



Agenda

**Regular Meeting of the Bicycle
and Pedestrian Advisory
Committee
January 8, 2026 at 5:30 PM
City Council Chambers, City
Hall
200 Lincoln Avenue**

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 for Approval of the December 11, 2025 BPAC minutes.
5. Communications From the Public
6. Communications from Other Agencies
 - a. Bike Santa Fe (David Seaton, Board Member)
 - b. Santa Fe Metropolitan Planning Organization (Leah Yngve, Senior Transportation Planner and Erick Aune, AICP, Director)
 - c. Public Safety Advisory Committee (Steve Pilcher, BPAC Vice Chair)
7. Discussion and Possible Action Items
 - a. Continued Discussion on the Establishment of Scope and Official Name for BPAC's Ad Hoc Committee on Motorist Accountability in Collisions Involving Cyclists (Helen Wang)
 - b. Discussion of Potential Solutions to Improve the Trail Behind Vizcaya Apartments Crossing the Arroyo en Medio (Member Judith Gabriele)
 - c. The League of American Bicyclists' Community Sparks Grant (Romella Glorioso-Moss, Staff Liaison)
 - d. Discussion on Zia/Galisteo Housing Development Issues (Judith Gabriele, Member)

- e. Discussion on BPAC's Role in Major Redevelopment Projects (Steve Pilcher, Vice Chair)
- 8. Subcommittee Communications
 - a. Policy, Planning and Law (Steve Pilcher, Chair)
 - b. Promotion, Education and Communications (Judith Gabriel, 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. February 12, 2026
- 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
December 11, 2025 at 5:30 PM
City Council Chambers, City Hall
200 Lincoln Avenue
MINUTES**

1. Call to Order

This meeting was recorded on YouTube: <https://www.youtube.com/@cityofsantafe> under the title [Bicycling And Pedestrian Advisory Committee Meeting 12/11/25](#).

The Regular Meeting of the BPAC was called to order by Chair Michael Garcia at 5:41 PM, on Thursday, December 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 (arrived 5:43 PM)
Chair Michael Garcia

Excused:

Member Tony Gerlicz
Member Marc McConnell
Member Ben Pingilley
Clerk Lucrecia Diaz
Staff Liaison Romella Gloriosso-Moss

Others Attending:

Leah Yngve, SFMPO Senior Transportation Planner, Acting BPAC Clerk

3. Approval of Agenda

Motion: Chair Garcia moved, seconded by Member Gabriele, to approve the Agenda.

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

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

Against: None

4. Approval of Minutes

- a. Request for Approval of November 13, 2025 minutes.

Motion: Member Pilcher moved, seconded by Member Gabrielle, to approve the Minutes.

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

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

Against: None

5. Communications From the Public
 - a. See attached.
6. Communications from Other Agencies
 - a. Bike Santa Fe (Genevieve Morgan, Board Member)
 - b. Santa Fe Metropolitan Planning Organization (Leah Yngve, Senior Transportation Planner and Erick Aune, AICP, Director)
 - c. Public Safety Advisory Committee (Steve Pilcher, BPAC Vice Chair)
7. Discussion and Possible Action Items
 - a. Discussion and Establishment of Scope and Official Name for BPAC's Ad Hoc Committee on Motorist Accountability in Collisions Involving Cyclists (Helen Wang)
 - b. Discussion of Potential Solutions to Improve the Trail Behind Vizcaya Apartments Crossing the Arroyo en Medio (Member Judith Gabriele)

Motion: Member Gabriele moved, seconded by Member Pilcher for the Promotions, Education and Communications subcommittee to start the investigation of the Vizcaya trail.

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

Against: None

- c. The League of American Bicyclists' Community Sparks Grant (Romella Glorioso-Moss, Staff Liaison)

Motion: Member Pilcher moved, seconded by Member Gabriele for the Staff Liaison to proceed with the application and bring it back to BPAC for the January meeting.

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

Against: None

8. Subcommittee Communications
 - a. Policy, Planning and Law (Steve Pilcher, Chair)
 - b. Promotion, Education and Communications (Judith Gabriel, 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. January 8, 2026

13. Adjourn

6:15 PM

Clerk

Liaison

Chair

From: Hubert van Hecke <hubert@hubwest.com>

Sent: Thursday, November 13, 2025 12:39 PM

To: GLORIOSO-MOSS , ROMELLA S. <rsglorioso-moss@santafenm.gov>

Subject: Re: BPAC Regular Meeting

Dear Romella,

I can't come to the meeting today, here is a (probably not very original) comment from the public, related to the proposed ad-hoc committee in motorist accountability:

I suggest the committee compile a list of incidents, describing the outcome for both the bicyclist victim and the motorist, and the actions and statements of law enforcement. Perhaps going back some years, and perhaps including incidents further afield, such as Albuquerque.

Thank you

Hubert van Hecke

871 Don Cubero

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JOIN US! (<https://bikeleague.org/join-now>)

RENEW YOUR MEMBERSHIP (https://bikeleague.org/join-now/?tfa_12=tfa_15)

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Home (<https://bikeleague.org/>) » Bicycle Friendly America (<https://bikeleague.org/bfa/>) » Community Spark Grants



Community Spark Grants

The League's Bicycle Friendly America program awards organizations for projects and programs that spark change and catalyze a community's ability to create places where bicycling is safer, easier, and more accessible. The desire is for organizations to propose projects that build Bicycle Friendly Communities and capacity for local leaders and influencers by uplifting the community and by creating inclusive coalitions that can shed new light on current issues. Subscribe to our newsletter (<https://bikeleague.org/contact/subscribe/>) to learn about Community Spark Grant news.

[Click Here to Apply \(https://bicyclefriendly.secure-platform.com/a/solicitations/101/home\)](https://bicyclefriendly.secure-platform.com/a/solicitations/101/home)

Community Spark Grants are supported by:



(<https://www.gm.com/commitments/communities>)

BACKGROUND

Launched in 2022, the League's Community Spark Grants support the growing number of local grassroots changemakers and organizations nationwide working to improve their communities through better bicycling with \$2,000 mini-grants.

In 2026, support from General Motors (GM) will fund ten awards - five in GM Facility Communities (<https://bicyclefriendly.secure-platform.com/a/page/spark/GM>) and five based anywhere in the U.S., and meet our Equity & Accessibility criteria.

PAST GRANTEES

- 2025 Community Spark Grant Winners (<https://bikeleague.org/meet-the-winners-of-the-leagues-2025-community-spark-grants/>)
- 2024 Community Spark Grant Winners (<https://bikeleague.org/2024-community-spark-grants/>)
- 2023 Community Spark Grant Winners (<https://bikeleague.org/league-announces-2023-community-spark-grants/>)
- 2022 Community Spark Grant Winners (<https://bikeleague.org/meet-our-2022-community-spark-grant-recipients/>)

BPAC's Application to \$2,000 LAB's Community Sparks Grant (DRAFT: FOR YOUR REVIEW)

APPLICATION

The 2026 Community Spark Grant application is open. The deadline to apply is January 27, 2026, 5pm ET. [Click here to apply.](#)

GRANT DETAILS

In 2026, the League's Bicycle Friendly America program will award Community Spark Grants of \$2,000 each to 10 organizations. 5 organizations must be based in [GM Facility communities](#). The other 5 can be anywhere in the U.S. but must meet our Equity & Accessibility criteria.

ELIGIBILITY CRITERIA

Eligible organizations are nonprofits and public or government organizations/agencies. Of the ten organizations to receive awards, five must be in GM Facility communities, and the other five can be anywhere in the U.S. but must meet our Equity & Accessibility criteria.

Projects are required to be completed by the end of the calendar year (December 31, 2026); preference will be given to projects that can be completed by October 2026.

What is not eligible for funding:

Most permit-required infrastructure, such as sidewalks or concrete for road widening.

Exceptions:

Bike racks or bike fix-it stations would be allowable but need to show broader community context and impact.

Temporary structures or demonstration/quick builds including paint, vertical delineators, bollards, and signage would also be allowable.

Funding for personal use.

Funds used solely towards covering a staffer's salary.

Petitions or signature gathering.

Funds only used for advertising or promotional materials.

Studies/research

Equity & Accessibility Criteria

The League is proud to be able to offer Equity & Accessibility criteria as a determining factor for at least five of the 10 Community Spark Grants this year. The questions in the application pertaining to the equity criteria are meant to help applying organizations showcase their need, project scope, and community characteristics as applicable. Those applying to be considered for the Equity & Accessibility grants should take the League's definition of equity and accessibility into consideration and use it as the framework for guidance in this section. The League firmly believes that Equity & Accessibility are the essential lenses through which all other Bicycle Friendly America work must be viewed to achieve a Bicycle Friendly America for everyone.

The League defines "Equity" as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential by erasing disparities in race, income, ability, geography, age, gender, and sexual orientation. The principle of equity acknowledges that there are historically underserved and underrepresented populations and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

"Accessibility" refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others and that not every person with a permanent or temporary mobility or accessibility need identifies as "disabled." Whether from a cognitive, sensory, or physical disability, or age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

We will review each Community Spark Grant application holistically and use the Equity & Accessibility questions to help us narrow down the finalists. Selection will be based on those who demonstrate the greatest impact of their project for the community with the greatest demonstrated need.

Project Categories

Fundable projects should be in one of the following categories:

- One Time Event
- Series of Events
- Classes/Educational Opportunity
- Pop-up Infrastructure/Traffic Calming*
- Placemaking/Tactical Urbanism*
- End-of-trip facilities (bike parking/fix-it stations, etc.)
- Giveaways or subsidies for bicycle equipment and/or accessories (e.g. lights, helmets, bells, locks, etc.)
- Bike audit, count, survey, or other evaluation/assessment effort (must have follow-up/community involvement to be eligible)
- Miscellaneous/Other

*Funding can only support temporary/non-permanent structures and materials such as paint, vertical delineators, bollards, and signage.

[See here for example projects and links to resources to help you brainstorm project ideas.](#)

TIMELINE

2026 Community Spark Grant Timeline

- Application Opens: November 24, 2025
- **Application Closes: January 27, 2026, at 5pm ET**
- Applications Reviewed: January-February 2026
- Applicants Selected and Notified: March 2026

- Project Execution: March-December 2026*
 - *Preference will be given to projects that can be completed by October 2026
- Final Reports Due: December 2026

APPLICATION: Responses in RED.

Project Information

1. Project Name: **Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity**

2. Project Location:

City/Town and State **Santa Fe, NM**

2. Is your project located in a GM Facility Community? **NO**

(Disclaimer: All communities are eligible for Spark Grant funding, but five of the 10 grants in 2026 will go to projects located in GM Facility Communities. [Find the full list of GM Facility communities here.](#))

4. What category best describes your project?

[Find the complete list of categories and project eligibility here.](#) One time event

Project Narrative

5. Briefly describe the project and how it will help create a more bicycle-friendly America for everyone. (300 words max)

The League's mission is to create a bicycle-friendly America for everyone, improving lives and strengthening communities through bicycling. Community Spark Grant proposals will be evaluated on how well the proposed project aligns with this mission.

Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity is a community convening designed to advance safer and more connected bicycling for everyday transportation in Santa Fe. The summit will bring together residents, bicycle advocates, planners, public officials, and community partners to identify gaps in the existing bicycle network and develop shared priorities for creating a continuous citywide system that works for everyone.

Bike connectivity is fundamental to creating a bicycle friendly America. While Santa Fe has existing bicycle infrastructure, many routes remain fragmented or uncomfortable to use, limiting who can safely choose bicycling, particularly families, older adults, and people new to biking. This project focuses on closing those gaps by centering safe and intuitive connections that support trips to schools, jobs, services, and community destinations.

The project aligns closely with the League of American Bicyclists' mission by strengthening local collaboration and elevating community voices in bicycle planning. Outreach will prioritize inclusive participation, ensuring that residents from underserved and historically marginalized neighborhoods help shape discussions about safety, access, and connectivity. By convening diverse stakeholders in a shared space, the summit will build relationships, advocacy capacity, and a common understanding of how bicycling can improve quality of life.

The Community Spark Grant will support a catalytic event that builds momentum toward a more bicycle friendly Santa Fe and contributes to the national movement for safer and more equitable bicycling. Project outcomes will include clearly identified connectivity priorities, strengthened partnerships, and increased community engagement, laying the groundwork for healthier residents, safer streets, and stronger communities through bicycling.

6. Briefly describe the community where the project will take place, including relevant socio-economic and demographic details, any unique challenges the community faces that the project will help solve, and/or any other existing efforts or action plans already in place that are relevant to this project. (300 words max)

Santa Fe, New Mexico, is a diverse city of approximately 87,000 residents, with nearly half identifying as Hispanic or Latino. The city includes a wide range of ages, incomes, and mobility needs, and many residents rely on affordable transportation options. Ensuring safe, equitable, and accessible bicycling and walking is critical for improving access to jobs, schools, grocery stores, and other essential destinations.

The City of Santa Fe is currently recognized as a Silver-level Bicycle Friendly Community by the League of American Bicyclists and aspires to achieve Gold-level designation by 2033, as outlined in the Bicycle and Pedestrian Advisory Committee's (BPAC) FY2023–2033 Strategic Plan. The plan emphasizes that bicycling and walking should be safe, equitable, viable, and comfortable modes of transportation, commuting, and recreation. It sets ambitious targets, including increasing bicycle ridership from 1% to 5.5%, adding bicycle lanes to 65% of arterial streets, and improving the city's walkability score from 39 to 56. Task 1.3 of the strategic plan specifically addresses bicycle and pedestrian connectivity, including first- and last-mile access to transit, and prioritizes low-stress, direct routes that allow safe travel within and between neighborhoods.

Despite existing infrastructure and planning efforts, including the Santa Fe Metropolitan Planning Organization's Bicycle Master Plan and Metropolitan Transportation Plan, significant gaps in connectivity remain. Surveys conducted in 2023 and 2024 revealed that residents continue to face barriers due to disconnected routes, high-stress streets, and limited access to key destinations, particularly for school-age children, youth, older adults, low-income residents, and other underserved communities.

The Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity will directly address these challenges by convening residents, advocates, planners, and decision makers to assess connectivity, identify priority improvements, and advance equitable, low-stress bicycle and pedestrian networks. Summit outcomes including community-identified connectivity priorities, proposed low-stress routes, and strengthened stakeholder partnerships will directly support BPAC's measurable goals for bicycle ridership, arterial street lane coverage, and walkability, helping Santa Fe progress toward Gold-level Bicycle Friendly Community designation.

7. Please list 1-3 specific or measurable goals or intended outcomes of the project. (200 words max)

For example: (1) Host an opening event with a partner organization by June. (2) Provide at least 50 families access to programming through the library or partner organizations (3) Provide at least 2 additional bicycling opportunities for the community

Word count: 0 / 200

1. **Host the Santa Fe Bike Summit in May 2026 during Bike Month**, bringing together approximately 100 participants, including residents, nonprofits such as Bike Santa Fe, and City and County representatives, to engage in focused discussions on bicycle connectivity.
2. **Document community-identified gaps and opportunities in Santa Fe's bike network** to directly inform Task 1.3 of BPAC's FY2023–2033 Strategic Plan. Discussions will focus on low-stress routes, first- and last-mile access to transit, and equitable access for underserved neighborhoods. The summit will produce a **priority map and a report summarizing at least 10 actionable recommendations** for BPAC.
3. **Strengthen collaboration and capacity for future bicycle and pedestrian planning** by fostering partnerships among nonprofits, local government, and community members. The summit will also collect **participant feedback from at least 80% of attendees** to ensure equitable input, helping BPAC shape inclusive and implementable strategies.

8. How many people do you estimate will be impacted or served by the project? Please include a specific number or range and how you calculated it. (50 words max)

The summit will directly engage approximately 100 participants. Indirectly, it will benefit Santa Fe's 87,000 residents, including the 1% who currently bicycle, 12% who walk, 6% who use public transit, and 10% of households without cars, by informing BPAC's plan to create safe, connected, and equitable bicycle and pedestrian networks.

Equity & Accessibility Criteria

Community Related Questions

9. Does your community have a significant population in any of the following socioeconomic or demographic categories?

BIPOC Population (Black, Indigenous, People of Color)

Low-Income Households

Significant % of the population without access to a vehicle

High population over the age of 55

High population of students (college age or younger)

High population of immigrants or refugees

Population with a disability or mobility challenge

Population with Veteran or military member status

Other

None of the above

BIPOC Population (Black, Indigenous, People of Color): Yes — nearly half the population identifies as Hispanic or Latino, plus Indigenous residents.

Low-Income Households: Yes — median household income is below the national average, and some neighborhoods face economic challenges affecting transportation access.

Significant % of the population without access to a vehicle: Yes — roughly 10% of households are car-free.

High population over the age of 55: Yes — about 25% of residents are older adults.

High population of students (college age or younger): Yes — Santa Fe has a notable youth population (school-age children roughly 20–22%).

Population with a disability or mobility challenge: Likely yes — though specific percentages vary, national and city data suggest ~10–15% of residents have mobility limitations.

Follow up questions:

If BIPOC Population is selected please describe and provide relevant sources: Santa Fe has a **significant BIPOC population**, especially through its large Hispanic or Latino community, as well as Indigenous and other racial and ethnic groups:

- **About half of Santa Fe’s residents identify as Hispanic or Latino**, making Hispanic/Latino people a major demographic group in the city’s population. In the 2020 Census, approximately **51% of Santa Fe’s population identified as Hispanic or Latino of any race**. [Census Dots](#)
- In addition to the Hispanic/Latino community, Santa Fe includes **Native American residents**, who are part of the broader Indigenous community, and smaller percentages of **Black, Asian, multiracial, and other racial groups**. [Census Dots](#)
- This mix of racial and ethnic backgrounds reflects Santa Fe’s identity as a **majority-minority community**, where communities of color make up a substantial portion of the population and contribute to the city’s culture, workforce, and civic life. [Grokopedia](#)

If Low-Income Households are selected, please describe and provide relevant sources: Santa Fe has a significant portion of households earning at or below 80% of Area Median Income (AMI), the threshold commonly used to define low-income status. HUD income limits show that for 2024, a four-person household at 80% AMI earns up to about \$73,200, with lower limits for smaller households. (HUD Area Median Income Effective May 1, 2024, City of Santa Fe.)

Local housing analysis indicates that approximately **44 % of Santa Fe County households earn less than 80 % of AMI**, underscoring a substantial low-income population facing affordability challenges. (Santa Fe Housing Action Coalition, 2023)

Households in this income range are more likely to experience transportation cost burdens and have limited access to personal vehicles, making safe, affordable bicycling and walking vital for accessing jobs, services, schools, and transit. Improving bicycle connectivity supports equitable mobility for these residents by reducing reliance on costly transportation options and increasing access to essential destinations.

If a significant % of the population without access to a vehicle is selected, please describe and provide relevant sources:

A significant share of Santa Fe households lack access to a personal vehicle.

According to local planning analysis, approximately **3.9 % of households have no vehicle available**, and over one-third have only one vehicle, suggesting reliance on walking, bicycling, public transit, or shared mobility for transportation. (City of Santa Fe, 2024)

Households without a vehicle are concentrated in areas with limited mobility options, making safe and connected bicycle and pedestrian networks especially important for access to jobs, schools, shopping, healthcare, and transit. Improving connectivity supports mobility equity by expanding affordable transportation choices for those who cannot or choose not to drive. (City of Santa Fe, 2024)

This context strengthens the need for the Santa Fe Bike Summit to address network gaps that disproportionately affect those without reliable car access.

If high population over the age of 55 is selected, please describe and provide relevant sources:

Santa Fe has a **notably large older adult population**, with approximately **26 % of residents aged 65 and over**, which is significantly higher than the national average and reflects a community with a strong cohort of older adults. (Census.gov)

This demographic trend makes age-friendly active transportation planning especially important. Older adults are more likely to have mobility limitations, rely on safe, low-stress routes, and choose walking or bicycling when continuous, accessible infrastructure exists. Improving connectivity supports their access to essential services, social engagement, and healthy aging. Connecting routes to transit and community destinations helps reduce isolation and increases independence for older residents. (states.aarp.org)

If high population of students is selected, please describe and provide relevant sources:

Santa Fe has a **notable population of school-age children and youth**, with about **16.5 % of residents under age 18**, highlighting a substantial community of young people who could benefit from safer active transportation options. (Census.gov)

Additionally, the city has nearly **18,000 enrolled students** across all school levels, including elementary, middle, high school, and college/undergraduate enrollment, demonstrating a significant student presence in the community. (zipatlas.com)

Improving bicycle network connectivity supports youth mobility, increases safe access to schools and community destinations, and fosters healthy, active lifestyles for children and young adults throughout Santa Fe.

Santa Fe has a **notable foreign-born population**, with about **12–15 % of residents born outside the United States** roughly 12,000 to 13,000 which is similar to or slightly above the national average. These residents include naturalized citizens, lawful immigrants, and people from diverse countries of origin, contributing to the cultural and economic fabric of the community. (Data USA)

In Santa Fe County, past research has shown that immigrants made up around **11 % of the total population**, with many contributing to the workforce and local economy. (American Immigration Council, 2023). While specific refugee counts are not highlighted in city-level data, the foreign-born population encompasses refugees, asylees, and long-term immigrant residents who may face language, economic, and mobility barriers.

If population with a disability or mobility challenge is selected, please describe and provide relevant sources:

Santa Fe has a **significant population of residents with a disability**, including many with mobility challenges that affect how they travel in their community. According to U.S. Census data, about **13 % of Santa Fe’s civilian noninstitutionalized population reports a disability**, with a substantial portion reporting ambulatory or independent living difficulties that can limit travel options. (*U.S. Census Bureau, 2022 American Community Survey*)

Mobility-related disabilities can make walking or bicycling on disconnected or high-stress routes unsafe or inaccessible. Improving low-stress bicycle and pedestrian connectivity helps expand transportation choices for residents with mobility challenges by creating safer and more comfortable routes to key destinations such as transit stops, healthcare facilities, schools, and grocery stores. Accessible design also benefits older adults, people using mobility devices, caregivers, and families with young children, aligning with universal design principles that support health, independence, and community participation for all ability levels.

Incorporating the needs and perspectives of residents with disabilities into the Santa Fe Bike Summit will help ensure that recommendations and priorities reflect real experiences and result in infrastructure and policies that support equitable, accessible mobility.

10. How would you describe your community?

Urban

11. What other community equity factors would you like to share? (300 Words Max)

Word count: 0 / 300

Santa Fe is a culturally rich and diverse community with unique equity considerations that make inclusive bicycle and pedestrian planning critical. Nearly half of residents identify as Hispanic or Latino, and the city is home to Indigenous populations and other communities of color. These groups often experience disparities in access to safe, low-stress transportation options, which affects their ability to reach jobs, schools, healthcare, and essential services.

Approximately 44% of households earn at or below 80% of Area Median Income, and roughly 10% of households do not have access to a personal vehicle. Many residents rely on walking, bicycling, or public transit to meet daily needs, making equitable access to safe routes a transportation and economic priority. Additionally, about 26% of the population is over age 55, and 16% are school-age children or youth, both of whom require low-stress, accessible routes to support independence, mobility, and healthy lifestyles. Around 13% of residents report a disability, including mobility challenges, highlighting the need for universally accessible bicycle and pedestrian infrastructure.

The Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity will intentionally engage underserved communities, residents with mobility challenges, older adults, youth, and families to ensure their perspectives shape active transportation planning. Outreach strategies will include partnerships with nonprofits, local schools, and community organizations to recruit participants and gather input, including from those who are historically underrepresented in city planning decisions.

By prioritizing equity in both participation and outcomes, the summit will produce recommendations for low-stress, connected routes that serve all residents, reduce transportation barriers, and advance BPAC's strategic goals. These efforts support safe, accessible, and equitable bicycling and walking opportunities, ensuring that investments benefit the full spectrum of Santa Fe's diverse population.

Organization and Project Related Questions

12. Is your organization primarily led by a person who identifies as any of the following: BIPOC, low-income (below the area average), an older age range (55+), women, LGBTQ+, and/or has a disability?

What we mean by "led by": This refers to you, the organization's main, day-to-day executive staff, and not the board members or higher-level staff who govern the executive working body of employees. Please email anna@bikeleague.org if you have questions.

Yes. The project is primarily led by the City of Santa Fe Bicycle and Pedestrian Advisory Committee (BPAC) staff liaison, who is an immigrant, an older adult, and does not drive a personal vehicle. This leadership brings lived experience with mobility barriers and community equity, directly informing the project's focus on inclusive, accessible, and low-stress bicycle and pedestrian networks.

13. Does your organization primarily work with underserved or under-resourced populations?

Yes. The Bicycle and Pedestrian Advisory Committee (BPAC) works to ensure safe, equitable, and accessible bicycling and walking for all residents, with particular focus on underserved and under-resourced populations. BPAC prioritizes communities with limited access to transportation, including low-income households, older adults, youth, residents with disabilities, and those without a personal vehicle. Through planning, outreach, and programs, BPAC seeks to reduce transportation barriers and advance inclusive, low-stress bicycle and pedestrian networks across Santa Fe.

14. Is your project led by or primarily serving people from ethnic or racial minority groups, low-income populations, older populations, youth, women, LGBTQ+, and/or people with disabilities?

Yes. The project is led by the BPAC staff liaison, an immigrant woman of color, older adult, who relies on public transportation due to not driving a personal vehicle. The summit is designed to serve and include input from ethnic and racial minority groups, low-income residents, older adults, youth, women, and people with disabilities, ensuring that equity, accessibility, and low-stress active transportation priorities guide Santa Fe's bicycle and pedestrian planning.

15. What other organizational equity and/or accessibility factors would you like to share?

Word count: 0 / 300

The Bicycle and Pedestrian Advisory Committee (BPAC) is intentionally structured to promote diverse representation, equitable decision-making, and accessibility-focused outcomes. The 10-member committee includes the City Council chair, who is Hispanic, and nine appointed members representing Santa Fe's four city districts as well as one county resident. Four of the ten members are women.

Unlike many City advisory committees that are predominantly composed of retired or older adults, a majority of BPAC members are working professionals who actively bicycle to work, bringing firsthand experience with daily transportation challenges and opportunities.

The staff liaison for this project is an immigrant woman of color and an older adult who does not drive and relies on public transportation. This lived experience informs project leadership and decision-making, ensuring that accessibility, multimodal transportation needs, and the voices of historically underserved communities are meaningfully incorporated.

Together, BPAC's composition brings racial and ethnic diversity, gender representation, lived experience, and community-based perspectives into all aspects of planning. This ensures that BPAC initiatives—including the Santa Fe Bike Summit—prioritize equity, accessibility, and inclusive community engagement.

16. What is the expected timeline for your project?

Please note that grant funds will be awarded in March 2026; preference will be given to projects that can be completed by October 2026, and all projects must be completed by December 31, 2026.

The Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity will be a **one-day event held in May 2026** during Bike Month. Grant funds will be used for planning, outreach, materials, **renting event space, advertising the summit, and providing food for participants**. All planning, coordination, and follow-up, including documentation of community-identified priorities and recommendations for BPAC’s strategic plan, will be completed by **October 2026**, well ahead of the December 31, 2026, project deadline.

Budget

1. Food for Participants – \$1,200

Provide lunch for approximately 100 participants, ensuring an inclusive and welcoming environment that encourages engagement and participation.

2. Materials and Supplies – \$500

Printing handouts, maps, signage, name tags, markers, and breakout session supplies. While the city may cover some materials, grant funds will supplement for additional copies or specialized supplies needed for full participation.

3. Contingency / Accessibility Needs – \$300

Minor unexpected costs, such as accessibility accommodations (e.g., ASL interpreters or assistive devices) or additional supplies to ensure all participants can fully engage.

Total Spark Grant Request: \$2,000

Note: Major costs including event space rental, advertising, and baseline materials will be provided by the City of Santa Fe through existing resources. This support amplifies the impact of the Spark Grant, allowing \$2,000 to fund high-quality food, participant materials, and accessibility enhancements that maximize engagement and equity.

Budget Use Summary: Grant funds will ensure all attendees, including underserved residents, older adults, youth, and people with disabilities, can participate fully. Funds support lunch, materials, and accessibility needs, facilitating meaningful engagement and producing actionable recommendations for BPAC’s strategic plan to improve bicycle connectivity and equity across Santa Fe.

18. Do you have any other sources of funding for this project?

Yes

As noted above (Question #17) major costs including event space rental, advertising, and baseline materials will be provided by the City of Santa Fe through existing resources. This support amplifies the impact of the Spark Grant, allowing \$2,000 to fund high-quality food, participant materials, and accessibility enhancements that maximize engagement and equity.

19. All awarded Community Spark Grant recipients will be required to submit progress report forms to the League of American Bicyclists until the project is completed, including providing any updates if the scope, budget, or timeline of the project changes. Awarded recipients will also be asked to provide the League with high-quality media to document, visualize, and promote funded projects, including logos and high-res photos and/or videos of the funded project.

I have read the above statement and, if funded, agree to provide the League with information and high-quality media for the funded project.

Community Partners

Local partnerships can strengthen a project and expand its reach, so we encourage applicants to work with other groups, organizations, or individuals in their community to develop project ideas and to complete this grant application. The following questions are optional but will help strengthen your Community Spark Grant application.

34. Describe any planned partnerships and/or community support your organization has that would add to the success of the project.

Please include any efforts or potential steps to increase the diversity and representation of your partnerships.

The Bicycle and Pedestrian Advisory Committee (BPAC) will leverage strong partnerships to advance the League of American Bicyclists' equity-centered scoring criteria, including meaningful engagement, access, and representation of underserved communities. Planned partners include the Santa Fe Metropolitan Planning Organization (SFMPO), Bike Santa Fe, Safe Routes to School, Santa Fe Conservation Trust, Seniors on Bikes, the City of

Santa Fe Economic Development Office, the County of Santa Fe, and the New Mexico Department of Transportation (NMDOT). These partners bring expertise in transportation planning, advocacy, youth engagement, land use, economic development, and regional coordination.

To align with LAB’s emphasis on equity and accessibility, BPAC will intentionally broaden participation beyond traditional transportation stakeholders. Outreach will prioritize organizations and community groups serving low-income households, BIPOC residents, older adults, youth, people with disabilities, and residents who rely on walking, bicycling, or public transportation. The City of Santa Fe’s Community Engagement Department will support inclusive outreach to ensure representation across all city districts and historically under-resourced neighborhoods.

By convening diverse partners and centering lived experience alongside technical expertise, the summit will produce equity-driven, actionable outcomes that reflect LAB’s Bicycle Friendly Community principles. These partnerships will help ensure that connectivity recommendations improve access to essential destinations, reduce transportation barriers, and advance Santa Fe’s goal of achieving Gold-level Bicycle Friendly Community status by 2033.

Additional Information

35. Community Partners Contact Information (NOTE: They will receive a copy of our application. We can add 2 more. Because they really like to involve older adults should we include SOB?

ADDED:

Community Partners	Action
<p>Santa Fe Metropolitan Planning Organization santafempe.org The Santa Fe Metropolitan Planning Organization (SFMPPO) promotes a safe,</p>	<p>Edit Remove</p>

Community Partners	Action
<p>efficient, and reliable multi-modal transportation system that serves the needs of the citizens and those that travel the Santa Fe metropolitan region.</p> <p><u>Primary Contact:</u> Leah Yngve Senior Transportation Planner lyngve@santafenm.gov</p>	
<p>Bike Santa Fe bikesantafe.org</p> <p>The mission statement of Bike Santa Fe is to promote cycling as a healthy, safe, affordable, and environmentally-sound means of transportation and recreation that benefits all neighborhoods and residents of Santa Fe. Through education, events, and advocacy, Bike Santa Fe seeks to make Santa Fe a world-class cycling city.</p> <p><u>Primary Contact:</u> David Seaton Board Member ds@liveoakliving.com</p>	Edit Remove
<p>Santa Fe Public Schools Safe Route to School Program https://www.sfps.info/</p> <p>The Santa Fe Public Schools Safe Routes to School program aims to promote walking and bicycling to school for students in grades K-8, particularly those who live within walking distance of their school. The program focuses on areas within one mile for elementary school students or 1.5 miles for middle school students. The initiative has reached nearly 4,400 K-8 students through educational programming at 16 schools, with activities such as "Walk This Way" and "Bike This Way" aimed at teaching students traffic safety and cycling skills. The program also includes bike fleets for schools with pedal-bicycle fleets, providing more intensive education and training.</p> <p><u>Primary Contact:</u> Ryan Harris</p>	

Community Partners	Action
Safe Route to School Program Coordinator rharris@sfps.k12.nm.us	

36. Is there anything else you would like us to know about your organization, partners, or proposed project? (Still need to answer this question)

37. Please use the following fields to upload any supplementary files or materials to help us better understand your project, partners, community, or organization. (e.g. photos, letters of support, maps, plans, etc.) [Optional]

(Still need to answer this question)

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