

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

2 **RESOLUTION NO. 2024-\_\_**

3 **INTRODUCED BY:**

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5  
6 Councilor Michael Garcia  
7  
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9

10 **A RESOLUTION**

11 **CALLING ON THE CITY MANAGER TO DESIGNATE APPROPRIATE ENTITIES**  
12 **AND DEPARTMENTS WITHIN THE CITY TO ENSURE SAFE AND ACCESSIBLE**  
13 **USE OF BICYCLE AND PEDESTRIAN FACILITIES BY ESTABLISHING A REGULAR**  
14 **INSPECTION SCHEDULE FOR BICYCLE AND PEDESTRIAN INFRASTRUCTURE**  
15 **AND DEVELOPING AND MAINTAINING A GEOGRAPHIC INFORMATION**  
16 **SYSTEM INVENTORY FOR RECORDING THE PHYSICAL CONDITION OF**  
17 **BICYCLE AND PEDESTRIAN INFRASTRUCTURE; AND CALLING ON THE MAYOR**  
18 **TO INCLUDE THE ONGOING MAINTENANCE OF BICYCLE AND PEDESTRIAN**  
19 **INFRASTRUCTURE IN HIS PROPOSED ANNUAL BUDGET.**

20  
21 **WHEREAS**, the Bicycling and Pedestrian Advisory Committee (“BPAC”) is a City of  
22 Santa Fe (“City”) advisory committee created in Resolution 2003-87, with the purpose, described  
23 in Resolution 2021-8 as being “to provide input and advice that supports the ongoing development  
24 and maintenance of a transportation infrastructure that makes bicycling and walking in the City of  
25 Santa Fe safe, equitable, viable, and comfortable modes of transportation, commuting, and

1 recreation. This includes the responsibility to deliberate on City projects, plans, and policies that  
2 impact both on road and off-road bicycle and pedestrian infrastructure, and to advise the Governing  
3 Body on such matters”; and

4 **WHEREAS**, one of the duties and responsibilities of BPAC established by Resolution  
5 2021-8 is to “assist in the prioritization of bicycle and pedestrian infrastructure projects to be  
6 completed using city, state, and federal funds, through the development of the Santa Fe  
7 Metropolitan Planning Organization (“SFMPO”) Bicycle Master Plan and the SFMPO Pedestrian  
8 Master Plan”; and

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

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

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

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

24 **WHEREAS**, in 2022, the City adopted a “Complete Streets” Policy via Resolution No.  
25 2022-46, supporting Complete Streets design standards, which are intended to provide safer and

1 more equitable transportation improvements and reducing the impacts of climate change in the  
2 Santa Fe Metropolitan Planning Area; and

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

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

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

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

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

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

25 **WHEREAS**, on December 6, 2023, the Mayor’s Committee on Disability voted in support

1 of the implementation of this resolution; and

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

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

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

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

16                   a. The condition of the infrastructure gathered from the  
17 inventory list described above.

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

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

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

23           4. Recommend to the Mayor that the Mayor’s proposed annual budget  
24 include the ongoing maintenance of bicycle and pedestrian infrastructure,  
25 including privately developed public infrastructure within the city limits.

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

6 **NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE**  
7 **CITY OF SANTA FE** that the Governing Body adopts BPAC's recommendations, above; and

8 **BE IT FURTHER RESOLVED**, that the Governing Body asks the Mayor and subsequent  
9 mayors to include adequate funding to accomplish the plan in their respective proposed annual  
10 operating budgets, beginning in fiscal year 2025.

11 **BE IT FURTHER RESOLVED**, that the directs the City Manager to implement the  
12 recommendations.

13 PASSED, APPROVED, and ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

14 \_\_\_\_\_  
15  
16 ALAN WEBBER, MAYOR

17 ATTEST:

18  
19 \_\_\_\_\_  
20 GERALYN F. CARDENAS, INTERIM CITY CLERK

21 APPROVED AS TO FORM:

22 Erin McSherry  
23 Erin McSherry (Jan 25, 2024 17:13 MST)

24 ERIN K. McSHERRY, CITY ATTORNEY

25 *Legislation/2024/Resolutions/Bicycle and Pedestrian Facilities Maintenance*