



Agenda

**Regular Meeting of the Bicycle
and Pedestrian Advisory
Committee
April 9, 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 February 12, 2026 and March 12, 2026 BPAC minutes.
5. Public Comment
6. Communications from Other Agencies
 - a. Bike Santa Fe (Genevieve Morgan, Board Member)
 - b. Public Safety Committee (Steve Pilcher, BPAC Vice Chair)
 - c. Safe Routes to School (Ryan Harris, Coordinator)
 - d. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, Director/
Leah Yngve, Senior Transportation Planner)
7. Discussion and Possible Action Items
 - a. Update and Input: Citywide Trail Maintenance Program: BPAC Maintenance Resolution Follow-Up (Melissa McDonald, Parks and Open Space Division Director)
 - b. Discussion: Funding and Budget for Maintenance of Bicycle and Pedestrian Facilities: BPAC Maintenance Resolution Follow-Up (Member Judith Gabriele)
 - c. Update and Input: \$25M General Obligation Bond for Citywide Roadway Rehabilitation Projects (Marcos Esquibel, Interim Complete Streets Division Director)

- d. City Dog Bite Ordinance: Discussion of Potential Updates Regarding Pedestrian Safety and Enforcement (Chair Pat Feghali)
 - e. Review of the Zia Station Development Signage Plan Sheets (Gary Schiffmiller, BPAC Technical Review Subcommittee Chair)
 - f. Results from Bike Santa Fe Priority Exercise (Member Tony Gerlicz)
 - g. Discussion: Bike Month Activities and Santa Fe Bike Summit Implementation Plan (Member Judith Gabriele)
 - h. Discussion: E-Bike Speed on Trails (Chair Pat Feghali)
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)
 - d. Vulnerable Road User Task Force (Tony Gerlicz, Acting Chair)
 9. Matters from Staff
 10. Matters from the Committee
 11. Matters from the Chair
 12. Next Meeting:
 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
February 12, 2026 at 5:30 PM
City Council Chambers, City Hall
200 Lincoln Avenue
MINUTES**

1. Call to Order

The Regular Meeting of the BPAC Committee was called to order by Chair Feghali at 5:34 PM, on Thursday, February 12, 2026, in the Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. Roll Call

Present:

Member Angela Bordegaray (Late 5:35pm)
Member Judith Gabriele
Member Tony Gerlicz
Member Steve Pilcher
Member Ben Pingilley
Member Gary Schiffmiller
Chair Feghali

Excused:

Member Beatrice Farrell
Member Marc McConnell
Member Helen Wang

Others Attending:

Staff Liasion, Romella Glorioso-Moss
Clerk, Lucrecia Diaz

3. Approval of Agenda

Motion: Member Gerlicz moved, seconded by Member Schiffmiller, to approve the Agenda.

Vote: The motion was approved on the following:

For: Chair Feghali, all those in favor say "Aye" [everyone said "Aye"], all those opposed say "No" [No one said "No"].

Against: None

Abstain: None

4. Approval of Minutes

Motion: Member Bordegaray moved, seconded Member Pilcher to approve the minutes with amendment.

Vote: The motion was approved on the following:

For: Chair Feghali, all those i favor say "Aye" [everyone said "Aye"], all those opposed say "No" [no one said "No"].

Against: None

Abstain: None

Amendment: Staff wants to include Member Marc McConnell as present member.

- a. Request for Approval of the January 8, 2026 BPAC Minutes.

5. Communications From the Public

Alma Castro City Councilor in District 1 and am here to ask for your support for an event at Frenchy's Field. I would like to promote other forms of transportation besides cars. We would like to do an event at Frenchy's Field, sort of like a block party. We want to bring folks in the neighborhood, and we've had a great reception from Casa Alegra neighborhood. I think it's time that we started investing some resources there.

- a. See attached.

6. Communications from Other Agencies

- a. Bike Santa Fe (David Seaton and Genevieve Morgan, Board Members)
- b. Chainbreaker Collective (Tomás Rivera, Executive Director)
- c. Public Safety Committee (Steve Pilcher, BPAC Vice Chair)
- d. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)
- e. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, Director)
- f. Safe Routes to School (Ryan Harris, Coordinator)
- g. Transit Advisory Board (Andrew Baca, Transit Operations Division Director)

7. Discussion and Possible Action Items

- a. Orientation
- b. Appointment of Tony Gerlicz to the Vulnerable Road User Task Force (Chair Feghali)
- c. Discussion of a Field Visit to Identify Potential Improvements to the Trail Behind the Vizcaya Apartments at the Arroyo en Medio Crossing (Judith Gabriele, BPAC Member)

- d. Discussion of the Field Visit on Galisteo Road Bicycle and Pedestrian Improvements (Judith Gabriele, BPAC Member)

Motion: Member Gerlicz moved, seconded by Member Gabriele that BPAC endorses increased signage that would communicate to motorists and cyclists caution and opportunities at that intersection of Zia & Galisteo.

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

For: Member Bordegaray, Member Gabriele, Member Gerlicz, Member Pilcher, Member Pingilley, Member Schiffmiller, Chair Feghali

Against: None

Abstain: None

- e. Discussion on BPAC's Role in Major Redevelopment Projects (Steve Pilcher, Vice Chair)

Motion: Member Pilcher moved, seconded by Member Gerlicz to ask Erik to make contact with City staff and bring feedback at our next meeting, which could include bringing City staff with him. To be involved with the DRT process.

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

For: Member Bordegaray, Member Gabriele, Member Gerlicz, Member Pilcher, Member Schiffmiller, Chair Feghali

Against: None

Abstain: 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)
- d. Vulnerable Road User Task Force (Helen Wang, Chair)

9. Matters from Staff

10. Matters from the Committee

11. Matters from the Chair

12. Next Meeting:

a. March 12, 2026

13. Adjourn

ADJOURN: 8:03pm

ROMELLA GLORIOSO-MOSS

Liaison

Chair

Lucrecia Diaz

Regular Meeting of the Bicycle and Pedestrian Advisory Committee
March 12, 2026 at 5:30 PM
City Council Chambers, City Hall
200 Lincoln Avenue
MINUTES

1. Call to Order

The Regular Meeting of the BPAC Committee was called to order by Chair Feghalli at 5:49 PM, on Thursday, March 12, 2026, in the Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. Roll Call

Present:

Member Judith Gabriele
Member Tony Gerlicz (Late 5:55pm)
Member Gary Schiffmiller
Chair Feghalli

Excused:

Member Angela Bordegaray
Member Beatrice Farell
Member Marc McConnell
Member Steve Pilcher
Member Ben Pingilley
Member Helen Wang

Others Attending:

Staff Liaison, Romella Glorioso-Moss
Clerk, Lucrecia Diaz

3. Approval of Agenda

4. Approval of Minutes

- a. Request for Approval of the February 12, 2026 Bicycle and Pedestrians Advisory Committee Meeting Minutes.

5. Public Comment

- a. See attached emails sent to Staff Liaison.

6. Communications from Other Agencies

- a. Bike Santa Fe (Genevieve Morgan, Board Member)
- b. Public Safety Committee (Steve Pilcher, BPAC Vice Chair)

- c. Safe Routes to School (Ryan Harris, Coordinator)
- d. Seniors on Bike (Lynn Pickard, Director)

7. Discussion and Possible Action Items

- a. Appointment of Tony Gerlicz to Serve as Acting Chair of the Vulnerable Road User Task Force
- b. City Dog Bite Ordinance: Discussion of Potential Updates Regarding Pedestrian Safety and Enforcement (Yolanda Eisenstein, former BPAC member)
- c. Restriping Opportunities for W. Alameda e. of St. Francis Dr. and Paseo de Peralta s. of E. Alameda (Tim Rogers, Santa Fe Conservation Trust Trails Program Manager)
- d. Draft Street Design Guide Lines (Erick Aune, AICP, Santa Fe Metropolitan Planning Organization Director)
- e. Asset Management Progress Report: Implementation of Resolution 2024-12 Maintenance Resolution (Sean Moody, Public Works Capital Projects Manager)
- f. Review of the Zia Station Development Signage Plan Sheets (Gary Schiffmiller, BPAC Technical Review Subcommittee 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)
- d. Vulnerable Road User Task Force (Tony Gerlicz, Acting Chair)

9. Matters from Staff

10. Matters from the Committee

11. Matters from the Chair

12. Next Meeting:

- a. April 9, 2026

13. Adjourn

Adjourn: 7:19pm

Romella Glorioso-Moss

Liaison

Chair

Lucrecia Diaz

Clerk

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CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2024-12

INTRODUCED BY:

- Councilor Michael Garcia
- Councilor Lee Garcia
- Councilor Pilar Faulkner
- Councilor Carol Romero-Wirth
- Councilor Jamie Cassutt

A RESOLUTION

CALLING ON THE CITY MANAGER TO DESIGNATE APPROPRIATE ENTITIES AND DEPARTMENTS WITHIN THE CITY TO (1) CONTINUE TO DEVELOP A PUBLIC-FACING MANAGEMENT AND PRIORITIZATION SYSTEM FOR THE MAINTENANCE AND REPAIR OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE FOR SAFETY AND ACCESSIBILITY AND (2) DEVELOP A FORMULA THAT IDENTIFIES A CERTAIN SHARE OF FUNDING FOR ANNUAL MAINTENANCE AND REPAIR OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE FROM THE FUNDING PROVIDED FOR VEHICLE TRAVEL, GENERALLY; PROVIDING THAT THE FORMULA SHALL INFORM THE COMPLETE STREETS DIVISION'S AND THE PARKS AND OPEN SPACE DIVISION'S ANNUAL BUDGET REQUESTS TO THE MAYOR; DIRECTING THE CITY MANAGER TO IDENTIFY THE AMOUNT OF THE PROPOSED BUDGET THAT IS BUDGETED FOR THE ANNUAL MAINTENANCE AND REPAIR OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE; ASKING THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AND THE MAYOR'S COMMITTEE ON DISABILITY TO REVIEW THE MID-YEAR BUDGETS FOR THE

1 **MAINTENANCE AND REPAIR OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE**
2 **AND TO PROVIDE INPUT ON THOSE BUDGETS FOR CONSIDERATION BY THE**
3 **MAYOR FOR THE UPCOMING FISCAL YEAR BUDGET.**

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

12 **WHEREAS**, one of the duties and responsibilities of BPAC established by Resolution
13 2021-8 is to “assist in the prioritization of bicycle and pedestrian infrastructure projects to be
14 completed using city, state, and federal funds, through the development of the Santa Fe
15 Metropolitan Planning Organization (“SFMPPO”) Bicycle Master Plan and the SFMPPO Pedestrian
16 Master Plan”; and

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

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

22 **WHEREAS**, the 2020-2045 Santa Fe Metropolitan Transportation Plan states: “Walkable,
23 bikeable, transit-oriented communities are likely to have populations that are more physically active
24 and have lower body weights; improved mobility for non-drivers; greater access to high-quality
25 retail food sources; lower rates of traffic injuries; and less air pollution. A commitment to the

1 availability and safety of alternative transportation modes will be critical to the future health of
2 Santa Fe residents”; and

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

7 **WHEREAS**, it is important to note that the maintenance of sidewalks is generally the
8 responsibility of adjacent property owners and not the City, as described by SFCC 1987, Section
9 23-1.6 to 1.8; and

10 **WHEREAS**, it is the responsibility of the City to maintain City-owned bicycle and
11 pedestrian infrastructure; and

12 **WHEREAS**, in 2022, the City adopted a “Complete Streets” Policy via Resolution No.
13 2022-46, supporting Complete Streets design standards, which are intended to provide safer and
14 more equitable transportation improvements and reducing the impacts of climate change in the
15 Santa Fe Metropolitan Planning Area; and

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

19 **WHEREAS**, these pavement markings provide all road users with information they can
20 use to adjust driving, bicycling, rolling, and walking behavior or to make calculated decisions about
21 traveling, and the visibility of such pavement markings for all users can be the difference between
22 a safe trip and a disastrous collision; and

23 **WHEREAS**, signage and wayfinding programs for all roadway users support more
24 efficient and safer travel patterns, alert roadway users of the presence of other modes of
25 transportation, and foster a sense of community with shared interests; and

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

4 **WHEREAS**, compliance with the Americans with Disabilities Act, Title II, requires that
5 people with disabilities be given an equal opportunity to benefit from all City programs and
6 services, and that all programs and services are accessible and useable to all citizens, tourists, and
7 guests with disabilities in the City; and

8 **WHEREAS**, to the extent that there are not alternative designs, products, or technologies
9 that result in substantially equivalent or greater accessibility and usability, the City’s construction
10 of sidewalks, shared-use paths, and other pedestrian circulation paths must include a “pedestrian
11 access route,” accessible to and traversable by individuals with disabilities; and

12 **WHEREAS**, the United States Public Rights-of-Way Access Advisory Committee
13 produced a report to the U.S. Access Board entitled “Final Report: Building a True Community,”
14 which informed the Architectural and Transportation Barriers Compliance Board’s final rule, 36
15 CFR Part 1190, which provides minimum guidelines for the accessibility of pedestrian facilities in
16 the public right-of-way, and which the Federal Register published in August of 2023; and

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

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

- 23 1. Establish a regular inspection schedule to assess the condition of the City’s bicycle and
24 pedestrian infrastructure.
- 25 2. Develop and maintain a Geographic Information System (GIS) based inventory

1 of the physical condition of each element of the City’s bicycle and pedestrian
2 infrastructure.

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

10 a. The condition of the infrastructure gathered from the
11 inventory list described above.

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

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

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

17 4. Recommend to the Mayor that the Mayor’s proposed annual budget
18 include the ongoing maintenance of City-owned bicycle and pedestrian
19 infrastructure.

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

25 **WHEREAS**, the May 11, 2023, BPAC recommendations highlight the need for a

1 system to assess and prioritize maintenance and repair of the City’s bicycle and pedestrian
2 infrastructure; and

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

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

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

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

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

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

22 **WHEREAS**, the City’s Complete Streets Division in the Public Works
23 Department oversees the maintenance of the streets, sidewalks, and drainage infrastructure
24 of the City, including snow removal, concrete construction, grading, sweeping, pavement
25 maintenance, engineering/inspection, and drainage maintenance and administration, and

1 the City’s Parks and Open Spaces Division in the Public Works Department oversees the
2 maintenance of public multi-use trails.


3 **NOW, THEREFORE, BE IT RESOLVED THAT THE GOVERNING BODY OF**
4 **THE CITY OF SANTA FE** supports BPAC’s recommendations and calls on the City Manager
5 to designate appropriate departments and entities within the City to (1) continue to develop a public-
6 facing management and prioritization system for the maintenance and repair of bicycle and
7 pedestrian infrastructure for safety and accessibility and (2) develop a formula that identifies a
8 certain share of funding for annual maintenance and repair of bicycle and pedestrian infrastructure
9 from the funding provided for vehicle infrastructure, generally.

10 **BE IT FURTHER RESOLVED**, that the formula shall inform the Complete Streets
11 Division’s and the Parks and Opens Space Division’s annual budget requests to the Mayor.

12 **BE IT FURTHER RESOLVED**, that the Governing Body directs the City Manager to
13 identify the amount of the proposed budget that is budgeted for the annual maintenance and repair
14 of bicycle and pedestrian infrastructure.

15 **BE IT FURTHER RESOLVED** that the Governing Body asks BPAC and the Mayor’s
16 Committee on Disability to review the mid-year budgets for the maintenance and repair of bicycle
17 and pedestrian infrastructure and to provide input on those budgets for consideration by the mayor
18 for the upcoming fiscal year.

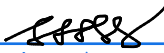
19 PASSED, APPROVED, and ADOPTED this 27th day of March, 2024.

20 
21 Alan Webber (Mar 29, 2024 17:04 MDT)

22 ALAN WEBBER, MAYOR
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24
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1 ATTEST:

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3 
Geralyn Cardenas (Apr 1, 2024 09:13 MDT)

4 GERALYN F. CARDENAS, INTERIM CITY CLERK

5 APPROVED AS TO FORM:

6 
Erin McSherry (Mar 29, 2024 14:04 MDT)

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8 ERIN K. McSHERRY, CITY ATTORNEY

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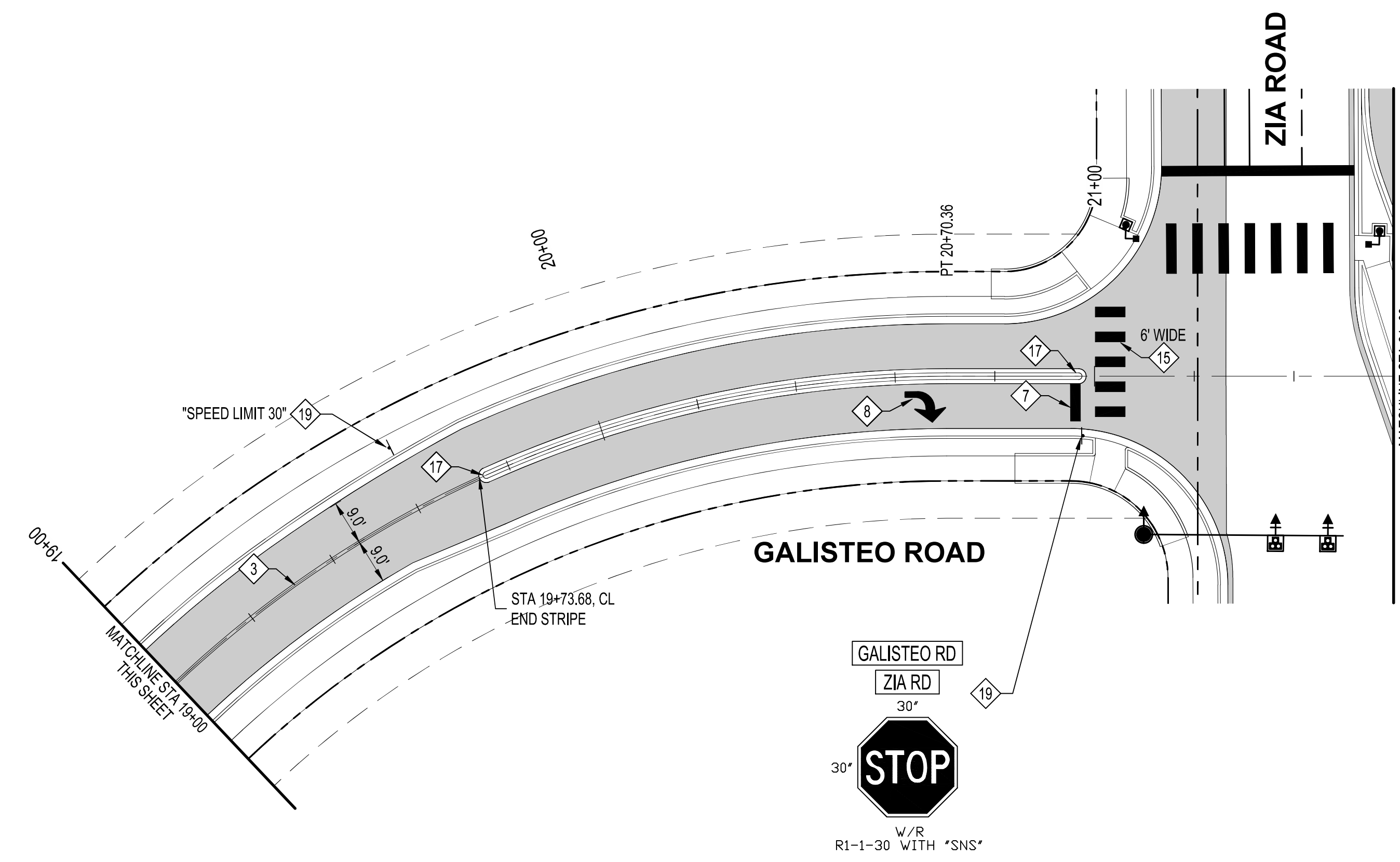
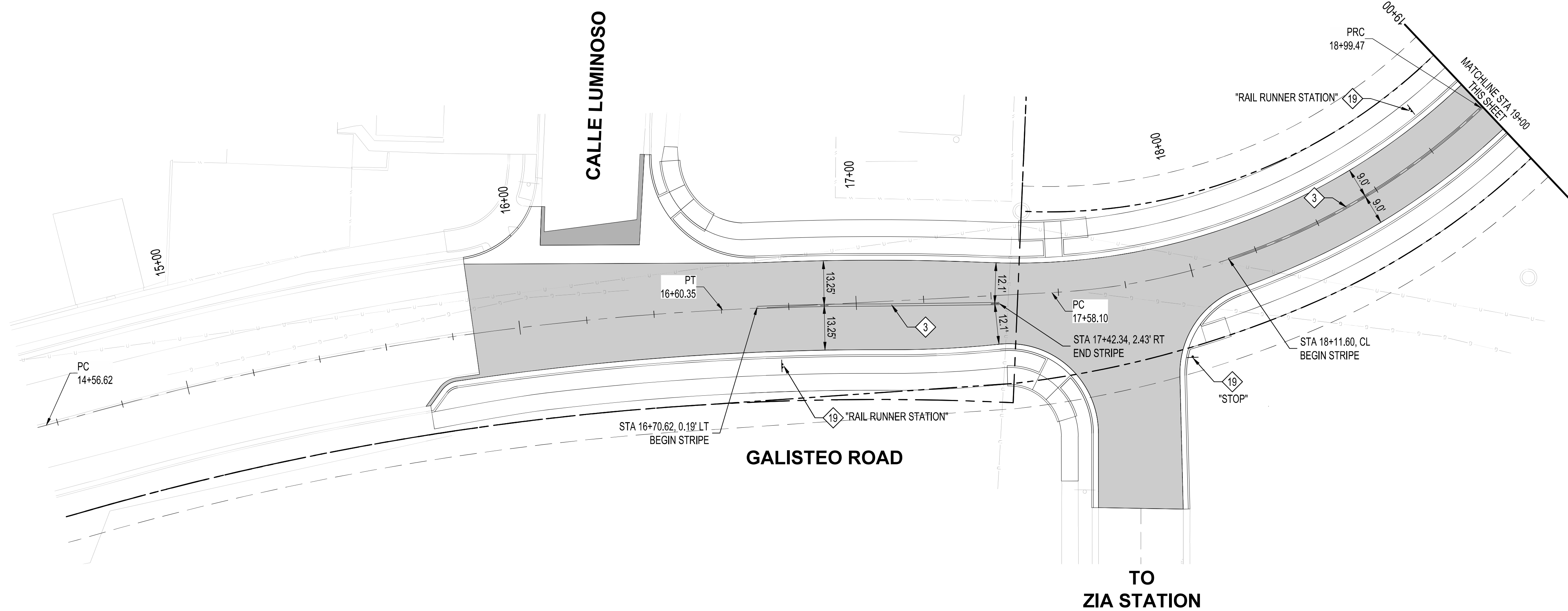
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25 *Legislation/2024/Resolutions/2024-12(R)/Bicycle and Pedestrian Facilities Maintenance*

2024 GO Bond
Roadway Rehabilitation Projects

District	Road Name	Segment Description	Cost Estimate
D1	Paseo Del Sur	From Vallecita to Indian Rock	\$ 875,000
D1	Avenida Primera	End to End	\$ 675,000
D1	Cerros Colorados	End to End	\$ 655,000
D1	Hickox	From Agua Fria to St. Francis	\$ 540,000
D1	Alameda	From St. Francis to Guadalupe	\$ 530,000
D1	Alameda	From Guadalupe to Paseo De Peralta	\$ 485,000
D1	Alameda	From Paseo De Peralta to Palace	\$ 445,000
D1	Paseo De Las Vistas	From Transfer Station to Calle Nopal	\$ 425,000
D1	Lujan	From Cerrillos to Otowi	\$ 255,000
D1	Calle Mejia	End to End	\$ 250,000
D1	W. Manhattan	From St. Francis to End	\$ 210,000
D1	Greg	End to End	\$ 185,000
D1	Camino Carlos Rey	From La Cieneguita to Cerrillos	\$ 150,000
D1	Otowi	From Lujan to Osage	\$ 120,000
D1	Los Lovatos	From Old Taos to end of pavement	\$ 115,000
D1	Sabino	From Guadalupe to End	\$ 90,000
D1	Indian Rock Lane	End to End	\$ 90,000
D1	Senda De Eleuterio	End to End	\$ 70,000
D1	10% for Residential		\$ 62,500
D2	Rodeo Road	From Yucca to Sawmill	\$ 1,200,000
D2	Old Santa Fe Trail	From Corrales to E. Zia	\$ 1,100,000
D2	Pacheco	From St. Michaels to Alta Vista	\$ 545,000
D2	5 th Street	From St. Michaels to Siringo	\$ 535,000
D2	Fort Union	End to End	\$ 475,000
D2	Sawmill Road	From St. Francis to Rodeo Rd.	\$ 475,000
D2	Siringo	From St. Francis to Botolph	\$ 380,000
D2	Second St	From Cerrillos to Calle Lorca	\$ 325,000
D2	Cordova	From Cerrillos to St. Francis	\$ 310,000
D2	Cordova	From Don Gaspar to Old Pecos Trail	\$ 295,000
D2	E. Barcelona	From Don Gaspar to Old Pecos Trail	\$ 230,000
D2	E. Buena Vista	From Don Gaspar to Old Santa Fe Trail	\$ 170,000
D2	10% for Residential		\$ 62,500
D3	Airport Rd	From Cerrillos to 599	\$ 3,080,000
D3	Country Club	From Airport to Jaguar	\$ 820,000
D3	Jaguar	From Paseo Del Sol to Ave El Nido	\$ 430,000
D3	Jemez	From Airport to Agua Fria	\$ 315,000
D3	South Meadows	From Airport to Agua Fria	\$ 650,000
D3	Blue Juniper Loop	End to End	\$ 200,000
D3	Winding Ridge Loop	End to End	\$ 200,000
D3	Agua Fria	From Airport to Camino Juliana	\$ 155,000
D3	Camino Rojo	Country Club to End	\$ 150,000
D3	Vuelta Dorado	End to End	\$ 120,000
D3	Calle Verde	End to End	\$ 50,000
D3	10% for Residential		\$ 62,500
D4	Cerrillos Rd.	From Cielo Ct. to Airport Rd.	\$ 3,480,000
D4	Paseo De Los Pueblos	From End to End	\$ 940,000
D4	Calle Atajo	From Rufina to End	\$ 540,000
D4	Rufina	Zafarano to Atajo	\$ 480,000
D4	Camino Consuelo	From Cerrillos to Calle Princesa Juana	\$ 295,000
D4	Center Dr.	From End to End	\$ 160,000
D4	Calle Caballero	From End to End	\$ 155,000
D4	Calle La Rosalana	From Cerrillos to Siringo	\$ 150,000
D4	Pueblo Tsankawi	From End to End	\$ 95,000
D4	Center Pl.	From End to End	\$ 80,000
D4	10% for Residential		\$ 62,500
	GRAND TOTAL ROADWAY REHABILITATION PROJECTS		\$ 25,000,000



SIGNING & STRIPING KEYED NOTES

1. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 4" SOLID WHITE STRIPE
2. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 4" DASHED WHITE STRIPE. SEE DETAIL ON SHEET R114.
3. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 4" DOUBLE SOLID YELLOW STRIPE
4. INSTALL 4" SOLID WHITE REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING CHEVRONS (20' APART)
5. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 6" DOTTED WHITE STRIPE (3' STRIPE w/ 9' GAP)
6. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 6" SOLID WHITE STRIPE
7. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 24" SOLID WHITE STOP BAR
8. INSTALL RETROREFLECTIVE PREFORMED PATTERNED OR THERMOPLASTIC PAVEMENT MARKING: LEFT ARROW, RIGHT ARROW OR THRU/RIGHT ARROW. SEE DETAIL ON SHEET R114.
9. INSTALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT MARKING, WORD ONLY. SEE DETAIL ON SHEET R114.
10. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 4" DOTTED WHITE STRIPE (3' STRIPE w/ 9' GAP)
11. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - RAILROAD CROSSING SYMBOL.
12. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 4" DOTTED WHITE STRIPE (2' LINE, 4' SPACE). ERADICATE CONFLICTING PAVEMENT MARKINGS.
13. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 4" DOTTED YELLOW STRIPE (2' LINE, 4' SPACE). ERADICATE CONFLICTING PAVEMENT MARKINGS.
14. INSTALL POST MOUNTED SIGN.
15. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - CROSSWALK. 24" WIDE THERMOPLASTIC PAVEMENT MARKING SPACED @ 5.25' O.C. (3.25' GAP). MARKING SHALL BE OUTSIDE OF WHEEL PATH.
16. EXISTING STRIPING TO REMAIN.
17. PAINT MEDIAN NOSE YELLOW FOR 10 LF.
18. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - CROSSWALK. 18" WIDE THERMOPLASTIC PAVEMENT MARKING SPACED @ 4.25' O.C. (2.75' GAP). MARKING SHALL BE OUTSIDE OF WHEEL PATH.
19. REINSTALL EXISTING POST MOUNTED STREET SIGN.
20. INSTALL SIGN.

NOTES

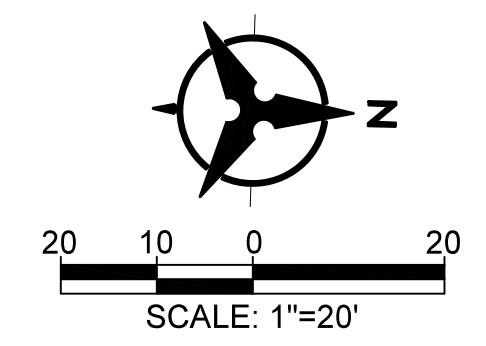
1. ALL SIGNING & STRIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD.
2. CONTRACTOR SHALL REMOVE ALL CONFLICTING EXISTING PAVEMENT MARKINGS. STRIPING ERADICATION SHALL BE ACCOMPLISHED BY WATER BLASTING OR SURFACE PLANING OF THE ROADWAY TO A MAX. DEPTH OF 1/4" AND A WIDTH EQUAL TO TWICE THE WIDTH OF THE STRIPE OR MARKING TO BE REMOVED.
3. IF USED, STOP BAR STRIPES SHALL BE PLACED 4' IN ADVANCE OF AND PARALLEL TO THE NEAREST CROSSWALK LINE.
4. ALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKINGS SHALL BE PPG PREMARK XF PREFORMED THERMOPLASTIC.
5. PAVEMENT WORD AND SYMBOL MARKINGS SHOULD BE PROPORTIONALLY SCALED TO FIT WITHIN THE WIDTH OF THE FACILITY UPON WHICH THEY ARE APPLIED.
6. ALL SIGN SHEETING SHALL BE 3M DIAMOND GRADE 3G OR APPROVED EQUAL WITH ANTI-GRAFFITI UV RESISTANT FILM OVLAY.

SURVEY INFORMATION	
FIELD NOTES	DATE
NO.	
BY	

ENGINEER'S SEAL

No.	Date	By	REVISIONS
			DESIGN

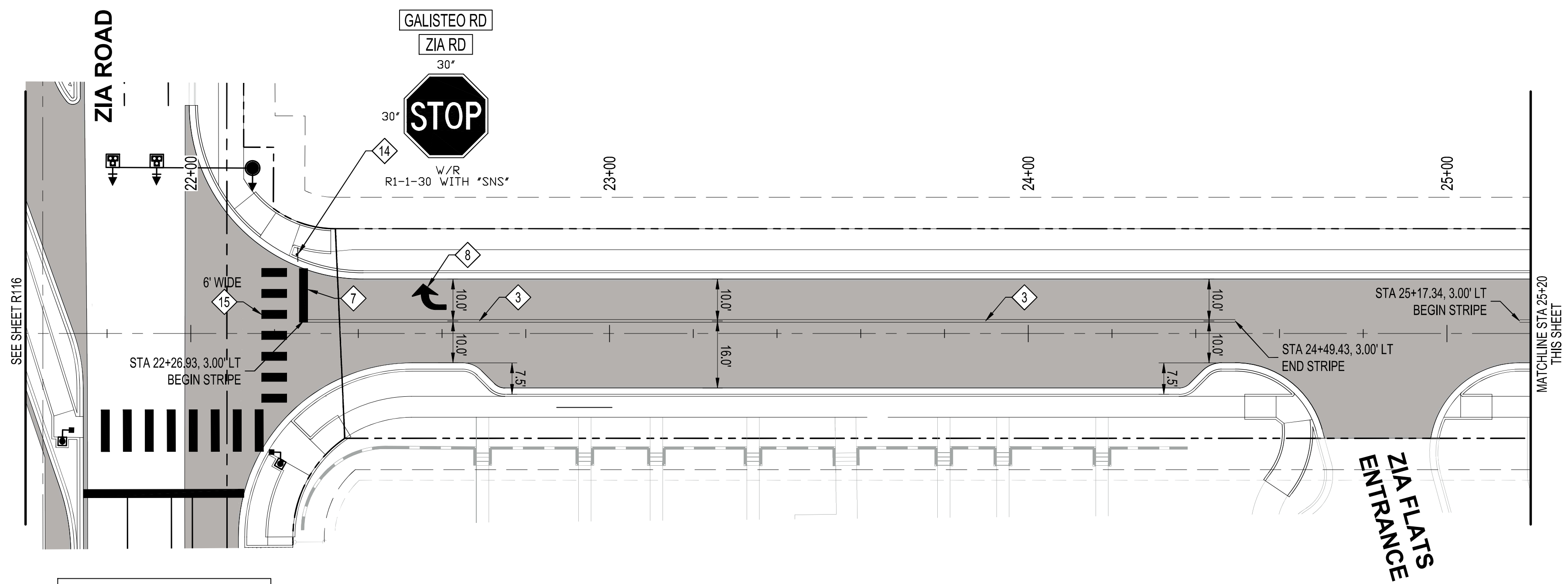
Designed By: GSB DATE: 3/2024
 Drawn By: BO DATE: 3/2024
 Checked By: GSB DATE: 3/2024



CITY OF SANTA FE

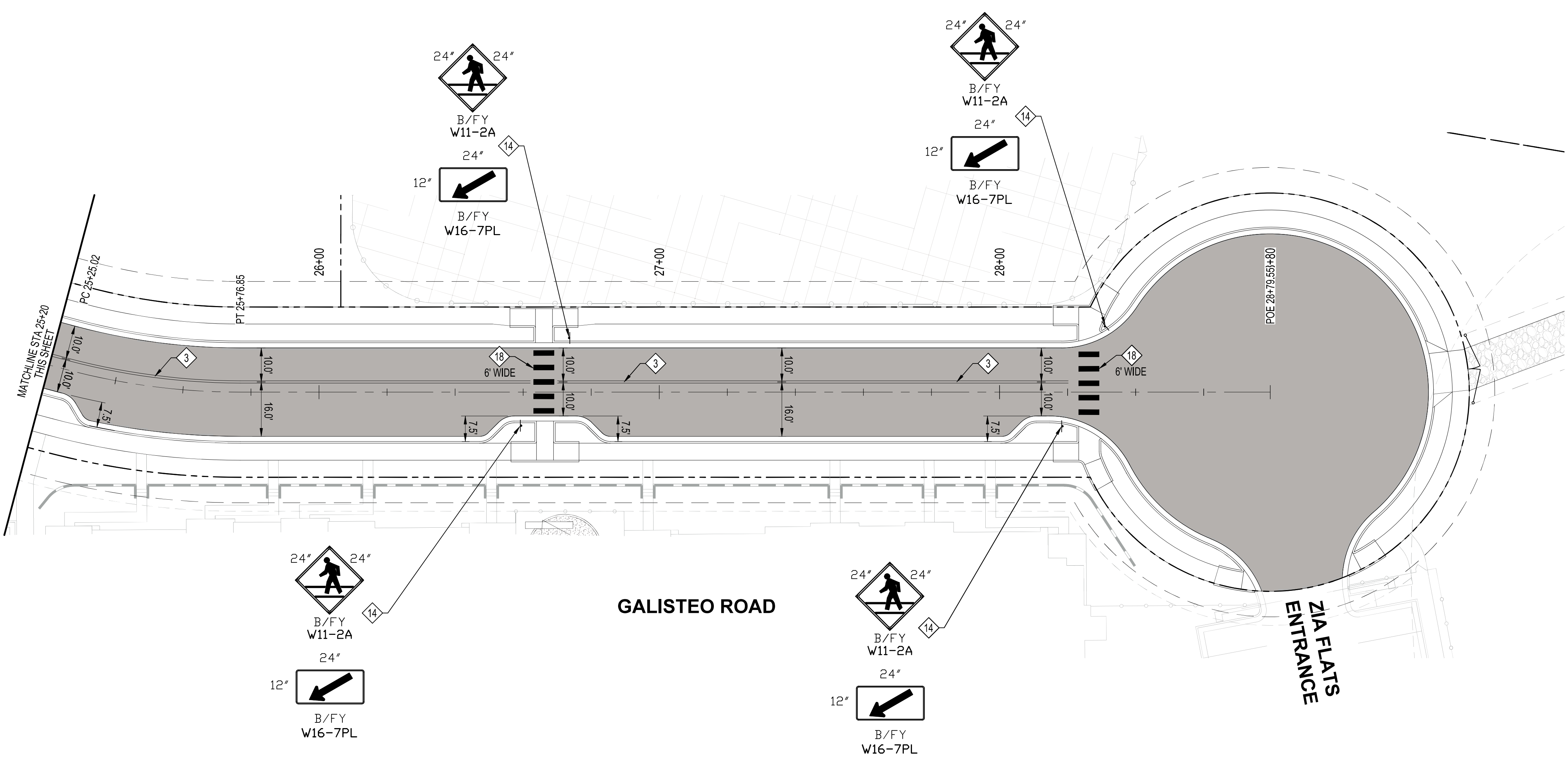
Department	Signature on file See cover sheet	PROJECT:
Wastewater		ZIA STATION
Water		FINAL DEVELOPMENT PLAN
Streets		TITLE:
Traffic		GALISTEO ROAD
Fire		SIGNING & STRIPING PLAN
Landscape		Sheet
Subdivision review		R116

Bohannon & Huston
 www.bhinc.com 800.877.5332



NOTE: SEE SHEETS S103 & S104 FOR HAWK SIGNAL PLAN AND DETAILS.

GALISTEO ROAD



GALISTEO ROAD

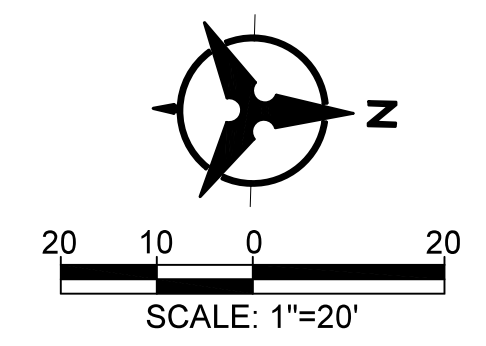
ZIA FLATS ENTRANCE

SIGNING & STRIPING KEYED NOTES

1. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 4" SOLID WHITE STRIPE
 2. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 4" DASHED WHITE STRIPE. SEE DETAIL ON SHEET R114.
 3. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 4" DOUBLE SOLID YELLOW STRIPE
 4. INSTALL 4" SOLID WHITE REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING CHEVRONS (20' APART)
 5. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 6" DOTTED WHITE STRIPE (3' STRIPE w/ 9' GAP)
 6. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 6" SOLID WHITE STRIPE
 7. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 24" SOLID WHITE STOP BAR
 8. INSTALL RETROREFLECTIVE PREFORMED PATTERNED OR THERMOPLASTIC PAVEMENT MARKING: LEFT ARROW, RIGHT ARROW OR THRU/RIGHT ARROW. SEE DETAIL ON SHEET R114.
 9. INSTALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT MARKING, WORD ONLY. SEE DETAIL ON SHEET R114.
 10. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 4" DOTTED WHITE STRIPE (3' STRIPE w/ 9' GAP)
 11. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - RAILROAD CROSSING SYMBOL.
 12. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 4" DOTTED WHITE STRIPE (2' LINE, 4' SPACE), ERADICATE CONFLICTING PAVEMENT MARKINGS.
 13. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - 4" DOTTED YELLOW STRIPE (2' LINE, 4' SPACE), ERADICATE CONFLICTING PAVEMENT MARKINGS.
 14. INSTALL POST MOUNTED SIGN.
 15. INSTALL REFLECTORIZED THERMOPLASTIC PAVEMENT MARKING - CROSSWALK, 24" WIDE THERMOPLASTIC PAVEMENT MARKING SPACED @ 5.25' O.C. (3.25' GAP), MARKING SHALL BE OUTSIDE OF WHEEL PATH.
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 19. REINSTALL EXISTING POST MOUNTED STREET SIGN.
 20. INSTALL SIGN.
- NOTE: NOT ALL KEYED NOTES MAY APPLY TO THIS SHEET.

NOTES

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2. CONTRACTOR SHALL REMOVE ALL CONFLICTING EXISTING PAVEMENT MARKINGS. STRIPING ERADICATION SHALL BE ACCOMPLISHED BY WATER BLASTING OR SURFACE PLANING OF THE ROADWAY TO A MAX. DEPTH OF 1/4" AND A WIDTH EQUAL TO TWICE THE WIDTH OF THE STRIPE OR MARKING TO BE REMOVED.
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SURVEY INFORMATION	
FIELD NOTES	DATE
NO.	
BY	

ENGINEER'S SEAL

No.	Date	REVISIONS	By
		DESIGN	

Designed By: GSB DATE: 3/2024
 Drawn By: BO DATE: 3/2024
 Checked By: GSB DATE: 3/2024

CITY OF SANTA FE

Department	Signature on file See cover sheet	PROJECT: ZIA STATION FINAL DEVELOPMENT PLAN
Wastewater		
Water		
Streets		
Traffic		
Fire		TITLE: GALISTEO ROAD STRIPING & SIGNING PLAN
Landscape		Sheet
Subdivision review		R117

Bohannon & Huston
 www.bhinc.com 800.877.5332

TO: BPAC
FROM: Bike Santa Fe
RE: Results of Priority exercise from the Winter Social
DATE: March 19, 2026



At the Winter Social event we gave members and attendees the opportunity to vote on a list of potential priorities that cyclists would like to see happen in Santa Fe. Each participant had three red dots and was asked to place one dot next to the item they felt is most important.

Here are the aggregated results of the survey:
(1 red dot = 1 vote)

1. We need protected bike lanes, not just white stripes - **30 votes**
2. More bike racks across the city - **7 votes**
3. Improved connectivity so that all areas (residential, commercial, parks, etc) can be reached by bicycle safely - **24 votes**
4. More community events such as Summer of Bike, Bike to Work Day, and annual Bike Swap - **6 votes**
5. Increase use of wayfinding signs, bike maps, etc. - **5 votes**
6. Improved maintenance of bike lanes and trails - **13 votes**
7. More education on bike safety for motorists and bikers (such as Idaho Stop law) - **13 votes**
8. Programs to help get kids on bikes and teach them to ride safely - **14 votes**
9. Signs/stencils on trails describing trail etiquette (i.e. stay to the right; alert when passing, etc.) - **7 votes**
10. Other, as input by attendees:
 - a. Separate bike lane on Artist Road - **1 vote**
 - b. Retrofit bike lanes (striping) - **1 vote**

Written-in comments:

1. "Paint is not infrastructure."
2. [Shoulder of Rabbit Road needs maintenance.]
3. "Cars can easily ignore paint lines." (in reference to protected bike lanes)
4. "So many more people would ride if they felt protected - it doesn't have to be a huge investment." (in reference to protected bike lanes)
5. "Protected bike lanes would have to be snow plowed and swept or else it would just push us all into narrower travel lanes."
6. "Need to elevate Bike Santa Fe's public profile to be more effective advocates."
7. "We need to make [biking safer]!"
8. "Better bike/ped accommodation during construction and temporary traffic control plans and can BPAC review TTCPs?"
9. "City ordinance for events to require bike valet! Part of climate, vision zero and health goals!"

Form: 29974

Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity

Started at: 1/2/2026 03:34 PM - Finalized at: 1/12/2026 07:05 PM



Overview

With generous support from General Motors (GM), the League of American Bicyclists is delighted to announce its fifth year of *Community Spark Grants* to support the growing number of local grassroots changemakers and organizations across the country working to improve their communities through bicycling.

In 2026, the League's Bicycle Friendly America (<https://bikeleague.org/bfa>) program will award *Community Spark Grants* of \$2,000 each to 10 organizations for projects and programs that *spark* change and catalyze a community's ability to create places where bicycling is a safe, easy, and more accessible option. Our desire is for organizations to propose projects that help create Bicycle Friendly Communities (<https://bikeleague.org/community>) and build capacity for local leaders and influencers by uplifting the community and creating inclusive coalitions that can shed new light on current issues.

Eligible organizations are nonprofits and public or government organizations/agencies. Of the 10 organizations to receive awards, five must be in GM Facility communities (see the list of eligible GM Facility Communities here (<https://bicyclefriendly.secure-platform.com/a/page/spark/GM>)), and the other five can be anywhere in the U.S. but must meet the League's Equity & Accessibility Criteria (see below). 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.

Funds may support a wide range of bicycling-related projects, including but not limited to short-term pop-up events, tactical urbanism demonstrations, educational events or resources, accessibility audits, or street safety improvements. Priority will be given to projects that have the broadest impact and have an equity lens to the work, such as but not limited to working with underserved or under-resourced populations, or projects led by or primarily serving people from ethnic or racial minority groups, low-income populations, older populations, youth, and/or people with disabilities.

For projects that are combining this funding with other sources, we want to see that this funding will make up a significant portion of the project's overall budget or will provide "seed" funds that are necessary for the project to get off the ground.

The Community Spark Grant application will open on Monday, November 24, 2025. **The deadline to apply for a 2026 Community Spark Grant is January 27, 2026, at 5:00 pm ET.** Applicants will be notified of award decisions in March.

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

Eligible Organizations

- Public or Government Agencies/Organizations (e.g., Library, Parks and Rec Department)
- Non-Profits - 501(C)(3), 501(C)(4), and 501(c)(6)
- Other types of organizations will be considered on a case-by-case basis
- U.S.-based organizations

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 (<https://bikeleague.org/bfa/>) 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 goal 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, 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.

Eligible GM Facility Communities

Thanks to the support of General Motors, five of the 10 Community Spark Grant awards in 2026 will be available to GM communities or surrounding regions. See the complete list of GM Facility communities here (<https://bicyclefriendly.secure-platform.com/a/page/spark/GM>). If you have questions, please contact anna@bikeleague.org (<mailto:anna@bikeleague.org>).

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

*Given the dollar amount and relatively short timeline of Community Spark Grant awards, we recommend using temporary/non-permanent structures and materials such as paint, vertical delineators, bollards, and signage, as permanent structures often run into permitting, shipment, and cost issues that can delay a project.

See here for example projects and links to resources to help you brainstorm project ideas (<https://bicyclefriendly.secure-platform.com/a/page/spark/ideas>).

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 a 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

Technical Note:

This online application system allows multiple users to collaborate on an application. There is a "manage collaborators" button at the top of the online application, where applicants can manage who has access to the form and allow for more than one person to fill out answers. We encourage communities and organizations that are applying for a grant to work with others in their local community to submit one joint application. See our application portal FAQs (<https://bicyclefriendly.secure-platform.com/a/page/FAQs#Collaborators>) page for more information about collaborating on the application.

Questions:

If you have questions, please email Anna Tang at anna@bikeleague.org (<mailto:anna@bikeleague.org>)

We look forward to receiving your application.

Page: Project Information

1. Project Name:

Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity

2. Project Location:

Santa Fe, NM

3. Is your project located in a GM Facility Community?

No

4. What category best describes your project?

One Time Event

Page: Project Narrative

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

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 serves everyone.

Bike route connectivity is fundamental to creating a bicycle friendly America. While Santa Fe has existing bicycle infrastructure, many routes remain fragmented or are uncomfortable to use, limiting those who can choose bicycling, particularly families, older adults, and people new to bicycling. This project focuses on closing those gaps by identifying 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 from throughout the city, 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, nearly half of whom identify as Hispanic or Latino. The population spans a wide range of ages, incomes, and mobility needs, and many residents depend on affordable transportation options. Safe, equitable, and accessible bicycling and walking are essential for connecting people to jobs, schools, grocery stores, and other daily destinations.

Santa Fe is currently recognized as a Silver-level Bicycle Friendly Community by the League of American Bicyclists and aims to achieve Gold-level designation by 2033, as outlined in the Bicycle and Pedestrian Advisory Committee's (BPAC) FY2023–2033 Strategic Plan. The plan affirms bicycling and walking as safe, equitable, viable, and comfortable modes of transportation and recreation. Key goals include increasing bicycle mode share from 1% to 5.5%, and installing bicycle facilities on 65% of arterial streets. Task 1.3 of the plan focuses on improving bicycle and pedestrian connectivity, including first- and last-mile access to transit, and prioritizes low-stress, direct routes within and between neighborhoods.

Despite existing plans and infrastructure, including the Santa Fe Metropolitan Planning Organization's Bicycle Master Plan and Metropolitan Transportation Plan, significant connectivity gaps remain. BPAC surveys conducted in 2023 and 2024 found that residents continue to face barriers from disconnected routes, high-stress streets, and limited access to key destinations. These challenges disproportionately affect school-age children, older adults, low-income residents, and other underserved communities.

The Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity will address these issues by bringing together residents, advocates, planners, and decision makers to evaluate conditions, identify priority improvements, and advance equitable, low-stress bicycle and pedestrian networks. Summit outcomes including community-identified priorities, proposed low-stress routes, and strengthened partnerships will directly support BPAC's goals for increased ridership, expanded bicycle infrastructure, and improved walkability, helping Santa Fe move 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)

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, Santa Fe Conservation Trust, Chainbreaker Collective, Santa Fe Fat Tire Society, Seniors on Bikes and City, County and state 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 is anticipated to 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.

Page: Equity & Accessibility Criteria

In 2026, the League will award five Community Spark Grants to organizations based anywhere in the U.S. but selected based on Equity & Accessibility Criteria. We will use the following questions in addition to the rest of your application to identify Equity & Accessibility focused projects. We are looking for organizations that demonstrate a combination of project impact, community need, socioeconomic and demographic representation, and geographic diversity.

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

***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

***If Low-Income Households are selected, please describe and provide relevant sources:**

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 & Santa Fe Metropolitan Planning Organization. (2022). Santa Fe Multimodal Transition Plan (Household vehicle availability section). Households without a vehicle are concentrated in areas with limited mobility options, making safe and connected bicycle 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. Santa Fe Metropolitan Planning Organization, 2025–2050 Metropolitan Transportation Plan; Santa Fe Multimodal Transition Plan (equity and multimodal connectivity goals).

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

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.

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

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.

***If high population of immigrants or refugees is selected, please describe and provide relevant sources:**

Santa Fe has a notable foreign born population, with about 12–15 % of residents born outside the United States which is similar to or slightly above the national average. These residents include naturalized citizens, lawful immigrants, and people from diverse countries of origin, who may face language, economic, and mobility barriers. (Data USA)

***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 connectivity helps expand transportation choices for residents with mobility challenges by creating safer and more comfortable routes to key destinations. 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)

Santa Fe faces persistent equity challenges related to income, age, language access, disability, and historic disinvestment in certain neighborhoods. Nearly half of the city's residents identify as Hispanic or Latino, and many households rely on affordable transportation options due to fixed or limited incomes. Older adults, youth, people with disabilities, and families without access to a vehicle are disproportionately impacted by gaps in bicycle connectivity and by high-stress streets that limit safe mobility. The Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity is intentionally designed to elevate the voices of these underserved populations and ensure active transportation investments respond to their lived experiences. Outreach will prioritize partnerships with community-based organizations, schools, senior centers, and nonprofits that serve low-income residents, youth, older adults, and people with mobility challenges. Engagement strategies will include accessible meeting locations, multilingual outreach, and opportunities for participants to identify barriers and desired routes in their own neighborhoods. Equity is not only a participation goal but a guiding outcome of the summit. Community input will directly inform recommendations for low-stress, connected bicycle routes that improve access to essential destinations such as schools, transit, grocery stores, and healthcare. By centering equity and accessibility, the summit will help reduce transportation barriers, support safer mobility for vulnerable users, and advance Santa Fe's commitment to inclusive, people-centered transportation planning.

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?

Yes

If yes, please describe

Yes. The project is primarily led by the City of Santa Fe Bicycle and Pedestrian Advisory Committee (BPAC) staff liaison, who is an immigrant, a woman of color, 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 networks.

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

Yes

If yes, please describe

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

If yes, please describe

Yes. The project is led by the BPAC staff liaison, an immigrant woman of color, age 61, 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?

The Bicycle and Pedestrian Advisory Committee (BPAC) is intentionally structured to promote equitable representation, accessibility, and inclusive decision-making. The 10-member committee includes representation from all four City Council districts, a county resident, and the City Council chair, ensuring that both urban and regional perspectives are incorporated into transportation planning. Gender representation is strong, with women comprising five of the ten members. BPAC differs from many advisory bodies in that a majority of its members are working professionals rather than retired individuals. Many actively bicycle for work and pleasure, bringing lived experience with daily mobility challenges, safety concerns, and accessibility barriers faced by residents of varying ages, incomes, and abilities. This perspective strengthens BPAC's ability to identify practical, equity-centered solutions. The committee also includes standing subcommittees whose memberships include both BPAC and non-BPAC members: Policy, Planning and Law; Promotions, Education and Communications; and Technical Review, which invites direct community participation. Accessibility expertise is embedded within BPAC's structure, including representation from a Policy, Planning and Law subcommittee member with a physical disability who previously served as Chair of the Mayor's Committee on Disability. This ensures that accessibility considerations are integrated into policy review, infrastructure recommendations, and community engagement strategies. Together, BPAC's diverse composition and committee structure center equity, lived experience, and accessibility in decision-making. This organizational approach directly informs BPAC initiatives, including the Santa Fe Bike Summit, and ensures that planning processes prioritize inclusive engagement and outcomes that serve Santa Fe's diverse community.

Page: Budget/Progress/Logistics

16. What is the expected timeline for your project?

This one-day event will be held in May 2026 during Bike Month. Grant funds will be used for planning, outreach, materials, 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.

17. Please provide a budget as specific as possible for this project, with a brief description of how the funds will be used.

1. Lunch 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.

Optional Budget Document Upload

No File Uploaded

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

Yes

If yes, please list sources and amounts.

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.

Optional Funding Source Documentation File Upload

No File Uploaded

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.

Page: Organization & Contact Information

Reminder: Find information about eligibility here (<https://bicyclefriendly.secure-platform.com/a/page/spark#Eligibility>).

20. Name of Primary Organization receiving the Grant

City of Santa Fe

21. Organization Type

Public or Government Agency/Organization

22. Has your organization applied for a Community Spark Grant before?

No

23. Street Address

200 Lincoln Avenue

24. City/Town

Santa Fe

25. State

New Mexico (NM)

26. Zip / Postal Code

87504

27. Organization's Website

santafenm.gov (<http://santafenm.gov>)

28. Organization's social media accounts

Facebook, Instagram

Facebook Link

<https://www.facebook.com/SantaFeGov/> (<https://www.facebook.com/SantaFeGov/>)

Instagram Account Link

<https://www.instagram.com/SantaFeGov/> (<https://www.instagram.com/SantaFeGov/>)

29. First Name

Romella

30. Last Name

Glorioso-Moss

31. Role or Title

Capital Projects Manager & BPAC Staff Liaison

32. Email Address

rsglorioso-moss@santafenm.gov

33. Phone #

(505) 955-6623

Page: 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.

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, Chainbreaker Collective, 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.

35. If you are collaborating with any other local partner organizations or individuals on this application, please list them here.

Community Partners

Santa Fe Metropolitan Planning Organization

santafemopo.org

The Santa Fe Metropolitan Planning Organization (SFMPO) promotes a safe, efficient, and reliable multi-modal transportation system that serves the needs of the citizens and those that travel the Santa Fe metropolitan region.

Primary Contact:

Leah Yngve

Senior Transportation Planner

lyngve@santafenm.gov

Bike Santa Fe

bikesantafe.org

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.

Primary Contact:

David Seaton

Board Member

ds@liveoakliving.com

Santa Fe Public Schools Safe Route to School Program

<https://www.sfps.info/>

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.

Primary Contact:

Ryan Harris

Safe Route to School Program Coordinator

rharris@sfps.k12.nm.us

Chainbreaker Collective

<https://www.chainbreaker.org/>

Chainbreaker is a membership-led economic, environmental, and racial justice organization with over 800 dues-paying members in Santa Fe, NM, the bulk of whom are residents of

neighborhoods experiencing disinvestment and vulnerable to gentrification and eviction. Chainbreaker organizes front-line community members directly impacted by housing, transit and civil rights issues to make Santa Fe a more equitable and just city.

Primary Contact:

Tomas Rivera
Executive Director
chainbreaker@chainbreaker.org

Santa Fe Seniors on Bike

<https://santafesobs.com/>

The mission of Santa Fe Seniors on Bike is to provide a supportive and inclusive environment for cyclists aged 50 years and older to ride together and enjoy the outdoors. The club organizes social rides for cyclists of all abilities, promoting physical activity, camaraderie, and a sense of community. The club's rides are led by experienced ride leaders, ensuring a safe and enjoyable experience for all participants. The club also encourages new riders to join and participate in the rides, fostering a welcoming atmosphere for all cyclists.

Primary Contact:

Judy Costlow
President
j.costlow@gmail.com

Page: Additional Information

36. Is there anything else you would like us to know about your organization, partners, or proposed project?

The Bicycle and Pedestrian Advisory Committee (BPAC) works closely with key local partners, including the Santa Fe Metropolitan Planning Organization (MPO), Bike Santa Fe, and Safe Routes to School. These organizations regularly provide updates on their programs, plans, and projects during BPAC’s monthly meetings, which are open to the public, ensuring coordination, transparency, and alignment across agencies and advocacy groups. Unlike other City advisory committees, BPAC meetings are live on YouTube and are usually well attended by the public. Many attendees speak during Communications from the Public. Bicycle connectivity, which is the central focus of the proposed Bike Summit, is a shared priority identified in the MPO’s planning documents, Bike Santa Fe’s advocacy efforts, and Safe Routes to School initiatives.

This event would be the first Bike Summit held in Santa Fe, representing a new opportunity to convene residents, advocates, planners, and decision makers around a common goal of closing gaps in citywide bicycle connectivity. Bike Santa Fe previously applied for Community Sparks funding to host a Bike Summit but was not awarded funding. With BPAC leading this effort, the project will benefit from formal City of Santa Fe support, including access to meeting space, administrative assistance, outreach and advertising resources, and staff and volunteer experience organizing public engagement events.

BPAC’s leadership strengthens the project’s capacity to translate community input into actionable recommendations that align with adopted plans and ongoing initiatives, specifically in Task 1.3 of BPAC’s Strategic Plan. This collaborative foundation positions the Bike Summit to be both inclusive and impactful, advancing equitable, connected, and low-stress bicycling infrastructure in Santa Fe.

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]

File 1

No File Uploaded

File 2

No File Uploaded

File 3

No File Uploaded

File 4

No File Uploaded

File 5

No File Uploaded

38. Please enter any other URLs for supplementary websites to help us better understand and evaluate your proposed project. [Optional]

URL 1

<https://santafenm.gov/bicycle-and-pedestrian-advisory-committee-bpac> (<https://santafenm.gov/bicycle-and-pedestrian-advisory-committee-bpac>)

URL 2

https://santafenm.gov/media/files/public_works/BPAC_Strategic_Plan_Fy23-33_Final.pdf
(https://santafenm.gov/media/files/public_works/BPAC_Strategic_Plan_Fy23-33_Final.pdf)

URL 3

URL 4

URL 5

39. How did you learn about the League of American Bicyclists' Community Spark Grant?

League of American Bicyclists' Newsletter

40. Would you like to receive the League's Newsletter to learn about future opportunities?

Already subscribed!

DRAFT AGENDA (4 HOURS)

DATE, TIME & VENUE TBD

Santa Fe Bike Summit: Closing the Gaps in Citywide Bike Connectivity

1:00 – 1:15 PM | Welcome & Framing the Summit

- Opening remarks (Chair Pat Feghali)
 - Purpose of the summit: why connectivity matters now (Vice Chair Steve Pilcher)
 - Overview of desired outcomes (priority gaps, partnerships, next steps) (Staff Liaison)
-

1:15 – 1:40 PM | Setting the Stage: The State of Biking in Santa Fe

- Short presentations (3–4 speakers, 5–7 min each):
 - Current bike network overview (SFMPO?)
 - Safety & accessibility challenges (NMDOT?)
 - Community perspective (Bike Santa Fe?)
 - Equity lens: who is not being served and why (Chain Collective?)
 - Framing question for participants: *“Where are the biggest barriers to everyday biking?”*
-

1:40 – 2:30 PM | Interactive Session 1: Mapping the Gaps (Facilitators: PEC Members)

- Participants break into small groups (6–8 per table)
- Facilitated activity:
 - Mark gaps, barriers, and uncomfortable routes on large maps
 - Identify key destinations (schools, transit, jobs, parks)
- Guiding prompts:
 - Where do you feel unsafe riding?
 - Where are connections missing?

- What routes would you use if they felt safer?
- Output: annotated maps + top 3 gap priorities per group

2:30 – 2:40 PM | Break

- Light refreshments
- Encourage informal networking

2:40 – 3:25 PM | Interactive Session 2: Prioritizing Solutions

- Groups reconvene (same or mixed tables)
- Activity:
 - Review identified gaps
 - Prioritize based on:
 - Safety impact
 - Connectivity value
 - Equity considerations
 - Feasibility
- Introduce simple voting or dot exercise
- Output: ranked list of priority connections

3:25 – 3:50 PM | Report Back & Thematic Synthesis

- Each group shares top priorities (2–3 min each)
- Facilitator clusters themes in real time:
 - Common corridors
 - Shared barriers (e.g., intersections, missing links)
- Identify emerging “top citywide priorities”

3:50 – 4:20 PM | From Ideas to Action: Panel + Discussion

- Short panel (planners, advocates, decision-makers)
- Focus:
 - What can be done in the next 1–2 years?

- Funding and policy opportunities
 - How community can stay involved
- Open Q&A

4:20 – 4:45 PM | Next Steps & Commitment

- Present how input will be used (report, city planning, grant support)
- Opportunities to stay engaged:
 - Working groups
 - Future meetings
 - Advocacy channels
- Optional: participant commitment activity
 - “One action I will take”

4:45 – 5:00 PM | Closing & Networking

- Final remarks
- Thank you
- Informal networking

1 CITY OF SANTA FE, NEW MEXICO

2 ORDINANCE NO. 2023-4

3
4
5 AN ORDINANCE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

24 **12-8-23 PENALTIES**

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

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

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

4 **23-5.1 Definitions.**

5 As used in this chapter:

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

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

8 C. *Bicycle* means:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 media events and motion picture filming activities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 resolution of the governing body.

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

3

4

5



6

ALAN WEBBER, MAYOR

7 ATTEST:

8



10 KRISTINE MIHELIC, CITY CLERK

11

12 APPROVED AS TO FORM:

13



14

15 ERIN K. McSHERRY, CITY ATTORNEY

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23

24 *Bill No. 2022-27*

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

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

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

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

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

A. "bicycle" means a human-powered vehicle with
two wheels in tandem designed to transport, by the act of
pedaling, one or more persons seated on one or more saddle
seats on its frame and includes an electric-assisted bicycle
and a human-powered vehicle designed to transport by the act
of pedaling, which has more than two wheels when the vehicle
is used on a public roadway, public bicycle path or other
public road or right of way, including a tricycle;

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

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

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

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

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

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

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

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

1 or skates;

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

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

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

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

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

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

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

SJC/SB 69
Page 3

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

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

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

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

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

15 B. "electric personal assistive mobility device"

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

24 (1) shall include:

25 (a) motor vehicle bodily injury and

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

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

6 (2) may include:

7 (a) physical damage coverage;

8 (b) medical payments coverage; and

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

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

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

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

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

25 C. "official printout" means any record supplied

SJC/SB 69
Page 9

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

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

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

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

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

1 conditional vendee or lessee or mortgagor."

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

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

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

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

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

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

21 (4) special mobile equipment;

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

25 (6) a freight trailer if it is:

SJC/SB 69
Page 11

1 (a) properly registered in another
2 state;

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

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

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

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

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

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

- 1 (8) a moped;
- 2 (9) an electric personal assistive mobility
- 3 device;
- 4 (10) a vehicle moved on a highway by a
- 5 towing service as defined in Section 59A-50-2 NMSA 1978;
- 6 (11) an off-highway motor vehicle exempted
- 7 pursuant to Section 66-3-1005 NMSA 1978; and
- 8 (12) an electric-assisted bicycle.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21 or

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

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

SJC/SB 69
Page 15

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

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

SJC/SB 69
Page 16

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