fillion and Khalil Spencer.

Agenda item 6.8: Communications from Other Agencies: Bike Santa Fe, the report will be delivered by Mr. David Seaton.

Agenda Item 7D to move up to 7A

#### 4. Approval of Minutes

- a. Request for Approval of August 14, 2025 BPAC Minutes.

**MOTION:** Member Bordegaray moved, seconded by Member Pilcher to approve the August 14, 2025 minutes with amendments.

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

**For:** Member Bordegaray, Member Farrell, Member Pilcher, Member Wang, Chair Garcia

**Abstain:** Member Gabriele, Member Schiffmiller

#### **Amendments:**

Member Pilcher: Under item 6C, public safety advisory committee, just make a note that there was no meeting held in July.

#### 5. Communications From the Public

Email from Kai Filion

**From:** kai filion

**Sent:** Saturday, September 6, 2025 8:56 AM

**To:** Gary Schiffmiller ; GLORIOSO-MOSS , ROMELLA S. ; Aria Chiodo

**Subject:** Comments for BPAC meeting

Gary and Romella,

I'd like to provide comments about consequences of car crashes for the next BPAC meeting, if that's possible.

Santa Fe Police recently chose not to charge the driver who ran a red light and killed Steven Ballinger with reckless driving. They claim that running a red light with a several thousand pound vehicle at a busy intersection is not a "willful disregard for safety". That is a terrible decision that allows a driver who has no concern for human life back on the road with essentially no punishment, but unfortunately, it's not unusual for this area. A few months ago, the Santa Fe Police found "no driver error" when a city employee drove over a curb and into a bus stop, killing Glen Smith. Before that, a driver near Galisteo killed Luis Quiroz-Batista but wasn't charged with anything because the sun was in his eyes. The police responded similarly to a driver who deliberately ran over cyclists in Galisteo several years ago, and another driver who hit Irena Ossola in Santa Fe.

Time and again, the police let drivers get away with poor decisions that destroy other people's lives. As a result, New Mexico has had the highest pedestrian fatality rate in the US every year in the last 10 years. This needs to change. The police need to start taking cyclist and pedestrian lives seriously, and there needs to be consequences for poor decisions.

Cyclists and pedestrians deserve to be treated like human beings whose lives matter. The city needs to tell the police this and demand they start enforcing traffic laws in a way that ensures

the safety of this community.

Thank you.  
Kai Filion

Email from Khalil Spencer

**From:** khalil@losalamos.com

**Sent:** Saturday, September 6, 2025 9:26 AM

**To:** GLORIOSO-MOSS , ROMELLA S. ; GARCIA, MICHAEL J. ; Jennifer Buntz ; Gary Schiffmiller ; Bike Santa Fe ; Craig Degenhardt ; Bill ; Khalil

**Subject:** Article in today's New Mexican about upcoming BPAC agenda item-few if any consequences for killing by car

Romella

Might want to make sure all the BPAC members know this story came out today. Hopefully a good turnout Thursday. I will unfortunately be in a doctor's office thursday afternoon. I injured my back.

Khal Spencer

[https://www.santafenewmexican.com/news/local\\_news/bicyclists-question-lack-of-consequences-for-drivers-in-fatal-wrecks/article\\_6d24bf18-ddf4-4964-9f79-2b8e41b37aad.html](https://www.santafenewmexican.com/news/local_news/bicyclists-question-lack-of-consequences-for-drivers-in-fatal-wrecks/article_6d24bf18-ddf4-4964-9f79-2b8e41b37aad.html)

I left these comments, FWIW.

Like Stefanie, I recall the earlier reports saying the driver ran a red. Still, yield means yield, not make a left through the intersection against thru traffic, i.e, Failure to Yield. It is a distinction without a difference for the victim, even if it is a different moving violation. The problem is with the state's lax penalties for bad driving.

As far as the meaningless penalties for killing or maiming? Old news, and not the cop's fault or the DA's. Maybe the judge's fault for a deferred sentence after a driver killed someone. But that is not the big picture. You have to look at the laws and sentence guidelines.

Back a decade ago when the Bicycling Coalition of New Mexico was an actual thing, I was on its Board along with the late Diane Albert, who was for a while on the Board of the national League of American Bicyclists. At the time, we were working with the New Mexico Motorcycle Rights Organization, BikeABQ, and the Duke City Wheelmen to get a bill through the Legislature to increase penalties on motorists who violate traffic law and injure or kill vulnerable users. Former Rep. Rick Miera carried these bills. A few of us were working closely with NMMRO given both bicyclists and motorcyclists are vulnerable users who are often victims of "I didn't see him/her" (e.g., Jennifer of the Duke City Wheelmen and me because I am also a motorcyclist). Each year it died in committee. Some history stored here:

<https://labikes.blogspot.com/search?q=roundhouse>

This past session, SB 265, which would have increased penalties, including those for Careless Driving, was introduced by Sen. Munoz, and it too died a quiet death after getting a do pass in its first committee. One has to ask why. Bill info below:

<https://www.nmlegis.gov/Legislation/Legislation?chamber=S&legtype=B&legno=265&year=25>

I think it will take a lot of hard work to change the paradigm from "accidents will happen, too bad for you" to actually holding people accountable for stupid decisions that maim or kill. There is a new anti-bad driving organization in Santa Fe now. City Council has voted Vision Zero, which works in parallel. Everyone has to work together on this or it will get nowhere.

Oh, and Sen. Peter Wirth voted against SB 265. Will someone please run against him? Or at least raise a stink? Where is Bike Santa Fe?

<https://www.nmlegis.gov/Sessions/25%20Regular/bills/senate/SB0265CT1.pdf>

#### **PRESENT AT THE MEETING:**

1) Jennifer Weber, D1

I appreciate BPAC member Schiffmiller bringing this item to the agenda. You know, when you read about cyclists being killed in other states, oftentimes the drivers who hit them are cited for vehicular manslaughter or other egregious crimes. Because that's what it is. When a driver runs a red light, disregards a traffic law, and somebody ends up injured or dead, that is a crime, and it should be treated as so. So, I look forward to BPAC hopefully moving forward a policy, a recommendation, whether it be for the city or the state to change the law as necessary so that so that people who are cyclists are regarded as people who get to use the streets. They are our streets. They belong to everyone. And that when they're injured or killed that they can see some justice for people who violate traffic laws. Thank you.

2) Hubert van Hecke, D2

I have two small remarks. One of them is in many other countries the vehicle safety requirements include consideration safety of people outside in the United States case. I think fortunately this body is probably however there's a small item we might influence and that is the local drivers education programs we may want to work to emphasize during the training process bicycle pedestrian station part of they are their responsibilities and perhaps include uh emphasize that during the written part of the exam as for other countries for example in the Netherlands are bicycle the starting level of ability to automobile. They go up. So very powerful driver .

### 3) Jim Kench, D1

I've been riding my bicycle here in Santa Fe for 20 years. And early on, I adopted the policy of pretending that I'm invisible. And I assume that every other driver in a car is drunk, and I've been hit twice. My point is that one can be a reasonably prudent bicycle and still get hit.

### 4) Laurel Mitter

I have not been to one of these before, but I was so moved and horrified. I haven't been in New Mexico very long. The death of Mr. Ballinger that it brought me out to my first council meeting. I will say I am not from here. But I was a long-distance cyclist and I have not cycled here because I haven't felt safe. And this sort of just proves it. And I would just really strongly

hope that if there's a city law we can pass or a state level law that we do that because this is the all I could do is read about it. But from what I read it certainly seemed like something that was a crime and deserved more justice than what I feel this young man received. So, thank you.

### 5) Jennifer Bears

I'm new to Santa Fe. I just recently moved here nine months ago from a very active cycling community. I was really eager to start riding my road bike here in Santa Fe. I should also mention I'm on the board of the Santa Fe Fat Tire Society. I have given up riding my road bike here. I just feel like it's just too dangerous of the community to do so. Everybody that I've met has migrated to the trails because they feel the roads are just too unsafe to ride. I'm not sure what I don't have a solution for you other than to say the small tragedy that those of us who don't safe riding. So I hope that someday I can feel comfortable getting back from my road bikes. For now, I will stick to the trails.

### 6) Irena Ossola, D2.

I have a couple items. I brought this because in 2017 I was hit by a car while riding in the bike lane. I lost my heartbeat on the scene. I was brought back to life when I was back I was taken to the hospital and flown to UNMH and it I've been here before. I made a comment for and today I brought some items to show that I was hit and it continues to happen and there's such little penalty that \$150 is what the man received that hit me and killed me and I'm lucky to be alive. I started teaching I went back to my high school, St. Michael's High School to coach running and two young boys I was coaching their mother was hit by a car and killed and same thing no penalty and she left behind three children and this continues to happen and I think that if there was a penalty to make people a little more aware to consider they're out driving um we're basic basically driving is such a huge responsibility and a risk that you're kill hitting somebody is there's no protection and that having vulnerable road users law I think could be a first step in New Mexico to help bring awareness and to people to wake people up a little bit that if you are going to hit a cyclist and could kill them that something happens. And so my

comments is that I think that penalties need to be increased for the state. Thank you.

7) Brooks White, D 2.

I am almost a former road rider because like many here, I likewise have known too many of friends or acquaintances who have been injured on the streets in both Santa Fe and in surrounding county. So, it's a concern of mine and I'm now sticking to trails in the mountains unfortunately. But my speaking to you, it seems like there's two things I'm trying to think. What does this committee offer to the city council for some kind of action and I can't speak to legislation or policy such as Arena was speaking to about the need for some teeth in the law but what I can address because I've seen it in other communities in fact in our unincorporated county is the training of police the training of our law enforcement both well both in in in uh procedure as well as an attitude. When there is an event when there's an accident involving a cyclist and the driver that there's not an assumption of a bad bicyclist or they were probably out in traffic and the police officers may very well never been on a bike in the streets of Santa Fe. That's something I always think about. How many of those people that are driving or are

police officers have ever been on the bike on the street? Because they sure would think differently about their job. I think so. I guess what I'm asking to this committee is to recommend to the council, are there ways that our police department can be trained to go there, both in in terms of assuming, what do I say, arriving at a scene, an accident scene, without assumptions about who's at fault and going the extra mile to interview all the witnesses to collect the evidence that allows keep at that. That allows the district attorney to actually prosecute a case. Because as we know a lot of times bad things happen and by the time it lands in the district attorney's office they don't have enough to actually do a case and bring consequences to person who perhaps deserves consequences. Anyway, that's my hope that this committee can somehow help out in that way. Thank you very much.

8) Gilbert Quintana, D4.

I'm a parent. I've been a bike commuter for years. I'm lucky to have not been hit, though I've had several close calls. I have a number of friends who have been hit by vehicles. But more importantly, I have kids and my kids have friends and I see my kids and their friends out on their bikes doing what they love. I have a lot of fear for them. I hope that this council could uh come to come to the larger council and look at other ways to protect bicyclists in this town because we're not doing a great job of it. My son's currently living abroad and the bicycle infrastructure there is fantastic. There are protected bike lanes. There are separated bike lanes and cycling is not just supported or accepted, but it's encouraged. We have a long way to go before we get there, but building out better infrastructure would help us take care of our kids.

9) Karen Lowe, D 2.

I have to respectfully disagree with one of my neighbors from District 2 earlier who said that in

the US drivers have no responsibility for people outside their vehicle. I know that licensed operators of vehicles have general duty of care for the safety of others. They have to operate their vehicles in a legal manner. I don't think we can solve this problem without separate bike lanes, without new laws. We need our officers enforcing our traffic enforcement serving us on our city streets to understand the charges that are available to them to use the statutes that we already have. I know you folks understand these laws better than I do and I look forward to hearing your thoughts on this, but I think we simply need to use the laws we have to instruct our officers who report to our council and mayor to effectively charge motorists for the offenses that they have committed. Thank you.

10) David Seaton

I'm on the board of Bike Santa Fe. New, first time I've been here. I, like the other speaker just got back from riding in Victoria, British Columbia for a week last week and just blown away with what a biking community is like with dedicated lanes, safety, four-way stops. The trail crosses any roads that's all four-way stops. I know most of you all probably heard about a young woman hit recently in Albuquerque and killed going on the path and crossing the road and getting hit there. Everybody, the bikes are treated equal to cars and it's real obvious to everybody and everybody treats it that way. Obviously, it's along ways getting there. My background is in traumatic brain injury for the last 40 years and a big part of what I worked on

was safety and prevention. Helmets, motorcycle helmets, laws, legislation, those kind of things. I was also the chair of the Brain Injury Association of America when we started the CTE program with the NFL and that was in 2000. And most people are pretty aware now of all the concussion protocols and everything else. And I bring that up because when we started with the NFL, it was not no but hell no. We are not doing this. There's no problem. But once the awareness and the statistics were showing the real problems, the longitudinal problems with it, once the awareness created, then that created the permeability that people started becoming aware of we need to do something about this and it trickled down to society as a whole. And now the prevention of brain injuries is very common place. If an uh athletes gets injured, they get pulled out of a game and they get tested and they get they don't get to play anymore until they're cleared. And I bring it up because I think that to move towards a vision of what Canada, Amsterdam, some of these other countries we've all ridden in have, it's got to start with awareness. It's got to start with a willingness to do something about it. And it's going to be baby steps. It's not going to be this huge overall change that's going to happen tomorrow. It's going to change because there's a vision towards what we want to have happen in place. Thank you.

11) John Hinton, D1.

I moved to Santa Fe four years ago from Texas. And my only comment is for a city that likes to consider itself progressive, the idea that there aren't more severe penalties for drivers hitting bicyclists and/or enhanced bike lane safety is hard for me to conceive. So, I just think there's a lot of opportunities to improve education and to improve the safety of cyclists in general. Thank you.

12) Oscar Linqvist.

I've been a taxpayer in Santa Fe for 50 years plus or minus. I'm a bicyclist. In 2013 I was rear ended by a board expedition if somebody can think of how big that is. He was driving at 40 miles an hour and he rear ended me while I was on my bicycle. Happily I survived. I was in St. Biscard for a month. I learned that injuries cause lots more injury to just the person who's hit by the bike. It's the entire family that's in impact. Everybody around you is worried about lots of different things all about you. This becomes enormous event not just for the person who's sitting in the hospital but people who love another person doesn't have that. I've ridden a lot in Europe in the Netherlands, Sweden, and other places on one or two week-long expeditions with my wife and of course in Europe people have adapted to bicycles a long time ago Amsterdam and the bicycle lanes that have their own traffic signals. One of the bigger issues in Santa Fe is hopefully a constant small but relentless push to improve the architecture of how the bicycles and cars cohabitate on the same routes. It takes a lot and a little push here and there and everywhere to get the road architects to begin to implement wider ride paths for the bicyclist. Perhaps abutments in between the cars and the bicycles. It's a big problem here. Since I was hit on the bicycle and I'm back on a bicycle, I use the trails. At Rabbit Road going north, River Trail, going out to Siler Road, coming back.

Those have pluses and minuses when they cross streets. The issues of how cars are supposed to operate at those crosswalks. It's sometimes mixed. Some streets have buttons that you push and lights will blink and some cars will notice that stop. Other intersections on major routes don't have them. So it's a crapshoot. Put the wrong way and didn't notice a car

coming, it could serious consequence. So we've got to have faith in encouraging the architects of the roadways, including the bikeways, to up the ante quite a bit, improve the safety so that cars and bicyclists can cooperate quite a bit more than they can now. Physical environment counts for a lot. You only got a white line and two and a half feet of pavement between you and the side of the road. That's a difficult point of view when you're on a bicycle when the cars are traveling at 50 miles an hour past you. That we've just got to really encourage the architects and implementers of roadways and bikeways to step it up quite a little bit. Thank you for your time.

13) Karen Kessner, D2.

My best friend lost his leg in a vehicular accident on his bicycle. Another cyclist lost their life. They were out promoting bicycle safety. This didn't happen in Santa Fe, but this is just so common. It's astounding. And more than hearing about sad stories, I think we need to talk about opportunities for action. And this is a small opportunity for action. And the more we can take those small steps, it incites change. It creates awareness. Public service announcements, these things, they're little, but they help. So, I hope that this body will make this a priority and inspire more people to ride their bikes.

14) David Quintana

What you're looking at is my road ID. This is the thing that alerts a paramedic about who they should call if I'm in an accident. I just bought one for my daughter and there's a lot of fear in my heart that she might end up in the same situation that Irena ended up in and that so many others have ended up in. And so I come before you asking for some help and some action because I have seen so many friends hit. Thanks for that.

## 6. Communications from Other Agencies

### a. Bike Santa Fe

Aria Chado: Hello. Thank you, councilor Garcia and members of the committee. I'm back again, but I'm kind of introducing David Seaton, who's a new board member of Bike Santa Fe. I do want to just acknowledge everyone here who is speaking on a very important issue of bicyclist fatalities and injuries. So, I'm glad there's so many people speaking out and Bike Santa Fe continues to try to get infrastructure improved and separated bike lanes to protect cyclists. So we just have short readout.

We wanted to report on our bike valet of the year. We did 10 valets altogether. We had 20 community volunteers helping and we parked over 250 bikes as well as strollers and wagons.

So I think the valet continues to show that we need bike parking in the city and it's needed at various events. For our education, Bike Santa Fe continues to support safe routes to school, working with Ryan Harris. Uh, many of our board members are collaborating on various events and programs, including one tomorrow that is at Nina Otero Community School, fixing bikes for kids to be able to ride to school. And finally, just for communication, we wanted to report that we get many emails from community members and residents about ideas and input

on infrastructure improvements and safety concerns. We're trying to make this data available and we're trying to collect it in one place to be able to report it to the city and the county in the future.

David Seaton: Hopefully I'll be here on a regular basis giving her a little bit of a break from having to do all the different duties. So that's one of the new roles of a new board member is to help where I can. So I plan to be here at future meetings too.

### b. Santa Fe Metropolitan Planning Organization (Leah Yngve, MPH, Senior Transportation Planner)

Mr. Chair, members of the committee. I have a few updates for you. So, the first, it's actually Romella's update, but I hope she doesn't mind that I share that we got really exciting news this week that the St. Michael's reconstruction project which is essentially a road diet finally has received some funding \$400,000 from the federal carbon reduction program. Basically it'll be like an evaluation of alternatives and I don't know if it goes beyond that but it's huge. This has been the top rated project in our metropolitan transportation plan for probably a decade

and it hasn't gotten any funding. So we're ecstatic that finally this project has some momentum and so the first step is still a very long road to getting actual change on the ground but you're welcome to appreciate it because you know after this then we'll have to do full preliminary engineering that'll be additional funding and then construction which will likely be millions definitely will be millions just how So, it's just the first step, but we're very excited about that. It's a huge win, for improving the safety and bikability of that road.

Also, we've been periodically updating you all on the street design guidelines. Thanks to the leadership of the new senior planner, Nathan Lindquist, we are working now very closely with land use to figure out the best way to get it adopted. It looks like we'll pull out some, very specific criteria into a manual that will be referenced by the code and then the design guide will be more additional information for city projects and for if developers want to go above and beyond in their design, but they may be required uh for their development. So and that requires doing a text amendment to the code, which is also a process. So, we're we're trying we're the wheels are in motion. It will probably also take some time to get it adopted. We all of our transportation plans were adopted by our transportation policy board a few weeks ago. So, that's exciting. The metropolitan transportation plan, the amendment to the bicycle master plan designing for safer cycling and our public participation plan. And then I do want to provide one update. We had a few months ago the conversation about bike racks and I actually got a new quote for the custom Santa Fe bike rack. It's I can't remember if this quote includes shipping but it was about \$630 per bike rack to get those. So if there is still funding and I think as we discussed at that time they are already approved by the historic review board so they could go in the downtown. So, I wanted to share that information and I also found the assessment that was done in the early like 2013 or 14 around potential bikerack locations in the downtown area. So, I'm happy to continue to support on that issue if funding is identified.

**Member Bordegaray:** Thank you, Chair. Thank you, Leah. I'm glad to hear about that. When you talked about the St. Michael's grant that you received. Congratulations. How does it relate and it probably doesn't to the intersection big intersection improvements or re design of St. Michael's and St. Francis. I know some of our members are on the technical committee for that so yeah I'm not sure so how that project can include St. Michael's from Pacheco to Galisteo and currently that section of St. Michael's is already two lanes in each direction. So this project leave the end points are Pacheco to Butolph.

**Leah Yngve:** The main element is the road diet component will be from Cerrillos to Botolph. We will be coordinating with the NMDOT on their project at the St. Michael's St. Francis interchange and they already have a preliminary design concept for St. Michael's underneath St. Francis and that does include elevated bike lanes, sidewalk level bike lanes. So it's likely that we would continue something like that or make sure that they integrate well.

**Member Bordegaray:** Thank you. Is it possible for us to see current or preliminary state transportation designs because I've been curious about what's even being contemplated with respect to the change as it affects pedestrian and bike ways. Do you have them? We've gotten it as a committee before because we've discussed it. So, I don't know where we're at, but we've seen the initial design phases and we've provided feedback as a committee on some of the bike proposed bike paths, etc. So, maybe Romella, you can at minimum provide us what we've seen in the past and maybe investigate if there's been additional changes.

**Chair Garcia:** Leah, let's connect offline because as I mentioned in the past, I know I've got my counselor budget that I that's typically used for travel. I don't travel as a councilor. So, I believe I've got \$10,000 there that can at least get us 10 bike racks. Let's figure out how we need to create a BAR, get the money because it's 6,000 or 600 for the equipment, but then we've got installation costs as well that I think Eric said he went and installed them himself. We don't want Eric going and installing 10 of them himself. We can figure out how we can identify how they can get installed. But let's since we've got the identified potential locations with the 2014 or 2015 plan you said. Let's get this done. Great. Okay, we'll connect.

**Leah Yngve:** Sorry one more thing. I say this earlier that we really owe Romella with her leadership to get the St. Michael's funding. We didn't give up. She continued against many obstacles and was able to get the grant application through.

c. Public Safety Advisory Committee (Steve Pilcher, BPAC Vice Chair)

I'd like to recognize the power of the press which I assume the reason why there's a lot of people out here this evening since there's been an article in the paper about this particular issue.

Public Safety Committee is now examining what the purpose of the committee. We're reviewing the resolution establishing the committee. We begin to see some more focus what committee ought to be doing. I would hope that similar to what we do here that the citizen are represented and also look at what issues we should be looking at.

A year or so ago, there was a controversy about buying some large pieces of equipment by the police department. To me, that seemed like a thing like maybe the public safety committee

could be discussing more, getting some more input into things. So, anyways, that's what we're doing. We will be meeting next Tuesday, so two months in a row.

## 7. Discussion and Possible Action Items

- d) Discussion on Recent Bicycle Fatality (Steven Ballinger) and Accountability for Drivers Involved in Collisions with Cyclists (Gary Schiffmiller, BPAC Technical Review Subcommittee Chair)

Well, this is a painful subject. Another bicyclist has been killed in Santa Fe, and I wish we didn't have to have this discussion, but we do. As is often the case, the driver who killed Mr. Ballinger received minimal consequences. And we've seen this happen time and again. And although having stronger laws would be good, part of the problem is that we're not enforcing the existing laws equitably. And I guess I have to say that I believe there is an institutional bias on the part of the police and the district attorney's office against bicyclists and pedestrians and in favor of motorists.

And I don't say this lightly and I don't know if you all saw the article that was in the New Mexican recently. I'm going to read the quote from Deputy Police Chief Valdez. He was talking about the difference between careless driving and reckless driving. The uh the driver who killed Mr. Ballinger received a citation for careless driving which is really pretty minimal. He I believe he should have received a citation for reckless driving and actually reckless driving is a prerequisite for charging him with homicide by vehicle. So without the reckless driving charge can't charge him with homicide by vehicle.

And I think this is partly why the police are reluctant to charge with reckless driving. But let me read what Deputy Chief Valdez was quoted as saying. Valdez pointed to the language in the reckless driving statute requiring quote willful or want and disregard of the rights or safety of others saying if it's willful or want and disregard for the safety that's more of a deliberate act of driving the vehicle into someone to cause harm or dismemberment. So what Deputy Chief Valdez is saying is that the willful act was the driver hitting the cyclist. That's a misreading of the law. I don't know if it's an intentional misreading of the law. Either he doesn't understand the law or he's misreading it. The intentional act was the disregard of the safety of others. That is running the light and failing to yield. That's the intentional act. If the intentional act were hitting the cyclist, that would be aggravated assault with a deadly weapon or some such charge.

To give you an example, some of you may recall several years ago there was a group of cyclists out by Galisteo and a driver passed them and there were some angry words exchanged and then the driver pulled in front of the bicyclists and backed into the bicyclists severely injuring one and injuring a little less severely some others and then took off. Well, that driver, the sheriff's deputy actually found the driver and charged him with improper backing. Now, those charges were later revised, thankfully, and the guy, I'm not sure if it was an assault, but the guy actually was convicted and sentenced to about three and a half years in state prison. But the fact that the sheriff's deputy only charged him with improper backing speaks to this idea that there's an institutional bias.

At the time of the sentencing, I was the president of Bike Santa Fe and I attended the sentencing hearing and I made a statement on the record in court saying that I talked about the institutional bias and the judge his response was and these are his words. He says it's

worse than an institutional bias. It's an asymmetry in the law. And what the judge said was if that guy had taken a baseball bat and beaten the guy up, he'd be looking at 5 to 10. But because he did it with a car, he was looking at a maximum of five. Unfortunately, the law doesn't take injuring bicyclists and pedestrians quite so seriously, but it could.

My own personal experience with this is I was hit by a car. I was uh rearended on a low-speed street. I was dragged about 100 ft. And the only reason I wasn't seriously injured or killed is because I was able to grab the bumper of the truck and just be dragged instead of being dragged underneath the truck. I got dragged for 100 feet. I did the Indiana Jones thing. And when the police officer came, became apparent that the reason this driver hit me was that they didn't clean the frost off their windshield. I had red LED lights flashing. I was wearing a fluorescent windbreaker and they couldn't see what was directly in front of their car because they chose to continue driving with their windshield completely covered by frost.

That's a very intentional act. I think that that is a willful disregard for the safety of others as is those are the words of the statute. And I would also point out that that's the state statute. The city statute is exactly the same except paragraph B says in the reckless driving statute, a person operating a motor vehicle shall not endanger a bicyclist. That's part of the reckless driving statute. So, the officer gave her careless driving even though she willfully disregarded my safety. I went to the district attorney and I made the case that she should get reckless driving. The district attorney flat out refused. Flat out refused. And he said his reasoning was, "She's elderly. You know, I don't want to treat her so harshly." So my question is, how old do you have to be before you're absolved of your responsibility to drive safely?

And this is absolutely ludicrous, this attitude on the part of law enforcement, including the DAs, treating bicyclists as if their lives are worthless. I know those are some strong words, but this is how I feel. If that driver who killed Mr. Ballinger had killed another motorist, I don't know for sure, but I doubt they'd have given him just careless driving. This guy ran a light and failed to yield. I'm not saying that every motorist who runs a light should get reckless driving, but if it causes a serious accident, particularly a fatal accident, then yes, he should get re he or she should get reckless driving.

Let me read the statute just so you all understand. I've already read parts of the reckless driving statute, but vehicular homicide says homicide by vehicle is the killing of a human being in the unlawful operation of a motor vehicle. It doesn't say anything about it being intentional. So, Mr. Ballinger was killed by someone operating a motor vehicle unlawfully, that person should be charged with homicide by vehicle.

Another provision in that statute, I won't read it to you, but I'll just paraphrase it. Reckless driving is a prerequisite to that. And it specifically says that speeding in and of itself cannot be

the reason for the reckless driving charge. Okay, but this wasn't a speeding issue. This was a failure to yield issue.

There's no reason why this driver who killed Mr. Ballinger should not be charged with reckless driving and homicide by vehicle. But it hasn't happened. And personally, I believe it's because of a personal bias. And I think this bias exists because as someone mentioned earlier, you know, every cop, every DA, they're a driver. Very few of them are bicyclists. And a lot of drivers hate bicyclists, fear bicyclists, don't know how to deal with bicyclists, and they have a

personal bias against bicyclists. Police are not supposed to enforce the law on the basis of their personal biases. And I believe that's what's going on. I'm not sure what to do about it, but I need to call it out. Thank you.

### **DISCUSSION:**

**Member Farrell:** I can personally say that I have experienced the bias of law enforcement against cyclists. In May I was hit by a driver running a red light. I was in the crosswalk and I had the right of way. This driver hit me and he was blatantly running the red light, hit me from the middle, I got flung into the middle of St. Francis, blocking the rest of traffic. Um, and when the police get there, he tells them that he was actually waiting to go right on the red, which was not true. And where I landed in St. Francis couldn't have happened if that was where he hit me. But the police chose to believe him.

And part of what was also very infuriating and discouraging for me was then seeing the cops talk to this guy, and then pack him up and send him away in his car. That in my opinion, he's already proven that he isn't able to drive safely. I mean, you just hit someone with this vehicle and to just be put in there and shipped off and sent on your way like you just ran a stop sign is ridiculous. I mean, I suffered a very severe concussion that I'm still healing from. Being at the hospital and being told by every single person that saw me that the only reason I'm alive is because I was hit by a sedan and not a truck. And to have the cops tell me that you really shouldn't ride your bike here, meaning Santa Fe, because it's dangerous. And that they uh they also told me that there is not enough police to catch everyone running red lights, so to just kind of deal with it. So I think that a lot of what you said is, at least in my experience, true.

**Member Wang:** I agree with everything you said, Gary. I guess I just like exiting this session, I just wonder what we can do as a committee. Like I think we often like make recommendations to the city council, but I don't know if we've recommended anything to the police before or if recommending something directly to them is even the best way like the police or the DA to affect any action. I'm just throwing it out there like I want to do something about this. I just feel like we need I I'm not clear yet or I feel like we need to do some reflection or like if there are any ideas on what concretely we can do and I can maybe help clarify that.

**Chair Garcia:** So we as a body have the authority to make recommendations whether it's

policy, training, whatever it may be. Then it's up to the governing body to take action. So for clarification, I'll just leave that there. I've got some comments later, but I'll let the rest of the committee go ahead and speak first.

**Member Pilcher:** Did you all have a chance to read former member Spencer's email? It seems like there's a couple bills up recently at the state level that what for whatever reason stalled out in committees. So, it does seem like some of this action needs to occur at the state level. I'm not familiar since I've been here for four years of what the interaction is between state traffic laws and local traffic laws, but maybe we need to approach both levels of getting the laws fixed. It does sound like it'd be good to have some dialogue with the district attorney's office and the police department. The cultural attitude of not it sounds like not being willing to take a very strong stance of charging drivers in the event of some negative interaction between a car and a bicyclist or a car and a pedestrian. I totally support the idea of us recommending to the council that we begin that type of dialogue.

**Member Bordegaray:** Thank you. I have a question for Member Pilcher about that. Do you know who the bill's sponsors were for those bills?

**Member Pilcher:** I don't know if Khal mentioned that in his letter, but just in terms of maybe going to those who are already spearheading this. I don't recall. I have to go back and take a look at it again. Might have been Senator Wirth. I can't recall.

**Member Bordegaray:** Okay. Thanks. I was thinking the same thing. You're a planner, too. For our committee, how to facilitate or host more of a dialogue with the police. And we could talk about this. I guess that's part of this item here right now. But how could we do that in terms of jurisdiction and turf. Chair Garcia, maybe you could respond to this, how it would fly to see if we couldn't get some dialogue with someone in the police department if that would be possible. To do that, you know, so it's not confrontational. It's like really let's have, you know, let's start talking about this.

**Member Gabriele:** Thank you, Mr. Chair. So, I am really befuddled about this issue of careless versus reckless driving because it doesn't make sense to me that somebody who runs a light and doesn't yield endangering both cyclists and drivers is not driving with want and disregard. So I appreciate the comments from the public about the police and perhaps the attitude of police and also I really like the idea of having a dialogue and understanding how such decisions are made. And if it is bias, which it certainly sounds like, that we have a conversation about it because the roads belong to all of us and clearly that is not the philosophy in Santa Fe. So people run red lights constantly in this town. I have made a constituent request to monitor Zia and St. Francis where there is a very obvious sign that you cannot turn on red. Just happened to me this morning.

And the city needs to get off their behinds and do something. And I feel like the only thing that is going to make somebody do something is if they lose a loved one. We all have loved ones and we deserve the same treatment. So, I'm very upset about this and I feel like a dialogue with the chief of police about this issue of the law and how somebody who really was reckless in their driving gets away with this. And I also wonder if charges can be changed. I don't know enough about the law or law enforcement to know that if there is enough advocacy and

outrage in Santa Fe, can the charges be changed? So, that is a big question that I have. And then I also feel like I know there are many mayoral forums and city council forums. I encourage all of us to go to those and hold the people who are running for office accountable. There's going to be one at Tumbleroot that I know. I think Bike Santa Fe is possibly co-sponsoring. I think we should show up in the hundreds and ask the questions that need to be asked and hold our potential elected officials responsible. So, I'm wondering, Chair Garcia, if you know more about if charges can be changed or if anybody knows if there is a possibility that this could be changed from careless driving to reckless driving if there is a complete demonstration of outrage in Santa Fe. Thank you.

**Chair Garcia:** And before I answer that question, just want to make sure if there's any other comments, questions from the committee.

**Member Pilcher:** I just want to clarify. I found Mr. Spencer's email. So, actually, Senator Wirth voted against the bill this last session, which would have increased penalties for drivers. It's not clear why. So, the legislation was proposed by Senator Munos. But it didn't get anywhere close to adoption. And Senator Peter Wirth voted against SB265. Just wanted to make sure I keep you the right information.

**Member Schiffmiller:** I can speak a little bit to uh changing charges. Like I said in that Galisteo incident, the charges were revised by the district attorney. I don't know what sort of time frame there needs to be. I don't know how it relates to once the investigation is closed, but in that instance, like I said, the original charge was improper backing and it was elevated to a much more serious felony. And I would point out at the time of that incident, the driver left the scene with serious accents, which is in and of itself a felony. Yet the officer didn't charge him, let him go. Unbelievable. And I don't believe that officer ever faced any disciplinary action for it.

**Member Bordegaray:** I meant to add that perhaps if you aren't already going to address it as a member of the public safety committee. You are, aren't you? Yes. Okay. Because you've gotten it back up running. This is a topic that will certainly come up and be discussed at length and maybe that's the place to really dig in to you know what the laws are and how they're not enforced or they are misinterpreted but that'd be a good place to bring this to at least that committee's attention.

**Member Gabriele:** Member Pilcher, can you tell us all what time that committee meeting is and what time in case people are interested in going to the public safety meeting?

**Member Pilcher:** Next Tuesday at 4:00 right here.

**Chair Garcia:** So to answer the question around can charges be refiled? Yes, there's got to be evidence to warrant such action that can be done on many fronts advocacy litigation etc. Now when it comes to what this body can recommend, there are many things I think we as a body should do and it's up to us as a body to take action because I'm only one of ten of us. One is, I would recommend we invite whether it's Chief Joye or DC Valdez to come to our next meeting, but more so to as mentioned previously to have this engagement to really understand why certain charges were filed, could they be refiled if additional evidence was

proven? And ultimately, how can we best support them to ensure that this type of instance doesn't happen should another fatality happen. It all comes down to training, I think, at the end of the day. How can we ensure that our police force is properly trained? We give them enough tools to respond and act accordingly. And so I think that's where the dialogue with the chief, but there's a parallel process where we can also recommend to the governing body that such training be implemented.

I want to work in collaboration with the police chief, but I also want us to ensure we're doing everything we can as a committee because the police chief might say, "Well, we don't need the training." That doesn't mean we as a body does don't disagree with that and we can still move forward with the recommendation. So that's one another avenue I would like for us to move forward on is what type of training would be appropriate and I think that's where we can have maybe the policy committee look at that and provide the recommendation to us and bring it forward and then we give that recommendation to the governing body similar to the way we've done other work.

Now as we move forward I want to ensure that especially the members of the public this this is your venue. We are the committee but you are also part of the solution and so providing comment tonight just doesn't stop with the process. I want to ensure that we all have a hand in making sure we're providing a solution and ultimately a long-term sustainable solution

because I think I'm also in agreement that penalties are too low. I mean, if it's a \$100 infraction, \$150 I think it was cited earlier, if somebody gets injured, I mean, that in my opinion, that's too minimal. That's not going to change behavior.

And this is where we need to also work on how are we going to change behavior not only of current motorists but our younger folks who are going to be motorists. And I think the plan to work with DMV and driving schools to provide recommendations to them how they can ensure that they're teaching drivers on an at an early age to respect cyclists and pedestrians will help with the long-term impact. That's going to take long-term change, but we can begin that work now because there's some short-term work we can get on, but there's also the long-term work ultimately, but it's up to us as the body.

These are some ideas, thoughts that I'm throwing out. I would also pose the question to members of the audience if there are any gaps in the conversation we're having in regards to how we can build a better support system that ultimately ensures cyclists are safe in Santa Fe. I mean, I think the infrastructure is something that that's going to take decades, unfortunately, to unravel the way our city has been built to prioritize vehicles.

We're getting there. And member Schiffmiller, you'll talk about it later around how we're beginning to redesign roads, but that is again a long-term effect that we can't wait for. We just cannot wait for it. So, I would encourage community members and I'll use the prerogative of the chair to once again open up the floor to any of the community members. I know we had the floor open for petitions earlier, but because this is such a serious matter and we and I sincerely feel we have experts in the room, I want to ensure that we are not missing anything

as we move forward on this very important topic. So if there are any ideas, suggestions from folks, I would say please feel free to step up. I'm not going to impose the two-minute limit, but I would respectfully ask don't make it 10 minutes either. Just we want to I want to encourage this as a community collaborative effort.

## PUBLIC COMMENTS

### 1) Shaheen, D1

Thank you, sir. I really appreciate the opportunity. I'd love to see billboards or signs in the city that prioritize cyclists life. I don't see that. I'd love to see instead of a Meow Wolf billboard coming from Albuquerque, something that mentions we have cyclists in Santa Fe. Respect people on two wheels. Some signage in Santa Fe that just alerts people in vehicles that we share the roads would be really helpful.

I'm on the roads all the time on a bike and I really appreciated the signage that's come up that allows me to actually control a lane and I do control a lane and I'm not going to get off the roads because I feel fearful and I would encourage people who are here to own the roads. One of the problems with being in a car is you have cyclists who are fearful and they don't know how far they need to go. I love being in a car and I've always loved the thrill of driving, but the worst thing for me when I'm sitting in a car is a cyclist who's all over the road who's trying to get as far off the shoulder as possible because they don't know their rightful place in the lane. Encouraging cyclists to take the roads for me is really important. And I think these

forums offer a space for people who do ride to be reminded that things are only going to get worse the more they get off the more we get off the roads. The more present we are on the roads, the more we control the lanes, the more we are interacting with drivers, and sometimes that's a threatening thing to do, but um that raises the awareness.

Mr. Schiffmiller, we need attorneys who are litigating these cases because the reason why you are compelled to be a safe driver in a car is not just a criminal liability. It's that you're going to have to deal with your insurance company that's going to ding you. And 140 lb body is nothing compared to a 6,000 lb steel cage with 400 horsepower that's belching out diesel. There is no competition. And when I get flattened, no one's going to go after the driver of that truck. No insurance company is going to go after them. That's the incentive in this system. It's the money.

The criminal fine is minimal. Now, aggravated assault with a deadly weapon to hit a motor vehicle or aggravated battery with a motor deadly with a aggravated battery with a deadly weapon to hit a motor vehicle. Those are there and the officer can collect what he or she needs and present that file to the DA's office or they can direct file that in minister in magistrate court or in district court. The DAS, the prosecutors take it from there and they can refile that case to their heart's content and they do. You get DWI cases that are dismissed and then refiled, dismissed and refiled, dismissed and refiled for years. So the officers don't have much of a role after they get their complaint, they get a couple witnesses, they get the lapel

cam, they download it, it's sitting there in Axon. It's the DA needs to say there's going to be criminal accountability. It's insurance and litigators, plaintiffs attorneys who say there's going to be civil liability.

And it's cyclists who need to go out and take the streets to remind everybody in a car. I'm a body. I'm a father. I'm a citizen. I'm a racer. I'm a commuter. I'm a human being. And your car is not going to have precedence over my body. So, I thank you for this space. I thank you for hearing from everyone here. It's an issue that's really close to my heart. And these deaths without accountability, they're ringing the bell. My daughter is on a bike as well, and I want my partner to be sick and they're not. I'm at war whenever I'm on a bike. I'm on the bike all the time. And it's a constant sense of warfare. Vehicles, things running across the street with nature. But I'm not going to leave the roads. Well, thank you. Thanks for the space.

2) Robert Garcia, D2.

It's the first time I've been to one of your meetings, so I'm not familiar with the etiquette. If I am out of order, please tell me. But I appreciate you opening back up. I didn't realize perhaps I should have been here earlier. I just want to add my voice to those who have expressed their outrage at the current situation, the lack of accountability. Appreciate your advocacy on our behalf. So, if anything I say comes across as negative, it's not directed at you. I know quite a few recreational bicyclists. We're mostly older. We're not commuters. Most of them will not ride in the city of Santa Fe. They'll take a mountain bike and go in into the hills or out to the Galisteo Basin or they will drive way out of town and then go for a ride.

I think one way to apply I almost hesitate to bring this up a little pressure to the city. I think from what I've read the city is quite proud of its ranking nationwide as a bike friendly city. It's not. It's not safe to ride a bike on the city streets. I hope Santa Fe does not put itself in a

position to lose that predation. I would also mention there may be another group of allies you've overlooked. Well, maybe overlooked, and those are motorcyclists, which yes, that they are on a motor vehicle, and yes, sometimes they can make an aggravating amount of noise.

Some years ago, I went to a rally at the roundhouse to try to impact state laws. I thought it was going to be a rally of bicyclists. That's how it was sent to me. Turned out there were 10 times as many motorcyclists there as there were bicyclists. And as I listened, I realized they have the same exact same problem. Drivers don't pay attention. Drivers don't see them. That's why so many motorcyclists make their motorcycles so noisy. At least the drivers will hear them, maybe look and notice them. Bicyclists don't really have that option.

Finally, I was going to suggest that perhaps um you might consider after you gather more information, maybe have more meetings, is to prepare a report, a white paper if you will, to present to the city council, but also send it to the press because if the press was interested in telling us about your meeting tonight, which in fact is how I read about it, they might be very interested in your report. So again, thank you for your work on our behalf and I hope we can see some results.

Thank you.

3) Frank Sandoval, D2.

Obviously there's some issues here. It seems like enforcement is one thing I'd be very curious about. This is probably somewhat resource intensive, but, are we really any more dangerous than other towns of the same size with the same number of bicycles? I've ridden all over this great country of ours and always dangerous. So, how do we compare to Bend, Oregon or Boulder, Colorado? Are they safer? What have they done? I feel it's a worthwhile project.

4) Bill Adrian, D1.

I'm also a subcommittee member of the policy committee for BPAC and I just thought of uh in 2023 BPAC decided to delay the 10-year requirement of revision of the traffic calming policy and we still have not gotten back that updated. If you look at the policy, the title page says engineering, education, and enforcement. And in August 14th, 2020, 2013, the city council approved recommendations that came from BPAC were at that time the bicycle and trails advisory committee and some of those recommendations were regarding enforcement. So, I think this might be a good time for BPAC to pull up the traffic calming policy, update it, focus on the enforcement part, and maybe working with the police um and get some revisions approved by the city council. Thank you.

BACK TO THE COMMITTEE:

**Member Gabriele:** Thank you, Mr. Chair. So, some of the comments, made me realize that I think there are some other opportunities for us. But first, I'd like to acknowledge the comments about taking the streets. I think everybody needs to do what they're comfortable with. If you are not comfortable on the streets, that is your choice to ride on the trails. And it's important that you do what makes you feel safe. I ride on the streets and I am afraid might be too strong of a word. I'm extremely cautious and extremely aware of my surroundings at all times. And

the reason I ride on the streets is the same as what you said. I want cycle drivers to see that there are cyclists on the street. I want to own the street as I do. And I think for people who can stomach that, I think that's a good approach. So, I appreciate your comments.

I also appreciate the comments about the motorcycling community because there have been campaigns. Motorcycles are everywhere. Look for us and it seems that we could do a similar campaign for cyclists. So, I like the idea um of raising awareness that way and perhaps participating and collaborating with the motorcycle community. I also think there is a huge opportunity for advocacy here and that we could have a coalition of coalitions. Bike Santa Fe.

There's numerous biking clubs and other clubs that share our goals and our interests and working with our state representatives and senators is worth doing. We know that Senator Wirth now has played a role in this issue and Senator Munoz and I propose that we engage in

some advocacy with the upcoming state legislative session and could also involve some of the cycling community from Albuquerque and elsewhere. Thank you.

**Member Schiffmiller:** Member Pilcher, just had a quick question. There are a few police officers who do bike patrols for some events. It'd be interesting to find out what type of training do they get or they just are they just given bikes? Is it good luck or is there something or do they go through some formal training at the police department before they're allowed to be bicycle cops?

Here's just an anecdote about that. One time I was riding down West Alameda and I'm a certified bicycle safety instructor through the League of American Bicyclists. So I know a little bit about bike safety and I saw two bikes riding towards me against traffic far away and I thought I'm going to say something to these guys when they get here. And as they approached I realized it was two bike cops. The number one reason statistically why bicyclists get hit by cars is riding against traffic. Number one. And that's exactly what they were doing. I guess the answer was good luck. That's the type of training they get.

**Chair Garcia:** I think we can ask the chief if we are able to get him to our next meeting. Any other comments, questions? What's the will of the committee? How do we want to move forward?

There were several recommendations made by various members whether it's on the body or members of the public. Do we need a motion to say that we would like to set up a meeting with police and or district attorneys? Yes.

And so what I would recommend, what might be easiest if we were to jot down a list and make that a motion and if folks we can have the conversation around what should be added, omitted, etc. But we can make a motion for one fell swoop. We can make several motions on each individual item. It's up to the committee.

I mean, I think the way we at least should begin to approach this is to begin a list of actionable items that we would like to see. I think at minimum inviting police representation to our next meeting. At minimum begin to investigate what training is given to the police force on this matter and how could we help provide additional supports.

I liked community member Bill Adrian's idea of bringing back our traffic calming proposal we had been working on. So those are three items. We can also refer any additional recommendations to the policy advisory committee. So that's where things like advocacy billboard signs investigating higher penalties can be done. But when it comes to things like the legislature, I think we would need to parcel that out just because we have to be sure that we're not violating any laws. When it comes to going to the legislature, you have to be a certified lobbyist to begin to lobby. But that doesn't mean we can't go and advocate for certain issues such as bike safety. And I think that's definitely within our purview of this committee is the advocacy realm.

And we can discuss further how we want to as a body move forward on that because for example we all couldn't show up there because we would violate open meetings act and rolling quorum. We would have to coordinate how that looks and how this committee would be represented on that matter. So lot lots that can be done. Lots I think this committee can really begin to initiate action. It's just up to how much this committee really wants to get involved. And I think there is the will, at least from what I'm hearing. It's just where do we begin to start this process? And so I'll leave it up to the committee. I'll end it off.

**Member Pilcher:** Question. The city put together a legislative agenda for each session which then it carries forth and or are we talking about us going around the city's legislative agenda process?

**Chair Garcia:** I'm talking about us individually or as a committee advocating to your point. Yes, absolutely. The city creates what we have as our legislative agenda which then in turn the city's lobbyist advocates for. So that's another action we can take is to and we'll have to act pretty quickly on that. And I what I mean by quickly is this the legislative agenda resolution typically comes in November/December time frame. And so I would recommend that if we want to have any legislative priorities that we put it on next month's agenda. That way we can hash this out. And I'm happy to take that recommendation to the governing body when it comes before us. And incorporated as an amendment to that resolution. That way, the city's lobbyists can ensure that it's part of their lobbying marching orders.

**Member Gabriele:** Thank you, Mr. Chair. So, I have another question that may or may not lead to action and this came up last night when I was on Vamonos Walk. We were talking about the yellow flashing lights that are now new all around town and I'm wondering if there is a role to play in educating the public about that and I don't know if that's a police issue or a traffic engineer issue. So I'm wondering if perhaps we should engage with traffic engineer or whoever to have a conversation about that because I think and I'm not sure there might be confusion about those yellow flashing lights. So that's another thought about an educational role and who would have the best information about how to explain that to the public. Thank you.

**Chair Garcia:** I'm looking at you [Staff Liaison] just because this is your wheelhouse and I don't know that could be a tandem. I mean because ultimately it comes down to enforcement in regards to the police department would enforce any infractions. But I agree with you that public works might have the responsibility to begin to educate the community on these are new devices. I know we have installed signage that says "new" that helps to alert community members, but new how what does this mean?

**Staff Liaison:** Unfortunately our traffic operations engineer has resigned several months ago, and he was the one who instituted that.

**Chair Garcia:** Right. Well, I mean, and we don't have an engineer at this point in time. I I definitely understand where you're coming from around the vacancy, but that doesn't limit the

city's responsibility to inform the public.

**Staff Liaison:** If you want someone who can educate the public ... we don't have that person until we hire a new traffic engineer.

**Chair Garcia:** I think that's maybe something I can do on my own. We don't need the city to take action, I mean this committee. I can reach out to our Public Works Director too because it is a completely separate topic what I'm feeling from this agenda item that's more so focusing on educating the community in regards to new traffic signage, etc. So, I don't want to blur that up with what we're trying to accomplish here because I think I can work with Public Works Director to begin some educational outreach on that front. So, I'd say let's because there is a lot that we can actually begin to work on this and I don't want to pull away because that is pulling us away. But Gary, I'm happy to investigate that.

**Member Wang:** Thanks, Chair Garcia. I'm on board with all the motion ideas you suggested. I think maybe some additional items. I think if we, you, had mentioned inviting the police to come, I think doing some baseline research on current driver education, what the MVD is doing, what driving schools are doing, like you said, would be helpful to inform future recommendations.

And I liked Robert's idea about the white paper. I don't know that it has to be that formal and I don't know if there's someone on city staff who could support, but if there isn't, I'm happy to help with some kind of analysis just to show like I think by law cyclists and cars are equal on the road, but like Gary said, it doesn't really seem from the incidents we've observed that like charges are like to measure it with like vehicle-on vehicle crashes versus vehicle and pedestrian or cyclist. So I think if either someone in the city in a timely manner can pull that data and run that analysis or if someone can just help me get that data, this is kind of work I do for my job anyway. I'm happy to try to help assemble that.

**Staff Liaison:** Mr. Chair, in the list of your motions regarding traffic calming and prioritizing it. The reason why BPAC's Policy, Planning and Law Subcommittee Chair Yolanda Eisenstein postponed the review process or procedure was that Public Works was going to replace it with a traffic impact assessment. And that was done and presented to BPAC several months ago. Traffic Engineer Jeanne Wolfenberger sent it to the land use and it was adopted several months ago before she resigned. I have a copy of the letter and it was dated August 29, 2024. I can send a copy of the traffic impact assessment that has been adopted by land use to every member of the committee and we can put it up on the BPAC website as a resource.

**Chair Garcia:** Okay. Thank you. And so right now just to come back to what we're talking about. I've got invite police representative to a future BPAC meeting. Then we will refer to a couple research topics to the committees. One on what education is currently being done for new drivers. Research the penalties, in such instances, should they be to investigate, should they be hired, and this is where the committee would look at maybe what other cities are

doing, etc. Research the training that's currently being given to police officers on this on

cycling and pedestrian. Then, I just added to create an ad hoc committee to develop a white paper because we have our three subcommittees but we can create an ad hoc committee to get this done and with an ad hoc committee we can have some members of the committee as well as any members of the public that would like to be involved in this process that would allow for collaboration to occur.

Is there anything that I'm missing from the committee that folks would like to add?

**Member Pilcher:** I think we should look what that legislation that was in front of the state. What did that say? I was not aware of it until receiving this email. So let's see what that says and might be a good starting point. And so that would be research on previous legislation, right, at the state legislature unless the ones that they didn't get passed last session.

**Chair Garcia:** Okay. Any other topics? Anything we folks think we're missing?

**Member Bordegaray:** I like the structure of this and I think as we wish to see police representation here that we thoughtfully craft an agenda about you know to guide them discussion. So it's not a presentation by them but it's a dialogue. I don't know how you facilitate that but so we're not just saying come before us and then we're going to have a free-for-all. So I suggest that and that we know what we want to actually cover and one is the legal definitions of reckless driving. I'm not really sure I can package this up right now.

We've talked a lot about law, but somehow package it so that we can cover the topics with them when they come that we've been discussing not to put them you know it's not an interrogation but we want to guide you know versus getting a presentation. So, that way I will frame that is to invite the police to come to a meeting to cover this topic in a collaborative manner. Does that work?

**Chair Garcia:** Okay. Any other recommendations? If there's none, I'll go ahead and since I have the list in front of me, it might be easier for me to make the motion. So I'll make a motion.

**MOTION:**

Chair Garcia moved, seconded by Member Pilcher that we send an invitation to the police department to have representation at a future BPAC meeting to cover the topic that we're discussing tonight and to ensure that we work to cover that topic in a collaborative manner. We send several research ideas to our subcommittees. We send the topic of researching what education is being given to new drivers around the topic of bicycle and pedestrian safety. We research penalties that are currently given should a driver injure a bicycle or pedestrian. We research what training is currently being given to our police department regarding bicycle and pedestrian safety. And to create an ad hoc committee to develop a white paper on the topic of bicycle and pedestrian safety involving any vehicular accidents and I will nominate Member Wang as the chair of that committee and we can further develop the structure of that at the next meeting. And then research any previous state any legislation that has been introduced at the state legislature.

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

**For:** Member Bordegaray, Member Farrell, Member Gabriele, Member Pilcher, Member Schiffmiller, Member Wang, Chair Garcia

Chair Garcia explaining his motion regarding the ad hoc committee: We create an ad hoc committee that will begin to create a white paper. What was first? What was the topic of the white paper you wanted to lead it on? And sorry Member Wang, but I'm going to lean on you to chair this committee. I don't think of it as I don't know that there's like I have a specific topic right now. I'm open to suggestions. I think just as I think it's important to have a fact base to go off of when we bring things to like when we go to advocate or when we speak with the representative from the police. And so I think the primary thing in my mind is just assembling the baseline data around like hey if you say cars and cyclists are equal like are they when we look at outcomes in you know reckless versus careless driving. So if I was to say create a white paper, an ad hoc committee to develop a white paper on bicycle pedestrian safety measures.

Yeah, I think that's right because I don't want to assume right now that the outcome is like, oh, definitely, you know, pedestrians and cyclists get short shrift. I think we look at the data and then depending on the results of that, that's like what the white paper says. How many committee members? How many community advisory members and we'll appoint all those folks at the next meeting if that's okay.

Chair Garcia: Is there any discussion on this? Okay, hearing none. I do want to thank the community members that showed up not only before, the ones that stuck around with us tonight. This is a process that I will encourage and ask that you help us along through with this process.

- a. Welcome and Introduction of New BPAC Member Representing Santa Fe County - Beatrice Farrell (Chair Michael Garcia)

**Member Farrell:** Super excited to be a part of this. The whole reason why I'm here is, I've been commuting predominantly by bicycle in Santa Fe for the past six years. And not just riding to work or riding for fun. I'm riding to get my groceries. I'm riding to go to events. I rode my bike to my friend's wedding. And that is something that is so important to me and it's so much a part of who I am and what I'm all about. And getting hit by a car and the general attitude of the people that I am working with to resolve that big issue. It has been just so infuriating that I have to do something. So that's why I'm here because if there's one thing I've been taught in my life, it's if you want something done right, you have to do it yourself. You got to get some skin in the game. Otherwise you don't have the right to complain. So I am, you know, gonna do whatever I can do to try to make this community that I'm not only a part of but have so much respect for and love a safer place for cyclists. Yeah, those are my people and the more people on bikes I think the better. It's the best thing you can do for the planet in terms of transportation. So whatever I can do to make it better in this community for everyone. Well, thank you.

**Chair Garcia:** Welcome. And, do you have any questions? Got a lot of folks that can help you out. Thank you.

- b. Appointment of Todd Canon to BPAC's Technical Review Subcommittee (Chair Michael Garcia)

Appointed.

- c. Recognition of Bike Santa Fe's Past President, Jennifer Webber (Chair Michael Garcia)

Thank you for sticking around with us. Thank you for starting the conversation earlier. You definitely as always lead by example and you got folks moving forward. So thank you for that and so we want to recognize your efforts not only as Bike Santa Fe's past president but the enthusiasm and engagement you've brought around cycling safety in our community is much appreciated.

So, we've got a muchas gracias we want to give you. I'm going to read it just for folks that aren't able to see it. It says muchas gracias from the city of Santa Fe. This certificate of recognition is presented to Jennifer Weber, President Bike Santa Fe, 2023 through 2025. In recognition of your outstanding leadership and dedication to making Santa Fe a safer, more accessible, and bike friendly city. Your efforts have strengthened community engagement, expanded cycling education, and advance the mission of Bike Santa Fe. Thank you for your lasting impact on our streets and our future. Presented by the Bicycling and Pedestrian Advisory Committee at the city of Santa Fe city hall on September 11th, 2025. Signed by me, Michael Garcia, BPAC Chair. So, thank you.

As you heard, I know you're always willing to participate. We have a new ad hoc committee creating a white paper. Feel free to pass your name in the hat for that one. But I just wanted to thank you and I and I know that again the encouragement and excitement you've brought has been felt in the community. So, thank you.

- e. Discussion on Developing Rules of Procedure for BPAC (Steve Pilcher, BPAC Vice Chair and Policy, Planning and Law Subcommittee Chair)

**Member Pilcher:** Well, actually, I discovered we may not need to develop rules and procedures. If you look at your packet, you'll find that back in 1984, back when I was just like two, the city adopted rules and procedures for all city committees, not specifically just for BPAC. And then there's an initial resolution. Then you'll see the rules of procedures are included there and they've been amended a couple times, once in 1990 and last time in 2009. I don't know how often the city looks at these, there seem like there might be a few things that could use some updating, but since they're city-wide rules, rules of procedures for all committees, of which there are an incredible amount of committees from the city, I assume we

don't have the ability to modify anything on our own. Is that correct?

**Chair Garcia:** That is correct. We don't have the ability to modify our own. So from my understanding, we follow, this committee would follow the procedures you cited. There are separate procedures for the city council committees: quality of life, public works & utilities committee, and the finance committee. Right. So, we would follow that. If folks feel that they

would like to make any recommendations for changes to that, I'm always happy to modify and adjust accordingly.

I thought I had heard at one point in time that there might be an update to that, but I have not heard anything.

**Member Pilcher:** Well, I know a couple of years ago I expressed concern that we were definitely trying to keep two members from each council district. And you know, what was the basis? Not that it's not a good idea, but what was the basis for that? There is a basis for that here under Article 7 that says the city will strive to obtain and retain on the membership of each citizens board commission committee a geographical balance between the four voting districts for municipal elections. So that made me feel a lot more comfortable because my concern is someone ever asked why are you not filling this position from another district? Where does it say that you're supposed to do things that way and so I found these to really be pretty thorough. I don't see the need for us necessarily to do anything about them.

There is one crazy thing in terms of officers as written for this. I don't know if all committees do it this way but there for one year which seems like an awfully short appointment period unless they're removed from office or no longer in office due to resignation or illness or unless the enabling legislation specifies otherwise which ours does with our but that separately would be a recommendation the city is going to at this. I can't imagine pointing members to committees and only have them last for one year. Barely learn what you're doing unless you're fast learner. But anyway, at this point, I don't think we need to do anything for our own committee here. It looks like this is all covered here under this master one. But I'm glad we all have it. We all have it in our possession. And thank you for the public safety committee for unearthing this material.

- f. Preparation for Strategic Plan Update at Next Regular BPAC Meeting (Romella Glorioso-Moss, BPAC Staff Liaison)

See attached PPT.

DISCUSSION:

**Member Gabriele.** Thank you, Mr. Chair. So I have a question for you, Romella, about one of the things in the plan and a comment about when we should present it. So there's in progress

and there's continuous. What is the distinction between those two? And should we use one or the other unless they're very distinct?

**Staff Liaison:** What I notice is that when we say in progress, there's some work that started. When it says continues, we really don't know the status but most of the time work has not started. For example, the Guidelines for reviewing design plan sets, no work has been done for that activity and yet we say "continues".

**Member Gabriele:** So it's like we're continuing working on a task so I think we should clarify the process. I wonder if continuous is not appropriate if for instance something hasn't started

yet or has become not realistic. It seems like it would be more honest to say we haven't started it due to whatever. It just seems a little bit confusing. So that's one comment. My other comment is that the subcommittees could meet over the fall and update our sections of the plan. And I would suggest that we present to the new city councilors versus doing it in December, which is a crazy month for a lot of people. And I just think it's a good way to educate new city councilors as to what BPAC is doing. And so that would be my suggestion.

Thank you.

**Member Pilcher:** I have a comment on this in progress versus continuous. Now, to me, in progress implies something we're working on and there is a completion date for it, whereas continuous is something that you just do all the time and never gets done. Like the budget process, the city always worked on eventually adopting a budget, but there's going to be another one next year. It's not like, okay, we're done now. We don't have to worry about that anymore. It's like doing the dishes at home. It's just a continuous process. Especially with teenagers, it's continuous. There you go. Anyways, that's the distinction I make in my mind at least that continuous means we're never done because it just keeps coming back. It's ongoing. Thanks.

**Member Gabriele:** I want to put in a plug to say that I do think we ought to present this to the next council and you know it won't be probably January just realistically whenever it'll be and I just want to editorialize and say let's just tell them what's what and what we're doing. How can they get on board and make it happen because this committee does a lot of work and has done a lot of work and we don't need new ideas coming out of I'm sorry councilors but we got this.

**Staff Liaison:** I would like to suggest to the Committee that we dedicate 30 minutes at each meeting to discuss updates to the Strategic Plan, rather than holding separate workshops.

**Member Gabriele:** Subcommittees will each update their section [action plan] and submit them to Steve for compilation. That seems like a really good plan. And I'm wondering what people think about just including relevant strategic plan progress during our subcommittee communications updates.

**Member Wang:** I think I'm a little confused about the 30-minute proposal. I think the

subcommittee report out is one thing and then are you suggesting we spend 30 minutes every meeting instead of doing a big workshop - it's like 30 minutes every meeting to revise the strategic plan.

**Staff Liaison:** Yes, because if we conduct workshops like in the past, it needs to be posted as a special meeting because we might have a quorum. I do not know if you prefer to have workshops rather than discussing this for a maximum of 30 minutes at every meeting because we cannot discuss any amendments, any updates without posting it as a special meeting because we will have a quorum.

**Member Gabriele:** Thank you for bringing that up, Helen. I think maybe I misunderstood the 30 minute thing. So, I was thinking we would somehow have 30 minutes at every meeting to discuss the strategic plan.

Last time what we did was we had this offsite meeting that got posted. I'm wondering if the subcommittees all meet and we update our portions of the plan and that we do have at either I don't know October, November, December, probably not October because that wouldn't give us a chance to meet as subcommittees, but towards the end of the year or even at the beginning of the year, bring that all together and discuss what those changes were. And then on a regular basis if we are making progress on the strategic plan included in our subcommittee updates. So any thoughts on that?

**Staff Liaison:** Sounds good.

## 8. Subcommittee Communications

### a. Policy, Planning and Law (Steve Pilcher, Chair)

Nothing new to report, but we got a lot to do.

### b. Promotion, Education and Communication (Judith Gabriele, Chair)

Thank you, Mr. Chair. We have a few things to report. So, we met to discuss educating the public about the Idaho Stop and we have reached out to various organizations and Angie is actually going to be talking to the DMV and I think we could probably incorporate asking them at that time what type of bicycle education they offer in their DMV classes or whatever. So, we kind of had a side conversation and we would like to include that. I'm really happy to report that the state of New Mexico is going to incorporate the Idaho Stop into their defensive driving classes. That covers a lot of state employees in Santa Fe as well as around the state. And defensive driving classes in New Mexico are offered like private ones are offered through a national organization called ID Drive Safely. And I had a conversation with them and they said they stay up to date on state laws and they always incorporate changes related to transportation in their classes. So that's really really good news and covers a lot of drivers. One of our subcommittee members John Pile has reached out to the ABC driving school and

they are also very interested in incorporating information in their classes. We need to follow up with them. Most likely what we're going to do is use Bike Santa Fe's brochure. Just send people the PDF. They can make copies, incorporate them into their training courses.

And then the last thing I wanted to just mention is at a previous meeting Councilor Garcia, you mentioned that we were allowed to have links to outside organizations on our website. We had been told we couldn't do that. That is not true. And we will be linking to Bike Santa Fe and Santa Fe Conservation Trust on our website. So, we'll be updating that and I'll be working with Romella and making that comms request. So, that's all I got. Thank you.

c. Technical Review (Gary Schiffmiller, Chair)

Well, the main thing we've been working on lately is the Henry Lynch Road planning, and I believe we're at 60% at this point. I think it's been a really, really great collaboration between the city, the county, the engineers, the SFMPO, and us. I feel like it's gone really well. I think we've gotten pretty much everything we've asked for, and there was a lot of push and pull to get there, but what I can report at this point is that Henry Lynch Road will have two driving

lanes in each direction. It'll have intermittent left turn lanes and then it will have a curb and gutter and then the bike lanes will be grade separated. This will be the first separated bike lane in Santa Fe. And so there will be a grade separation and a bike lane and then there will be another buffer with landscaping and another grade separation and a sidewalk. And it's going to be really beautiful and I think pretty safe. And there is also another feature that we pushed for and eventually got is there will be a multimodal trail connection between the River Trail and the Acequia Trail once it is extended all the way to Henry Lynch Road. So what we came up with is we're going to build the sidewalk to 6 ft now, but plan for and make sure there is right of way available to expand it to 10 ft once the trail gets to Henry Lynch Road.

So there will be separated bike lanes for those bicyclists who want to go fast and there will be a multimodal trail for people who want to walk or ride at a leisurely pace.

I think it's got something for everybody. And I think not only is the project itself possibly precedent setting for Santa Fe, but I think the process as well. I just think it went really well. I'm not trying to toot my own horn or anything, but I just think it went really well and the engineers were really willing to listen to things were a little bit outside the box and they decided to go with it. I think it's great. I think it's one of the best projects I've seen. Two, three years. When does construction start? [Asking Staff Liaison]

**Staff Liaison:** We lost the construction funding because when I applied for construction funding, I thought the plan sets will be delivered or completed in October or November. But because of all the changes at the 60% design, consultants cannot deliver it on time. The beauty of this is next funding cycle the city and county will apply for funding together. So the construction funding will not be only city portion but city and county portion for the whole roadway.

One of the reasons we changed the methodology or process for reviewing design plan sets is

that one of the feedback we received from LAB when we applied for silver designation is that the it's good that BPAC is involved in reviewing plan sets but they want the BPAC to be involved from zero to 10%; not 30% which is in the resolution: 30% and before it goes to the NMDOT for review and approval.

In practice, we include BPAC from the very beginning, from conceptual through completion, through 100%. And changes can be made at any level 30, 60, 90,100% like Bishop's Lodge Road. Design feature was changed at 90%. But we cannot say that to the committee reviewing our Bike friendly community application. They will only see what the resolution states, that BPAC is involved at 30% and before the plan set is submitted to NMDOT for review. So maybe that's one task for this committee ... to amend the resolution.

#### 9. Matters from Staff

We are planning the ribbon cutting for Guadalupe Street Project on September 30. But there's a hiccup. The mayor cannot attend the ribbon cutting on September 30. So, we're trying to find the date that the mayor will be available.

This is a huge accomplishment. Construction funding is \$11 million from federal government. That's a lot of money that was spent in our community. And we have a new road. The

Guadalupe did not have just a makeover. It was a total reconstruction from surface down to the storm drain. We replaced all the pipes, all the utilities so we have a new road and with proper maintenance applied at right time we can have that road in good condition for 25 to 35 years. Storm drain can manage a 100-year storm event and that will last at least for 50 years. That's a good thing and I hope the community realizes that.

#### 10. Matters from the Committee

**Member Pilcher:** I just had one comment to make. Doesn't require any action, but I think as we look at bike safety and everything through town at some point it'd be nice to have a discussion or get some input on speeds that are allowed on streets. I know moving here four years ago I was surprised how many 40-45 mph streets there are in Santa Fe and how wide some of the streets are which also makes it very unfriendly for bicyclists. But I moved from the congested Puget Sound area where you were lucky if you could even go 60 miles an hour on the freeway because there's so much traffic. So having 75 passing by Santa Fe is was quite shocking. But yeah, high speeds I think recently saw I can't remember where obviously they cause greater harm to people in the event of an accident. The faster the cars are going and certainly in just in general it makes for much less friendly cycling environment when someone's whipping by you going 50 miles an hour and you're in a 4 foot wide bike lane.

**Staff Liaison:** Guadalupe is 20 mph and as I reported last month, we are reconstructing eight roadways. We will get there.

11. Matters from the Chair

I have none. So, with that, I thank you all for a productive meeting. I look forward to seeing you all next month. Have a good night. Y'all be safe.

12. Next Meeting:

October 9, 2025

13. Adjourn

8:13 pm

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Liaison

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Chair



**BPAC**

# **STRATEGIC PLAN FY2023-2033**

## **BICYCLING & PEDESTRIAN ADVISORY COMMITTEE**

Yolanda Eisenstein, Former Policy, Planning & Law Sub-committee Chair

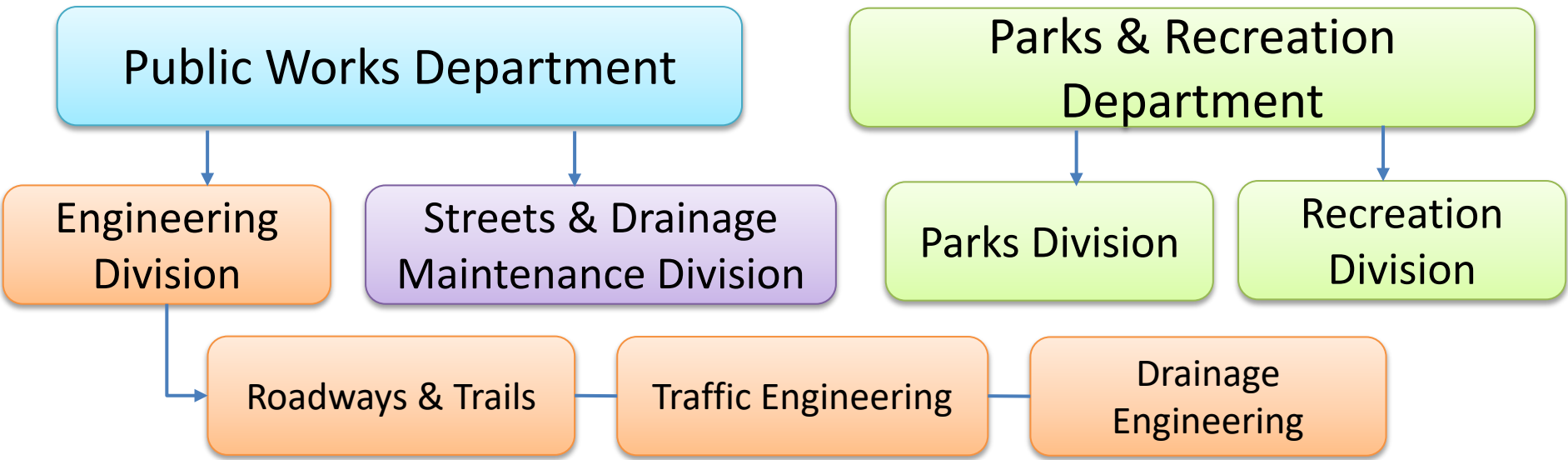
Steve Pilcher, BPAC Vice Chair



# BICYCLING & PEDESTRIAN ADVISORY COMMITTEE

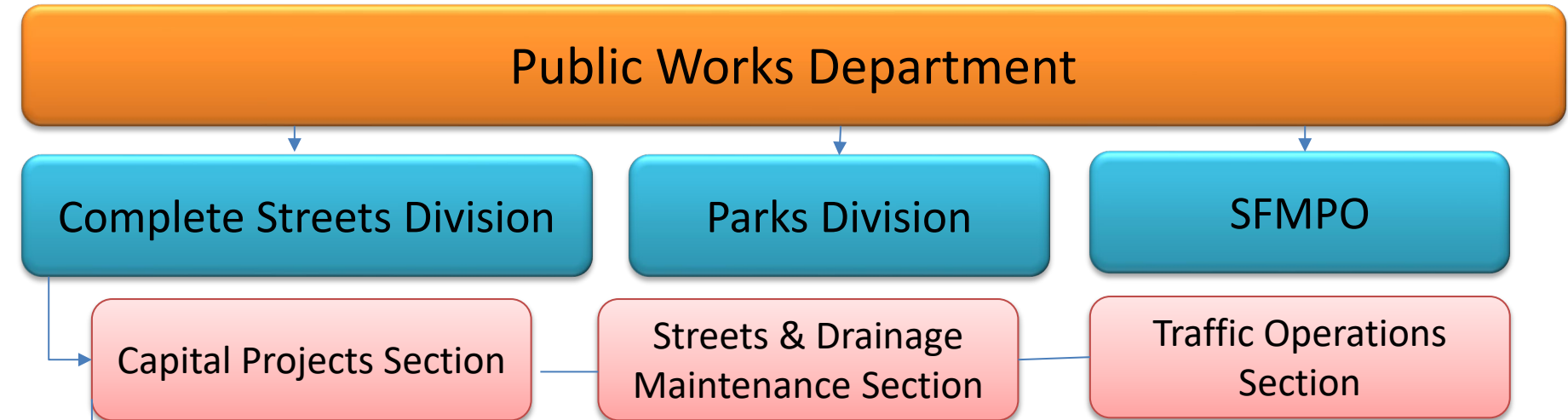
- Bicycle & Trails Advisory Committee  
Resolution No. 2003-87  
September 24, 2003
- Bicycling & Pedestrian Advisory Committee  
Resolution No. 2021-8  
January 27, 2021

# ORGANIZATIONAL STRUCTURE (FY 2020)



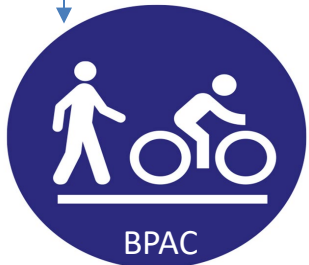
**SUPPORT STAFF/ REPORTING PARTIES**  
Roadways and Trails Staff, Parks Division Director, SFMPO (Land Use Dept), SFCT (Contractor for Parks Division), *Engineering Division Director, Police Chief*

# COMPORGANIZATIONAL STRUCTURE (FY 2022)



## SUPPORT STAFF/ REPORTING PARTIES

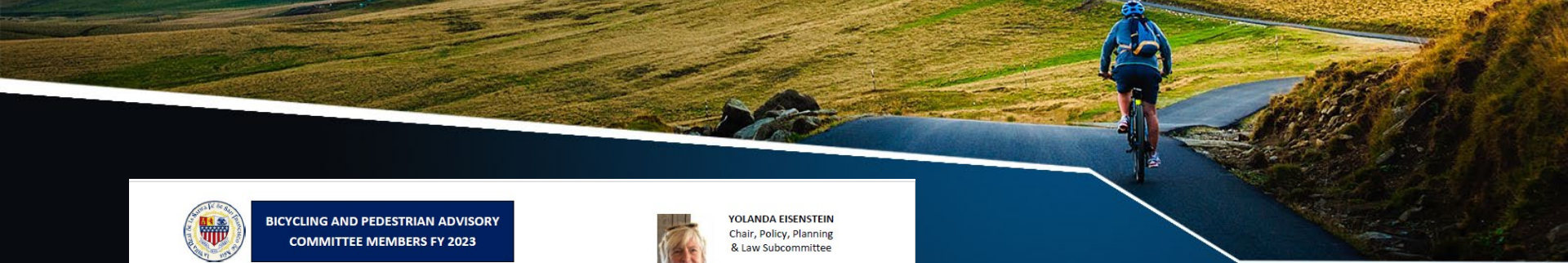
Capital Projects Manager as Staff Liaison, Streets and Drainage Administrator Manager as Clerk, SFMPO Director, SRTS Coordinator, Bike Santa Fe Community Director, Public Safety Advisory Committee Member





# PURPOSE

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.



**BICYCLING AND PEDESTRIAN ADVISORY  
COMMITTEE MEMBERS FY 2023**

**Council Districts**  
 District 1  
 District 2  
 District 3  
 District 4  
 Precinct Boundaries  
 City Limits  
 Roads

**BEN PINGILLEY**  
 Chair, Technical Review  
 Subcommittee



**COUNCILOR  
MICHAEL GARCIA**  
 CHAIR



**STEVEN PILCHER**



**CANDACE ELLA  
MARTINEZ**

**ROMELLA  
GLORIOSO-MOSS**  
 Staff Liaison



**YOLANDA EISENSTEIN**  
 Chair, Policy, Planning  
 & Law Subcommittee



**KHALIL SPENCER**  
 Vice-Chair



**JUDITH GABRIELE**  
 Chair, Promotion,  
 Education &  
 Programming  
 Subcommittee



**TONY GERLICZ**

**PALOMA  
SANCHEZ**  
 Not Pictured



**ERIK AABOE**  
 Santa Fe County  
 Representative

**OUR PARTNERS**



- 10 MEMBERS**
- 1 City Councilor
  - 8 City Residents
  - 1 County Resident



## BPAC SUBCOMMITTEES

- Policy, Planning & Law
- Promotion, Education & Communications
- Technical Review

# STRATEGIC PLANNING CONTEXT

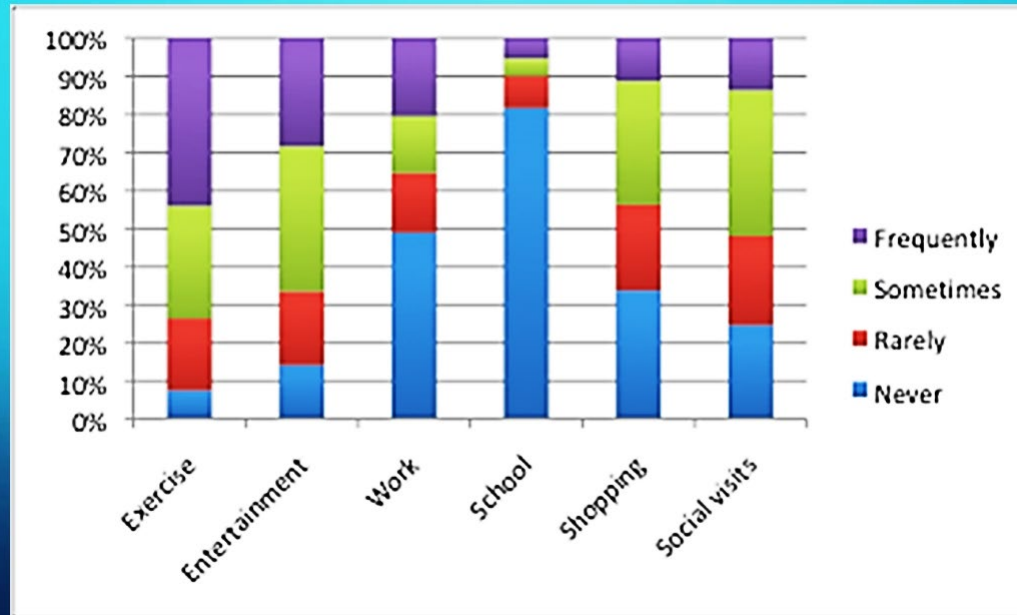
## 2021 KEY SURVEY RESULTS





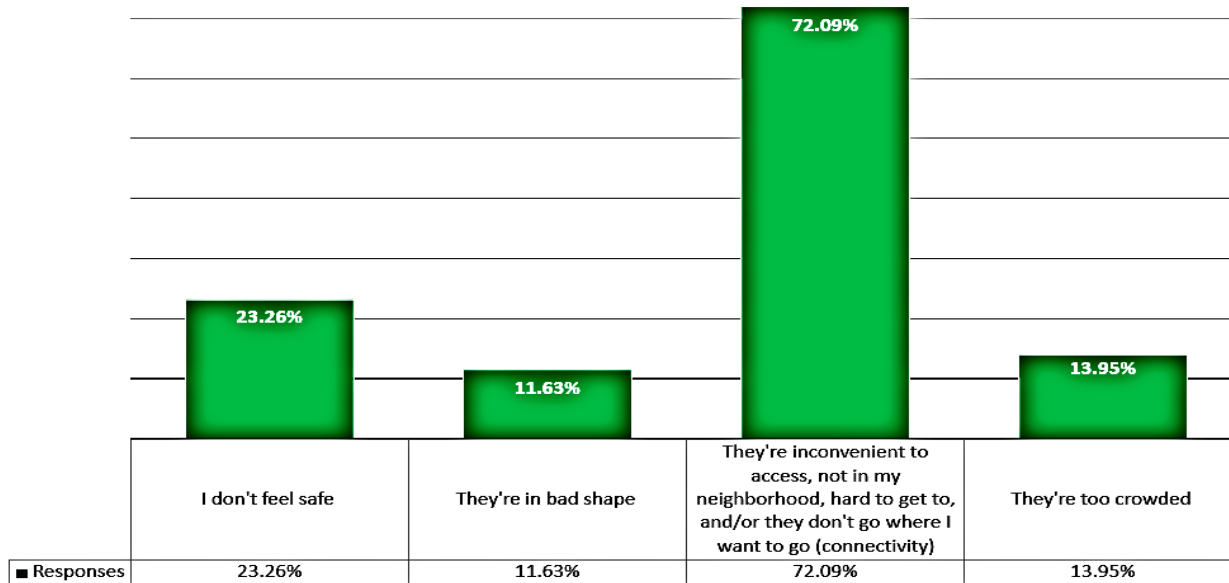
## 2021 KEY SURVEY RESULTS

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



## 2021 KEY SURVEY RESULTS

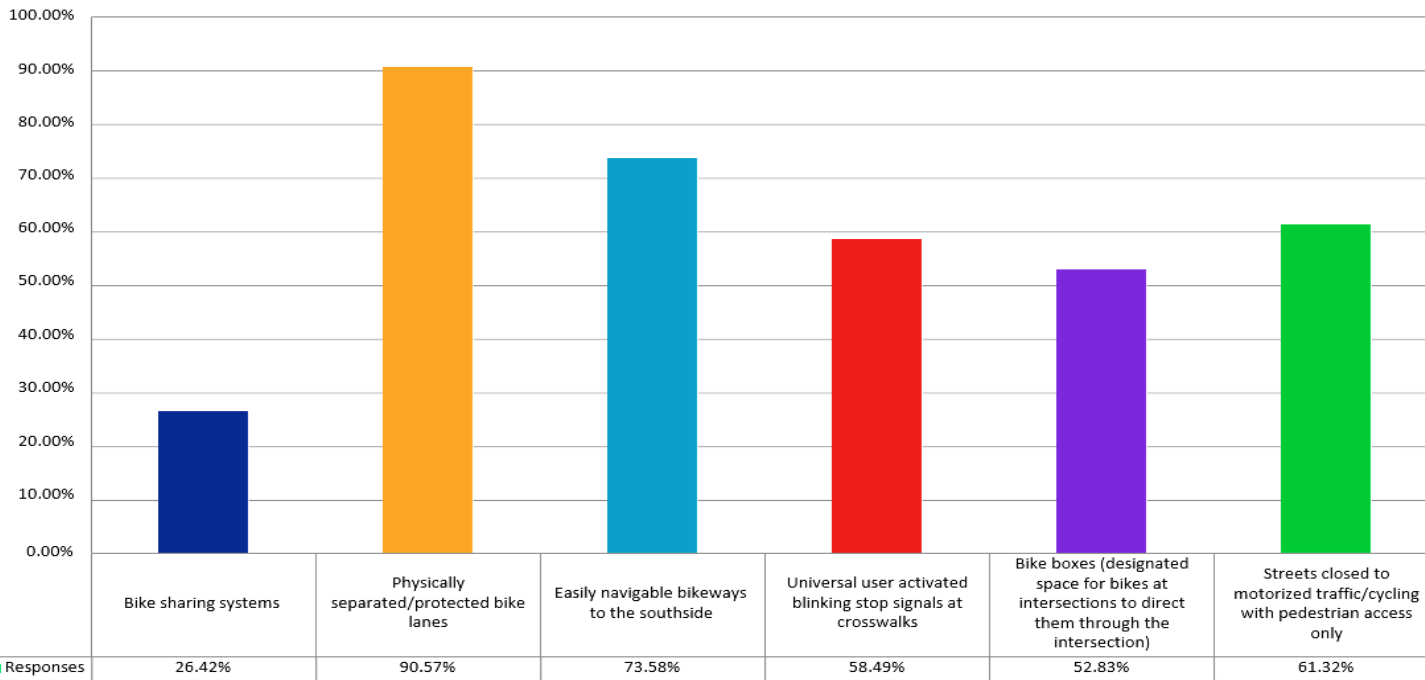
If you don't use the city bike and walking trails for walking, biking or actively recreating, please explain why.





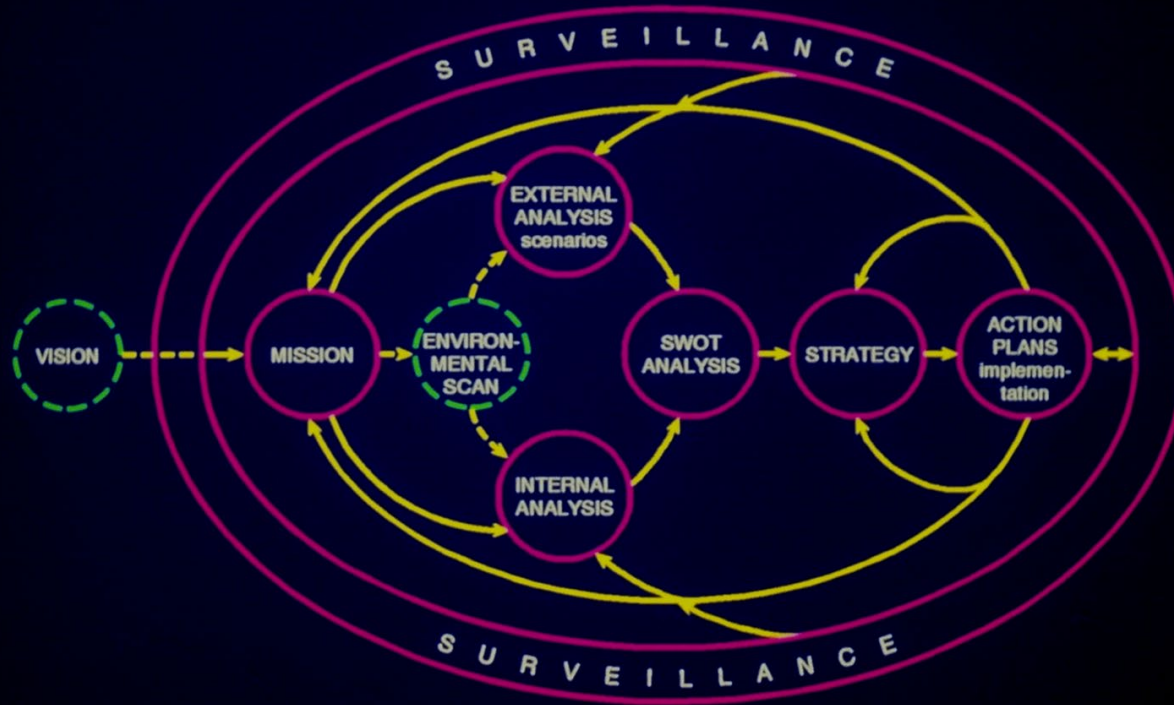
## 2021 KEY SURVEY RESULTS

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





## MULTIPLE SCENARIO STRATEGIC PLANNING PROCESS





## 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 GERLICH, 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 AAROE, COUNTY REPRESENTATIVE

### SUBCOMMITTEE CITIZEN MEMBERS

POLICY, PLANNING & LAW: LARA MILLER & GARY SCHIFF MILLER

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

TECHNICAL REVIEW: NATHAN LEMONS & TIM ROGERS

### STAFF LIAISON

ROMELLA GLORIOSO-MOSS, PHD, AICP

## BPAC STRATEGIC PLAN : A LIVING DOCUMENT

- Adopted – October 22, 2022
- First Update – July 13, 2023
- Second Update – June 13, 2024



# VISION 2050

- Diamond Level Bike Friendly Community
- 20% Santa Fean's commuting by bicycle
- 90% of arterial streets have bicycle lanes
- 0.2 fatalities
- Top third of walkability of city of our size

A person wearing a blue jacket and a blue helmet is riding a bicycle on a paved path that winds through a grassy field. The path is dark asphalt and has a white line on the left side. The background shows rolling hills and a clear sky.

# MISSION

Within 10 years, by the end of this planning period (FY 2033), the City of Santa Fe has successfully obtained the League of American Bicyclists Gold-level Bicycle Friendly Community designation, increasing City's bicycle ridership from 1% to 5.5%; and 65% of City's arterial streets have bicycle lanes. Santa Fe has also improved its walkability score from 39 in 2023 to 56 in 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

Scenario D  
Most Likely Future  
to Unfold



**BPAC'S  
STRENGTHS**

*13 identified*

**BPAC'S  
WEAKNESSES**

*7 identified*

**SWOT  
ANALYSIS  
(Key Issues)**

**OPPORTUNITIES IN  
SCENARIO D**

**THREATS IN  
SCENARIO D**



Shift the prevailing car culture towards a more multi-modal transportation culture. Included in this shift is finding a way to 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 users' input into the project.



Need for paradigm shifts including:

- from roadways to streets
- from moving cars to moving people so all modes have equal value;
- from limiting choice to multiple choice;
- from traffic signals to roundabouts and other traffic calming techniques;
- street landscaping important component of Complete Streets;
- counting all trips; not only vehicles miles traveled (VMT); and
- from Gray Infrastructure to Green Infrastructure.





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.

# ACTION PLAN

**WHY**

**WHO**

**HOW**

**WHAT**

**WHEN**



## **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 updating the City's General Plan and the Land Use Code. Advocate for bicycle- and pedestrian-friendly land use codes.

IN PROGRESS



## TASK 1.2

Amend the City's *Unified Traffic Ordinance* to include e-bike regulations.

 ACCOMPLISHED in 2023 (Ordinance No. 2023-4)



## 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.

**IN PROGRESS.** The 2024 BPAC Survey Results on connectivity and maintenance will give some directions in prioritizing trail projects that are critical for improving connectivity.



## **TASK 1.4**

Monitor local ordinances and state legislation that will impact pedestrians and bicyclists.

**NEW TASK**

## **TASK 1.5**

Advocate for Vision Zero as a City policy via a resolution.

**NEW TASK**



## **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.

**IN PROGRESS.** In addition, the Technical Review Subcommittee reviews all Capital Projects (roadways, trails, bicycle infrastructure, etc.) design plans. In 2024 alone, the TR has conducted 11 design plan reviews.



## TASK 2.2

Monitor PrimeGov regularly for 1) Early Neighborhood Notification (ENN) meetings, and 2) Governing Body meeting agendas for policies (ordinances, resolutions, etc.) that affect bicycling and pedestrian safety, accessibility, and equity.

**NEW TASK**



## TASK 2.3

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

 ACCOMPLISHED in 2024 (Resolution No. 2024-12)



## TASK 2.4

Facilitate the adoption and codification of Complete Streets.

- ✔ PARTLY ACCOMPLISHED in 2022 by supporting Resolution No. 2022-46.



## TASK 2.5

Support SFMPO and Complete Streets Division in analyzing and developing Traffic Impacts Management Guidelines to replace the State Access Management Manual (SAMM) and the City's Traffic Calming Program.

 ACCOMPLISHED in 2024



## 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.

CONTINUOUS



## TASK 2.7

Develop, evaluate and monitor a set of key indicators or performance measures that will indicate mission achievement.

NEW TASK



## **ACTION 3:**

*Educate the public and raise awareness about active transportation modes and services.*



## TASK 3.1

Use traditional and social media outlets to specifically target families, women, low-income, and non-English speaking communities, in addition to general non-targeted outreach around new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking. Encourage more local businesses, agencies, and organizations to promote walking and cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business (BFB) program. **NEW TASK**



## TASK 3.2

Invite relevant City Advisory Committees to BPAC. Staff Liaison to notify all City employees of BPAC regular meeting with instructions how to add agenda captions in PrimeGov.

## NEW TASK

A person wearing a blue jacket and a helmet is riding a bicycle on a paved path that winds through a grassy, hilly landscape. The path is dark asphalt with a white line on the left side. The background shows rolling hills under a clear sky.

## TASK 3.3

Develop partnerships with other government entities, NGOs, and private entities that are most aligned with BPAC's vision and mission. Collect data on organizations' bike related activities for BFC monitoring and improvement. Continue to support the expansion of Santa Fe's Safe Routes to School (SRTS) program and on-bicycle education opportunities to students at all public and private K-12 schools in the City.

**PARTLY ACCOMPLISHED.** Strong partnerships with SFMPO, SRTS, Bike Santa Fe , and SFCT.



## TASK 3.4

Develop a dynamic, informative and engaging website. Link BPAC website to other City Departments and partners.

IN PROGRESS



## TASK 3.5

Engage the public in decision-making. BPAC will seek to identify gaps and recommend adding new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes, side paths, or wider bike lanes with buffers, as well as upgrading roads with sharrows into dedicated bicycle boulevards with lower designed speeds.

**CONTINUOUS.** BPAC to continue conducting surveys annually.



## TASK 3.6

Support Bike Santa Fe in holding a Bike Summit.

NEW TASK – IN PROGRESS



***THANK YOU!***

Councilor Michael Garcia, Chair (2020 –  
Romella Glorioso-Moss, Staff Liaison (2020 –

**From:** [GLORIOSO-MOSS , ROMELLA S.](#)  
**To:** [ramonlorenzomartinez@gmail.com](mailto:ramonlorenzomartinez@gmail.com)  
**Cc:** [GARCIA, MICHAEL J.](#); [Gary Schiffmiller](#); [toddcanon@yahoo.com](mailto:toddcanon@yahoo.com); [chandler.tmoore@gmail.com](mailto:chandler.tmoore@gmail.com); [Mark Brooks](#); [KEELIN, KODY W.](#)  
**Subject:** FW: Request for BPAC Agenda Item – Guadalupe Street Project Concerns  
**Date:** Wednesday, October 1, 2025 9:28:00 PM  
**Attachments:** [image.png](#)  
**Importance:** High

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Dear Ramon,

Please see the responses to your email below in red. These are from our Construction Superintendent, Mark Brooks (cc'd), and from me, as the Responsible Person In-Charge for the project. In my opinion, they are not different from the responses provided by Kody Keelin (City Construction Project Manager) several weeks ago. I am responding because you addressed your email to BPAC, for which I serve as the staff liaison. As we have agreed in a separate email, if you are not satisfied with our responses, please let me know by mid-afternoon tomorrow so I can include the issue on the agenda for the September 11th meeting. You can attend via Zoom.

Thank you, Ramon.

Romella

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**From:** Ramon Martinez <[ramonlorenzomartinez@gmail.com](mailto:ramonlorenzomartinez@gmail.com)>  
**Sent:** Tuesday, September 9, 2025 1:17 PM  
**To:** [toddcanon@yahoo.com](mailto:toddcanon@yahoo.com); GARCIA, MICHAEL J. <[mjgarcia@santafenm.gov](mailto:mjgarcia@santafenm.gov)>; [chandler.tmoore@gmail.com](mailto:chandler.tmoore@gmail.com); GLORIOSO-MOSS , ROMELLA S. <[rsglorioso-moss@santafenm.gov](mailto:rsglorioso-moss@santafenm.gov)>; [schiffmiller@earthlink.net](mailto:schiffmiller@earthlink.net)  
**Subject:** Request for BPAC Agenda Item – Guadalupe Street Project Concerns

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear BPAC Members,

I am requesting an agenda item at the upcoming BPAC meeting to address serious concerns about the Guadalupe Street reconstruction project.

I have seen pedestrian and bicycle elements removed late in the construction process, with no clear public notification. ADA/PROWAG compliance is being cited, but City Staff have not provided any details. They have had ample opportunity to communicate these issues and find better solutions during the many delays to this project. These late-stage removals undermine the core objective of the project, which is a road diet to improve pedestrian safety and accessibility.

It is not too late to get these pedestrian elements restored. I've attached photos showing the city is actively reworking the project as we speak, taking guidance likely from NMDOT and FHWA.

It is common for projects like this to secure ADA/PROWAG waivers or technical infeasibility exemptions when conditions are constrained. It appears, however, that design reworkings have been made largely to accommodate drivers, not pedestrians and cyclists. If the city will reveal what these specific infeasible conditions were, we can provide guidance on obtaining exemptions and waivers. Sadly City staff is currently stonewalling any requests for information.

At the same time, the City has not provided confirmation that all bike lanes and striped bike/ped amenities will be implemented exactly as specified in the project plans.

BPAC should request immediate explanations from staff on:

- Why pedestrian-friendly elements have been cut or altered at the last minute.

Mark Brooks: The crosswalk that Mr. Martinez is referring to would not meet compliance due to driveways on each side of the road. We looked for a solution to the problem but could not find one that meets ADA standards. NMDOT and FHWA ADA inspectors had no objections to us removing this crosswalk from the plan set. There is a controlled crossing approximately 300 feet to the north and a signed crossing about 350 feet to the south of this location.

My response: Modifying or removing elements from approved plans is a normal and often necessary part of the engineering and construction process, especially when real-world conditions don't align with what's on paper. This is not the first time something that was designed could not be constructed as planned. That's why every project includes 'As-Built Plans'.

Common Reasons Plans May Change During Construction:

#### 1. Field Conditions Differ from Expectations

- Subsurface utilities, soil conditions, or drainage patterns may not match survey data.

#### 2. Physical Constraints

- Space limitations, nearby structures, or driveways (like in your case) may make certain elements non-compliant or unsafe.

#### 3. Regulatory or Accessibility Issues

- **Design may look compliant on paper, but once assessed in the field (e.g., for ADA standards), it might not meet actual requirements.**

#### 4. Stakeholder Feedback or Safety Reviews

- Input from local agencies, residents, or inspectors (e.g., NMDOT, FHWA) can lead to changes after plans are approved.

#### 5. Budget or Material Constraints

- Sometimes changes are made to stay within project scope, timeline, or funding limits.

How It's Usually Handled:

- Field adjustments or change orders are issued.
- Agencies like NMDOT or FHWA are consulted when significant elements are changed or removed.
- Any updates are documented to ensure transparency and compliance.
- Why no proactive public notification was made.

My response: As I mentioned above, modifying or removing elements from approved plans during construction is typical. NMDOT and FHWA do not require contractors to notify the public of such changes.

- Why waivers/exemptions were not sought to preserve core pedestrian features.

My response: Waivers or exemptions were not sought because the proposed crosswalk location was determined to be unsafe and non-compliant with ADA standards due to physical constraints, such as driveways on both sides of the road. Waivers or exemptions are only granted when the alternative design can still meet safety and accessibility requirements. In this case, no solution was found that could meet those standards while preserving the pedestrian feature.

- What guarantees the public can receive that bike lanes, striping, and bike/ped amenities will all be delivered as planned.

Mark Brooks: All striping and amenities are now complete.

My response: Let me start by saying that all plans include detailed quantities and cost estimates. When the project is bid out for construction, the City compares the bids to the Engineer's Probable Cost Estimate to ensure they are reasonable. Contractors are reimbursed based on the actual quantities of work completed. Therefore, if a feature such as bike lanes, striping, or bike/ped amenities is not constructed as designed, the contractor will not be paid for that item. As a result, it is in the contractor's best interest to construct all features according to the approved plans.

- What recourse exists if project elements are reduced.

Mark Brooks: No other elements are to be reduced on this project unless it becomes a requirement of NMDOT or FHWA.

My response: If any project elements are reduced, omitted, or modified during construction, several layers of oversight and recourse are in place. First, the City's Construction Management Team regularly monitors the project to ensure that all elements are built according to the approved plans. The contractor may make field adjustments with the Construction Management Team's approval, submit a Request for Information (RFI), or initiate a change order, which must be approved by NMDOT and FHWA. When the contractor submits their Pay Application, both the Construction Manager/Engineer and the City Project Manager review and approve the quantities. The contractor will not be reimbursed for any items that are not installed. Additionally, final project acceptance is contingent upon compliance with the approved design or with formally approved modifications.

- A commitment that no further bike or pedestrian elements will be reduced without BPAC notification and review.

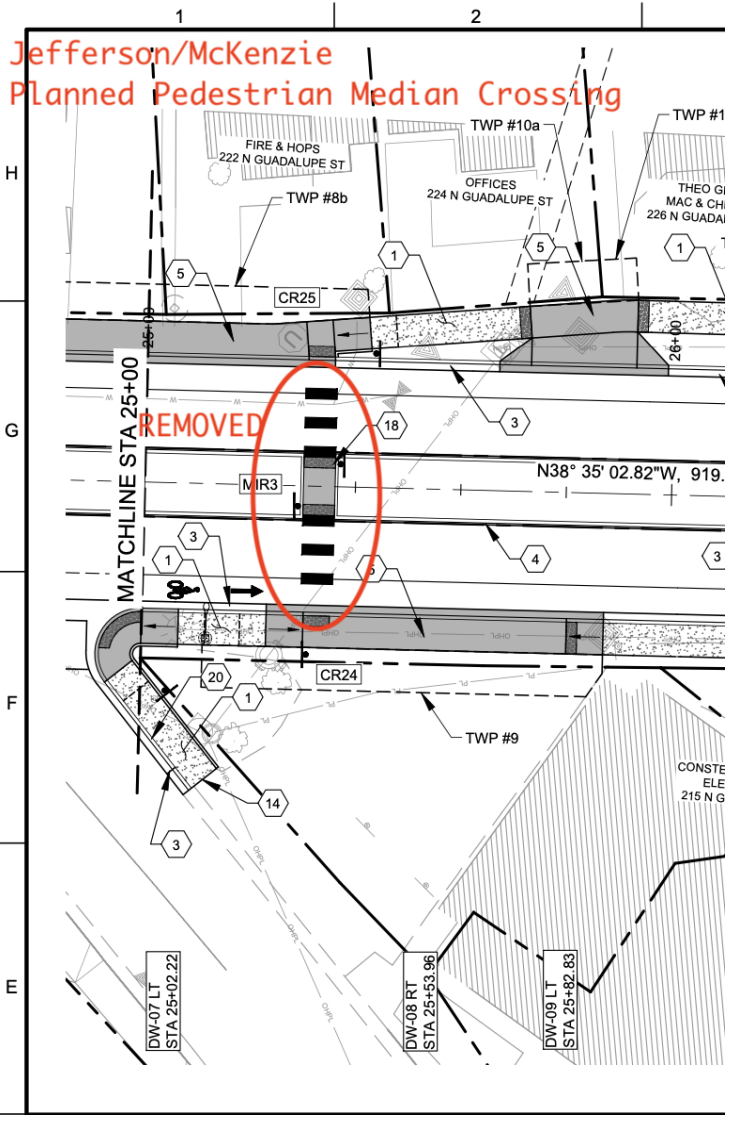
Mark Brooks: The project is complete except for punch list items and will not change unless required by NMDOT or FHWA.

My response: BPAC is an advisory committee only; it is not a policy-making body. They can make recommendations but cannot make final decisions. As stated in BPAC Resolution #2021-8, Section 3.b – Duties and Responsibilities: b) Review preliminary designs for new Public Works projects involving public roadways and trails funded by city, state, or federal sources to ensure the designs comply with the City's commitment to making bicycling and walking safe, equitable, viable, and comfortable modes of transportation. Design plan reviews shall occur at the 30% design stage and before plans are presented to the public for comments or submitted to the New Mexico Department of Transportation (“NMDOT”) for review.

This project was promoted as a model of pedestrian safety and multimodal design. The public deserves accountability and clear answers on why its core goals appear to be eroding.

I have attached photos from the original plans that show:

- The planned pedestrian median crossings at Jefferson and McKenzie, now removed. Kody Keelin, City Of Santa Fe Project manager, Complete Streets has confirmed this was done without notifying the public and due to "limited room to comply with federal code" Mark Brooks: Addressed in the first bullet.
- Photos of a reworking at the Johnson St crossing. This crossing was already in place and complete, but for some reason it is being reworked right now, showing that the city is still actively working on median crossings. Mark Brooks: Was done to bring it into compliance.
- Photos of the removal of a curb originally designed to slow vehicles for pedestrian safety, altered at the City’s request to accommodate cars or buses. Mark Brooks: was done because of traffic concerns and had no impact on pedestrian safety.



Jefferson/McKenzie St Looking North:



Johnson St crossing looking west:



Curb removed to accommodate faster traffic, looking south at Guadalupe St and Agua Fria



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Ramon Martinez  
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**From:** [khalil@losalamos.com](mailto:khalil@losalamos.com)  
**To:** [GLORIOSO-MOSS , ROMELLA S.](#)  
**Cc:** [GARCIA, MICHAEL J.](#); [DIAZ, LUCRECIA A.](#); [Bea Kiddo](#); [Gary Schiffmiller](#); [Helen Wang](#); [judegabe@gmail.com](mailto:judegabe@gmail.com); [Tony Gerlicz](#); [Steve Pilcher](#); [Ben Pingilley](#); [abordegaray@gmail.com](mailto:abordegaray@gmail.com); [Marc McConnell](#); [AUNE, ERICK J.](#); [YNGVE, LEAH X.](#); [David Seaton](#); [WHEELER, REGINA A.](#); [jon pyle](#); [Randy Merker](#); [KATHLYNE A. GISH](#) ([zephyrblue@yahoo.com](mailto:zephyrblue@yahoo.com)); [Nathan Lemons](#); [oblatebill@gmail.com](mailto:oblatebill@gmail.com); [Hubert van Hecke](#); [Camilla Cluett](#); [Tiffany Clendenin](#); [Tim Rogers](#); [toddcanon@yahoo.com](mailto:toddcanon@yahoo.com); [chandler.tmoore@gmail.com](mailto:chandler.tmoore@gmail.com); [LaraMiller.SantaFe@gmail.com](mailto:LaraMiller.SantaFe@gmail.com); [kai filion](#); [ramonlorenzomartinez@gmail.com](mailto:ramonlorenzomartinez@gmail.com); [Yolanda Eisenstein](#); [Erik Aaboe](#); [Jennifer Webber](#); [Aria Chiodo](#)  
**Subject:** Re: Bicycling and Pedestrian Advisory Committee Regular Meeting  
**Date:** Sunday, October 5, 2025 8:57:04 PM  
**Importance:** High

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear BPAC (and please don't get a conversation going and violate the Open Meetings Act)

I am a little concerned if we are concentrating, via 7b, on motorist accountability in collisions involving cyclists without seeing what I think is a bigger picture of the plight of vulnerable users in a sea of cars and car designed roads. Cyclists and pedestrians suffer from a system that optimizes our transportation infrastructure for motorist level of service. For example, there are locations along Cerrillos Road where it might be a third of a mile or more between legal crosswalks. When a pedestrian "jaywalks" due to these onerous distances, blame is put on the hapless pedestrian when he/she is splattered across the blacktop, rather than on the road designer who created a situation where someone at walking speed has to travel long distances to cross the street in an urban setting. All so that motorists, at 45 mph, don't have very many signalized crossings to slow them down.

Likewise, a bicyclist in a bike lane on a multilane road might be effectively invisible to turning and crossing traffic due to road design. So when is "motorist error" really design error that makes it difficult for a cop to write a ticket? As a bicyclist, I have always learned to "watch my six" as well as my three, nine, and twelve, in traffic, but is that entirely fair unless our roads really are "vision zero" designed?

I am a little concerned that we might be missing the forest for the trees. While enforcement bias might be a problem, and I'd like to hear from Chief Paul Joye on that, the design of our streets makes it likely that design might be the bigger issue.

I have to say that I am a little more engaged on this issue since August 28th. That was the day I injured a disk in my back and spent more than a week barely able to hobble across the house to take a leak. So I have, indeed, discovered what it means to be a "vulnerable user" given my abilities on a bicycle have been greatly reduced such that even crossing a major road like St. Francis Drive at Camino de las Crucitas takes more courage than usual. I have not been able to get out of the saddle and sprint if needed, snap a bike around, nor easily do one of those League of American Bicyclists taught lane changes where one looks over one's shoulder easily to check traffic, lest my back blow out again. Gave me a whole new insight into what is meant by "vulnerable user".

Glad to help with this issue, but I might be the ornery old guy in the room. Especially if I run out of pain meds.

cheers,

Khal Spencer

BPAC member, 2018-2024

On 2025-10-04 17:52, GLORIOSO-MOSS , ROMELLA S. wrote:

Good evening, ALL:

Please see the attached meeting packet for the upcoming BPAC regular meeting on October 9.

My apologies. I am still transcribing the minutes from the September 11 meeting. I understand that a verbatim transcription is not required; however, Chief Joye or a representative from the Police Department will be attending our October 9 meeting. There will be a Q&A portion, so I encourage all members to review the minutes which are lengthy in order to prepare thoughtful questions that can help inform policy recommendations to City Council for improving bicycle safety and achieving Vision Zero in our city.

I've been working on the minutes as time allows since yesterday and will send them out Monday morning. They will also be uploaded to Civic Clerk.

Another important item: We are inviting anyone who is interested to join an ad hoc committee to develop a fact-based white paper outlining policy recommendations for enhancing motorist accountability in collisions involving cyclists. Please see Agenda Item 7.b. If you are interested, please email me. Councilor Garcia will appoint committee members on Thursday. Membership in this ad hoc committee is open to both BPAC and non-BPAC members.

Feel free to forward this meeting invite to community members who may be interested.

If you cannot attend in person, you are welcome to attend via Zoom: <https://santafenm.gov.zoom.us/j/83186480423>

Thank you for all you do!

07/25/25

Executive Director, Santa Fe Conservation Trust  
400 Kiva Ct., Ste B  
Santa Fe NM 87505

Dear Ms Sarah Voss,

My name is Robert Gonzales. I am a resident of Vizcaya Apartments, St. Francis and Sawmill Road.

We lived here since 2017. I used to walk across the arroyo to the grocery store. That foot trail is not maintained; there is no sidewalk adjacent to St. Francis between Sawmill and Zia Road. We lost scheduled bus access due to COVID19 in 2020. Bus service was restored (Route 6) on an on-demand a few years ago - that service is not reliable.

I started contacting our city council person after the erosion made walking across the arroyo dangerous. I am now 78 years old and although, I am a Vietnam era veteran, I am afraid to fall. I do take advantage of Santa Fe Ride senior service; but, rides are not always available. I do not own a car.

Is there anything that your organization can do to improve cross arroyo pedestrian access?

Steps, handrail and a more gradual slope would be a godsend, especially during the winter months. I am not the only person that would benefit.

Respectively yours,

R. Gonzales

phone: 619.646.5683

email: boboznog975@gmail.com

physical: 2491 Sawmill Road, #806

Santa Fe NM 87505-5676