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**CITY OF SANTA FE, NEW MEXICO**

**RESOLUTION NO. 2025-\_\_**

**INTRODUCED BY:**

Mayor Alan Webber    Councilor Michael Garcia

[BLUE- AMENDMENT A- Councilor Michael Garcia](#)

**A RESOLUTION**

**ESTABLISHING THE CITY OF SANTA FE AS A VISION ZERO CITY AND DIRECTING THE CITY MANAGER TO TAKE ACTION IN SUPPORT OF THE VISION ZERO GOAL.**

**WHEREAS**, vehicular fatalities and serious injuries are unacceptable and most are preventable; and

**WHEREAS**, in 2022 the National Traffic Safety Administration reported that out of five million, nine hundred thirty thousand, four hundred ninety-six (5,930,496) nationwide police-reported crashes, forty-two thousand, five hundred fourteen (42,514) resulted in fatalities while two million, three hundred eighty-two thousand, seven hundred seventy-one (2,382,771) resulted in serious injuries; and

**WHEREAS**, of the forty-two thousand, five hundred fourteen (42,514) fatalities in 2022, eleven thousand, three hundred (11,300) were unrestrained motor vehicle occupants, thirteen thousand, five hundred (13,500) were alcohol-impaired driving related, and twelve thousand, one hundred fifty (12,150) were speed related – all preventable crashes; and

**WHEREAS**, according to a New Mexico Department of Transportation (“NMDOT”)

1 press release from October of 2024, New Mexico has had the highest number of pedestrian fatalities  
2 per capita rate in the nation since 2016; and

3 **WHEREAS**, the NMDOT annual report from 2022 establishes the following statistics:

- 4 • fatalities in New Mexico have increased by nineteen percent (19%) from 2018 to  
5 2022; and
- 6 • from 2018 to 2022, for state roads, Santa Fe has four (4) of the top ten (10) “high  
7 incident intersections” for pedestrian crashes and two (2) of the top ten (10) for  
8 fatal crashes; and
- 9 • New Mexico’s traffic fatality rate of 1.73 per one hundred thousand (100,000)  
10 people in 2022 was higher than the national average of 1.33 per one hundred  
11 thousand (100,000) people; and

12 **WHEREAS**, the Santa Fe New Mexican published the following information from  
13 NMDOT about Santa Fe intersections:

- 14 • the most dangerous areas for pedestrian crashes in Santa Fe are along the  
15 intersections on Cerrillos Road, including, in order, Camino Carlos Rey, Zafarano  
16 Drive, St. Michael’s Drive, and Siler Road;
- 17 • Cerrillos Road is also the location of the three (3) top ten (10) intersections for  
18 fatal crashes, including, in order, Richards Avenue, Camino Carlos Rey, and  
19 Zafarano Drive; and

20 **WHEREAS**, “Vision Zero” is a strategy [with a goal](#) to reduce all traffic fatalities and  
21 severe traffic and vehicle related injuries, while increasing safe, healthy, and equitable mobility for  
22 all; and

23 **WHEREAS**, the Vision Zero strategy was first adopted in Sweden in 1997; and

24 **WHEREAS**, since the implementation of Vision Zero in Sweden in 1997, the national  
25 government of Sweden has reported that traffic fatalities have been cut in half; and

1           **WHEREAS**, Vision Zero has spread around the world since its first adoption in 1997,  
2 including twenty (20) cities in the United States of America; and

3           **WHEREAS**, in 2021, the Federal Highway Administration adopted the Vision Zero  
4 strategy; and

5           **WHEREAS**, the Bicycling and Pedestrian Advisory Committee Strategic Plan  
6 recommends that the City of Santa Fe (“City”) “advocate for Vision Zero as a City policy”; and

7           **WHEREAS**, the Governing Body believes that adopting Vision Zero as a strategy will  
8 promote safe mobility in Santa Fe; and

9           **WHEREAS**, reaching zero (0) deaths requires the implementation of a “Safe System”  
10 approach, which is founded on six (6) principles: deaths and serious injuries are unacceptable,  
11 humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and  
12 redundancy is crucial; and

13           **WHEREAS**, according to the United States Department of Transportation Federal  
14 Highway Administration, the Safe Systems Approach is a multi-layered implementation model that  
15 is necessary for a Vision Zero model to be successful in the United States; and

16           **WHEREAS**, in 2024, NMDOT launched the “Target ZeroNM” initiative, with the goal of  
17 coordinating all transportation safety work currently underway in New Mexico and sharpening  
18 NMDOT’s focus on safety; and

19           **WHEREAS**, Target ZeroNM envisions a transportation system where every journey ~~by~~  
20 ~~car~~ is completed safely, with zero driving related deaths in New Mexico by 2050.

21           **WHEREAS**, the City, in cooperation with the Santa Fe Metropolitan Planning  
22 Organization (“MPO”), has, for the past five (5) years, focused exclusively on road safety and  
23 adheres to the NMDOT’s goal to implement ZeroNM through the following principles:

- 24           • Completion of the Agua Fria Corridor Study that targets reducing speed and  
25           increasing safety through the corridor.

- 1 • New transportation data platform investments that include speed, crash, volume,  
2 and reliability data that are now easily transformed into policy information  
3 supporting strategies and policies intended to increase safety for all users.
- 4 • Completion of the Multimodal Transition Plan with the specific intent to increase  
5 safety for all users.
- 6 • Completion of the Santa Fe Neighborhood Street Safety Study where an innovative  
7 “Comparative Analysis” matching community-identified concerns, existing data  
8 and analysis that translates into implementable safety strategies.
- 9 • Participation in a Cerrillos Road - Safety Audit sponsored by NMDOT that targets  
10 specific infrastructure modifications for the purpose of slowing speeds and  
11 increasing safety.
- 12 • A new commitment to the critical analysis of all future re-paving and subsequent  
13 re-striping projects to seek opportunities to reduce lane widths, lower speeds,  
14 enhance bicycle facilities and pedestrian crossing for increased safety.
- 15 • The recalibration of traffic signals to include leading pedestrian intervals.
- 16 • Completion of the Santa Fe MPO Local Road Safety Plan detailing specific  
17 countermeasures, infrastructure improvements and planning considerations  
18 targeting “High Injury Networks”.
- 19 • Completion of the City Transportation Impact Assessment Guidelines that focus  
20 on levels of service for all users, support infrastructure needs that slows traffic, and  
21 includes a level of stress analysis for pedestrians and bicyclists; and

22 **WHEREAS**, the principles from the MPO Local Road Safety Plan outlined above are part  
23 of the MPO’s initiative to adhere to NMDOT’s desire to implement the zero deaths vision, which  
24 is the U.S Department of Transportation Federal Highway Administration’s rendition of Vision  
25 Zero.

1           **NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF SANTA FE** that the  
2 Governing Body hereby honors and supports the adoption of a Vision Zero strategy to **significantly**  
3 **reduce eliminate avoidable** traffic fatalities and serious injuries by **2050 2040**.

4           **BE IT FURTHER RESOLVED** that the City Manager is hereby directed to work with  
5 staff to complete the following actions in support of the Vision Zero goal:

- 6           1) Incorporate Vision Zero principles into the implementation of all relevant plans and  
7 policies, including but not limited to the Bicycling and Pedestrian Advisory Committee’s  
8 Strategic Plan for Fiscal Year 2023-2033, Santa Fe MPO Local Road Safety Plan (2022),  
9 and Complete Streets Resolution No. 2022-46.
- 10          2) Prioritize safety measures that place human safety first and foremost in road and street  
11 system investment decisions.
- 12          3) Apply the Safe System approach in designing the City’s roadway system which involves  
13 anticipating human mistakes by designing and managing road infrastructure to keep the  
14 risk of a mistake low; and increasing the chances that when a mistake leads to a crash, the  
15 impact on the human body doesn’t result in a fatality or serious injury. Road design and  
16 management should encourage safe speeds and appropriate pre-crash angles to reduce  
17 injury severity.
- 18          4) **Provide an annual update covering the activities and accomplishments in support of the**  
19 **City’s Vision Zero goal.**

20 PASSED, APPROVED, and ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

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24 ALAN WEBBER, MAYOR  
25

1 ATTEST:

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4 ANDRÉA SALAZAR, CITY CLERK

5 APPROVED AS TO FORM:

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8 ERIN K. McSHERRY, CITY ATTORNEY

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25 *Legislation/2025/Resolutions/Joining Vision Zero Network*