

1 **CITY OF SANTA FE, NEW MEXICO**

2 **RESOLUTION NO. 2024-12**

3 **INTRODUCED BY:**

4  
5 Councilor Michael Garcia

6 Councilor Lee Garcia

7 Councilor Pilar Faulkner

8 Councilor Carol Romero-Wirth

9 Councilor Jamie Cassutt

10 **A RESOLUTION**

11 **CALLING ON THE CITY MANAGER TO DESIGNATE APPROPRIATE ENTITIES AND**  
12 **DEPARTMENTS WITHIN THE CITY TO (1) CONTINUE TO DEVELOP A PUBLIC-**  
13 **FACING MANAGEMENT AND PRIORITIZATION SYSTEM FOR THE**  
14 **MAINTENANCE AND REPAIR OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE**  
15 **FOR SAFETY AND ACCESSIBILITY AND (2) DEVELOP A FORMULA THAT**  
16 **IDENTIFIES A CERTAIN SHARE OF FUNDING FOR ANNUAL MAINTENANCE AND**  
17 **REPAIR OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE FROM THE FUNDING**  
18 **PROVIDED FOR VEHICLE TRAVEL, GENERALLY; PROVIDING THAT THE**  
19 **FORMULA SHALL INFORM THE COMPLETE STREETS DIVISION'S AND THE**  
20 **PARKS AND OPEN SPACE DIVISION'S ANNUAL BUDGET REQUESTS TO THE**  
21 **MAYOR; DIRECTING THE CITY MANAGER TO IDENTIFY THE AMOUNT OF THE**  
22 **PROPOSED BUDGET THAT IS BUDGETED FOR THE ANNUAL MAINTENANCE AND**  
23 **REPAIR OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE; ASKING THE**  
24 **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AND THE MAYOR'S**  
25 **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.

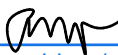
3 **NOW, THEREFORE, BE IT RESOLVED THAT THE GOVERNING BODY OF**  
4 **THE CITY OF SANTA FE** supports BPAC’s recommendations and calls on the City Manager  
5 to designate appropriate departments and entities within the City to (1) continue to develop a public-  
6 facing management and prioritization 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 27<sup>th</sup> day of March, 2024.

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

22 ALAN WEBBER, MAYOR  
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25

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:

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7   
Erin McSherry (Mar 29, 2024 14:04 MDT)

8 ERIN K. McSHERRY, CITY ATTORNEY

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