

# City of Las Cruces®

PEOPLE HELPING PEOPLE

## Council Action and Executive Summary

Item # 9 Ordinance/Resolution# 10-173 Council District: All

For Meeting of January 4, 2010  
(Adoption Date)

**TITLE: A RESOLUTION ENDORSING THE LEAGUE OF AMERICAN BICYCLISTS' ACTION PLAN FOR BICYCLE FRIENDLY COMMUNITIES.**

**PURPOSE(S) OF ACTION:** Endorse the League of American Bicyclists' Action Plan for Bicycle Friendly Communities and bring Las Cruces closer to achieving a Bicycle Friendly Community status.

Name of Drafter: <i>AH</i> Andy Hume		Department: Community Development		Phone: 528-3047	
Department	Signature	Phone	Department	Signature	Phone
Community Development	<i>NDW</i>	528-3066	Budget	<i>Richard Y. ...</i>	541-2107
Public Works		528-3333	Assistant City Manager	<i>[Signature]</i>	541-2271
Legal	<i>Z. ...</i>	541-2128	City Manager	<i>[Signature]</i>	541-2076

**BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:**

As early as 1999, the City of Las Cruces has taken steps to become a Bicycle Friendly Community (BFC). In January of that year a resolution (99-219) was passed that expressed the Council's interest in being recognized as such. The resolution stated that, in support of the recognition, the City would:

- promote bicycle safety through improved transportation and recreation facilities and education.
- promote bicycling as an alternative mode of transportation.
- assure that appropriate bicycle facilities are provided for all future development within the city limits.

In 2005, the City applied for BFC status with the League of American Bicyclists (LAB) and was awarded with an Honorable Mention. This award noted that the City was taking necessary steps, but had not scored well enough to gain a BFC status. The City reapplied in 2008, but did not receive any award.

Since March 2009, the City, in connection with the Las Cruces Metropolitan Planning Organization and Mesilla Valley Bicycle Coalition, has organized a BFC Task Force to identify and implement projects aimed toward attaining and improving BFC status. One of the identified tasks is having the City Council and Mayor endorse the League of American Bicyclists' Action Plan for Bicycle Friendly Communities.

The Action Plan opens by recognizing many benefits that can be achieved by increasing bicycle use in Las Cruces. It continues by outlining ten steps the City can take to make Las Cruces

more bicycle friendly. Some of these steps are already well underway such as expanding the bicycle infrastructure network, publishing bicycle education materials, and amending codes to include bicycle parking.

Endorsing the League of American Bicyclists' Action Plan for Bicycle Friendly Communities will bring Las Cruces another step closer to achieving Bicycle Friendly Community status.

**SUPPORT INFORMATION:**

Fund Name / Account Number	Amount of Expenditure	Budget Amount
N/A	N/A	N/A

1. Resolution
2. Exhibit "A" – Action Plan for Bicycle Friendly Communities

**OPTIONS / ALTERNATIVES:**

1. Vote YES to approve the Resolution. This action endorses the League of American Bicyclists' Action Plan for Bicycle Friendly Communities.
2. Vote NO to deny the Resolution. This action rejects the League of American Bicyclists' Action Plan for Bicycle Friendly Communities.
3. Modify the Resolution and vote YES to approve the modified Resolution. The Council may modify the Resolution by adding conditions as deemed appropriate. This can be accomplished by staff submitting a substitute Resolution.
4. Table/Postpone the Resolution and direct staff accordingly.

**RESOLUTION NO. 10-173****A RESOLUTION ENDORSING THE LEAGUE OF AMERICAN BICYCLISTS' ACTION PLAN FOR BICYCLE FRIENDLY COMMUNITIES.**

The City Council is informed that:

**WHEREAS**, the League of American Bicyclists (LAB) created the Bicycle Friendly Community award to recognize cities and regions that have taken a comprehensive approach to improving conditions for bicycling; and

**WHEREAS**, as early as 1999, the City Council and Mayor have been interested in having Las Cruces designated as a Bicycle Friendly Community (BFC); and

**WHEREAS**, applications submitted to LAB by the City of Las Cruces in 2005 and 2008 did not result in an award as a BFC; and

**WHEREAS**, since March 2009, the City's BFC Task Force has been identifying and implementing projects aimed toward attaining and improving BFC status for Las Cruces; and

**WHEREAS**, the BFC Task Force recommends endorsing the LAB's Action Plan for Bicycle Friendly Communities as a step toward the City's recognition as a BFC.

**NOW, THEREFORE**, Be it resolved by the governing body of the City of Las Cruces:

**(I)**

**THAT** the City Council and Mayor endorses the League of American Bicyclists' Action Plan for Bicycle Friendly Communities as outlined in Exhibit "A" attached hereto and made part of this Resolution.

**(II)**

**THAT** City staff is hereby authorized to do all deeds necessary in the accomplishment of the herein above.

**DONE AND APPROVED** this 4<sup>th</sup> day of January, 2010.

**APPROVED:**

\_\_\_\_\_  
Mayor

**ATTEST:**

\_\_\_\_\_  
City Clerk  
{SEAL}

**VOTE:**

Mayor Miyagishima:	_____
Councillor Silva:	_____
Councillor Connor:	_____
Councillor Pedroza:	_____
Councillor Small:	_____
Councillor Sorg:	_____
Councillor Thomas:	_____

Moved by: \_\_\_\_\_

Seconded by: \_\_\_\_\_

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Attorney



## Action Plan for Bicycle Friendly Communities

We, the undersigned Mayors and municipal elected officials, make decisions every day affecting the health and safety of our residents, the efficient conduct of commerce and delivery of government services, and the long term quality of life in our communities.

Cities across the globe are managing diverse issues such as pollution, congestion, traffic safety, accessibility, social inclusion, and economic growth. Increasing urbanization and sprawl is generating extra demand for quality public spaces and recreation opportunities. A renewed emphasis on security and the costs of dealing with the emerging epidemics of obesity and physical inactivity are stretching limited resources even further.

Solutions to these many challenges are equally diverse and complex. This Charter recognizes one policy initiative that addresses these challenges and contributes to many of the solutions necessary to improve the quality of life in cities: increasing the percentage of trips made by bicycle by making communities more bicycle-friendly.

We recognize that increasing bicycle use can:

**Improve the environment** by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces.

**Reduce congestion** by shifting short trips (the majority of trips in cities) out of cars. This will also make cities more accessible for public transport, walking, essential car travel, emergency services, and deliveries.

**Save lives** by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. Research shows that increasing the number of bicyclists on the street improves bicycle safety.

**Increase opportunities** for residents of all ages to participate socially and economically in the community, regardless income or ability. Greater choice of travel modes also increases independence, especially among seniors and children.

**Boost the economy** by creating a community that is an attractive destination for new residents, tourists and businesses.

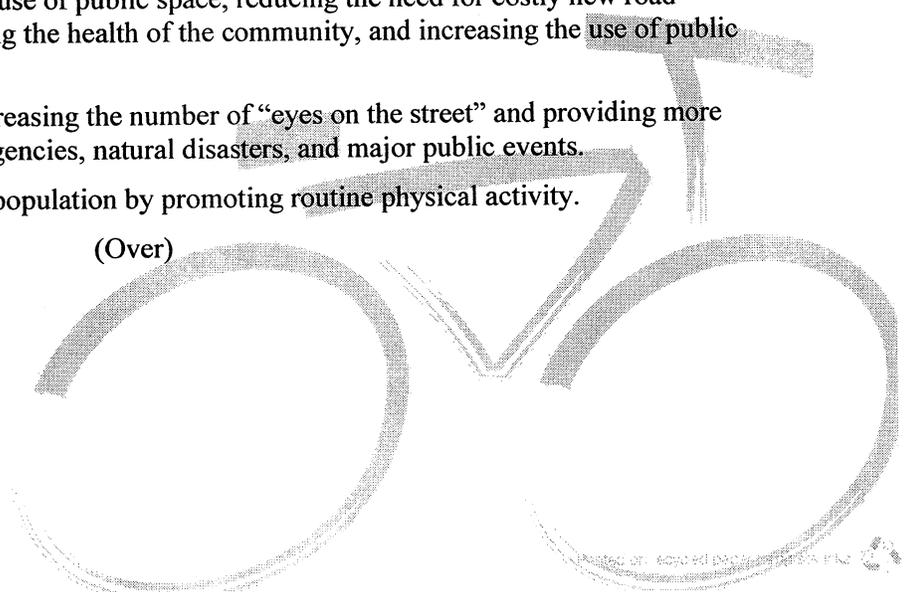
**Enhance recreational opportunities**, especially for children, and further contribute to the quality of life in the community.

**Save city funds** by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport.

**Enhance public safety** and security by increasing the number of "eyes on the street" and providing more options for movement in the event of emergencies, natural disasters, and major public events.

**Improve the health** and well being of the population by promoting routine physical activity.

(Over)



**Therefore** we, the undersigned Mayors and municipal elected officials, are committed to taking the following steps to improve conditions for bicycling and thus to realizing the significant potential benefits of bicycling in our community. We hereby adopt the following **Action Plan for Bicycle Friendly Communities**:

1. Adopt a target level of bicycle use (e.g. percent of trips) and safety to be achieved within a specific timeframe, and improve data collection necessary to monitor progress.
2. Provide safe and convenient bicycle access to all parts of the community through a signed network of on- and off-street facilities, low-speed streets, and secure parking. Local cyclists should be involved in identifying maintenance needs and ongoing improvements.
3. Establish information programs to promote bicycling for all purposes, and to communicate the many benefits of bicycling to residents and businesses (e.g. with bicycle maps, public relations campaigns, neighborhood rides, a ride with the Mayor)
4. Make the City a model employer by encouraging bicycle use among its employees (e.g. by providing parking, showers and lockers, and establishing a city bicycle fleet).
5. Ensure all city policies, plans, codes, and programs are updated and implemented to take advantage of every opportunity to create a more bicycle-friendly community. Staff in all departments should be offered training to better enable them to complete this task.
6. Educate all road users to share the road and interact safely. Road design and education programs should combine to increase the confidence of bicyclists.
7. Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.
8. Develop special programs to encourage bicycle use in communities where significant segments of the population do not drive (e.g. through Safe Routes to Schools programs) and where short trips are most common.
9. Promote intermodal travel between public transport and bicycles, e.g. by putting bike racks on buses, improving parking at transit, and improving access to rail and public transport vehicles.
10. Establish a citywide, multi-disciplinary committee for nonmotorized mobility to submit to the Mayor/Council a regular evaluation and action plan for completing the items in this Charter.

**“We will promote safe and environmentally friendly cycling and walking by providing safe infrastructure and networks...” World Health Organization Charter on Transport, Environment and Health, 1999.**

**“The US Conference of Mayors calls on cities and communities to promote increased safe bicycle use for transportation and recreation...” US Conference of Mayors, 2003.**

For the City of:

.....  
Signature

.....  
Name

