

1 A MEMORIAL

2 DECLARING FEBRUARY 11, 2014 "NEW MEXICO COMPLETE STREETS DAY"
3 IN THE SENATE.

4
5 WHEREAS, the term "complete streets" is described by the
6 national complete streets coalition as roadways planned,
7 designed, constructed, operated and maintained to enable safe
8 and convenient access to all legal users of roads, streets
9 and highways in a manner that promotes safe and efficient
10 movement of people and goods whether by car, truck, transit,
11 assistive device, foot or bicycle; and

12 WHEREAS, in a complete streets neighborhood or town,
13 children, the elderly and other residents who may not be able
14 to use a private car have usable sidewalks, safe bicycle
15 routes and public transit options to reach schools, stores
16 and other destinations; and

17 WHEREAS, in a complete streets neighborhood or town,
18 commuters and shoppers have the reasonable and safe choice to
19 use a private vehicle or to walk, bike or take public transit
20 to reach their destinations; and

21 WHEREAS, the national complete streets coalition
22 includes multiple public interest groups such as the AARP,
23 the national association of realtors and the American public
24 transportation association, and a variety of practitioner
25 organizations such as the institute of transportation

1 engineers, the national association of city transportation
2 officials, the American society of landscape architects, the
3 American planning association and the association of
4 pedestrian and bicycle professionals; and

5 WHEREAS, the national complete streets coalition works
6 for the adoption and effective implementation of complete
7 streets policies at the local, state and federal levels; and

8 WHEREAS, the New Mexico complete streets leadership team
9 is a member of the national complete streets coalition; and

10 WHEREAS, the New Mexico complete streets leadership team
11 consists of over sixty members statewide and includes members
12 with a diverse array of technical expertise, including
13 transportation professionals, planners, engineers, public
14 health professionals, medical professionals, bicycling
15 advocates, landscape architects and liaisons from the
16 department of transportation and the department of health;
17 and

18 WHEREAS, the New Mexico complete streets leadership team
19 also includes members from a diverse array of communities,
20 including representatives from tribal, urban and rural
21 communities; and

22 WHEREAS, vehicular and public transportation and bicycle
23 and pedestrian modes of travel are integral to the New Mexico
24 transportation system, and all transportation projects are
25 opportunities to improve safety, access and mobility for all

1 travelers; and

2 WHEREAS, accommodations for all users need to be
3 supported in all phases of transportation development,
4 including planning, design, new construction, reconstruction,
5 rehabilitation, maintenance, assessment and operations of any
6 state, county or local transportation facilities; and

7 WHEREAS, the department of transportation's vision to
8 "set the standard for a safe, reliable, and efficient
9 transportation system", and its mission to "provide a safe
10 and efficient transportation system for the traveling public,
11 while promoting economic development and preserving the
12 environment of New Mexico", aligns with inclusion of complete
13 streets principles; and

14 WHEREAS, the department of transportation has a critical
15 responsibility for ensuring the safety of all transportation
16 system users, and it participates in the New Mexico complete
17 streets leadership team to provide technical assistance and
18 guidance; and

19 WHEREAS, providing multiple safe choices of travel has
20 been demonstrated to foster vibrant downtown centers and
21 commercial districts, attracting new private investment and
22 leading to job creation, which further stimulates local
23 economies and generates additional revenues for local
24 governments in what is known as a virtuous economic loop; and

25 WHEREAS, walkable communities are good for working

1 families and cause property values to increase; and

2 WHEREAS, residents who have more options for
3 transportation to and from their work, school and shopping
4 have lower monthly costs and therefore have more disposable
5 income to spend in their communities; and

6 WHEREAS, the department of transportation has a planning
7 mandate for receipt of federal funding under United States
8 Code Title 23, Section 135, which requires transportation
9 planning to "provide for the development and integrated
10 management and operation of transportation systems and
11 facilities (including accessible pedestrian walkways and
12 bicycle transportation facilities) that will function as an
13 intermodal transportation system for the State and an
14 integral part of an intermodal transportation system for the
15 United States", as well as to "protect and enhance the
16 environment, promote energy conservation, improve the quality
17 of life, and promote consistency between transportation
18 improvements and State and local planned growth and economic
19 development patterns"; and

20 WHEREAS, the department of transportation is currently
21 undertaking the planning process for development of the 2040
22 statewide long-range multimodal transportation plan that
23 includes a framework and resource allocation that supports
24 simultaneous evaluation and promotion of complete streets
25 principles; and

1 WHEREAS, the department of transportation's
2 transportation system includes roads in rural, small town,
3 suburban and urban areas; and

4 WHEREAS, the department of transportation administers
5 federal and state funds for all phases of transportation
6 projects at the state, tribal, regional, county and local
7 government levels; and

8 WHEREAS, obesity in New Mexico has reached epidemic
9 proportions and, according to the 2011 New Mexico behavioral
10 health risk factor surveillance system, nearly sixty-three
11 percent of New Mexicans are overweight or obese; and

12 WHEREAS, "walkability" is the term used to describe a
13 neighborhood that has safe sidewalks and biking routes and
14 access to transit combined with desirable destinations, such
15 as schools, stores, restaurants and enjoyable places for an
16 evening stroll; and

17 WHEREAS, studies have demonstrated that the walkability
18 of a neighborhood has a direct and specific relation to the
19 health of its residents because people with access to safe
20 places to walk and cycle are more likely to meet recommended
21 daily activity levels; and

22 WHEREAS, one comprehensive study of walkability found
23 that people in walkable neighborhoods engage in thirty-five
24 to forty-five minutes of moderate-intensity physical activity
25 per week and are substantially less likely to be overweight

1 or obese than similar people living in low-walkability
2 neighborhoods, and a separate, more focused study found that
3 residents are sixty-five percent more likely to walk when
4 they live in a neighborhood with sidewalks; and

5 WHEREAS, easy access to transit can also contribute to
6 healthy physical activity, and nearly one-third of transit
7 users meet the surgeon general's recommendations for minimum
8 daily exercise through their daily travels; and

9 WHEREAS, a report prepared by the national conference of
10 state legislatures found that the most effective policy for
11 encouraging bicycling and walking is to incorporate sidewalks
12 and bike lanes into community design, essentially creating
13 complete streets; and

14 WHEREAS, established resources are available for policy
15 analysis and development as well as best practice design
16 guidance for bicycle, pedestrian, transit and highway
17 facilities; and

18 WHEREAS, an ideal complete streets policy:

19 A. includes a vision for how and why the community
20 wants to complete its streets;

21 B. specifies that the term "all users" includes
22 pedestrians, bicyclists and transit passengers of all ages
23 and abilities, as well as trucks, buses and automobiles;

24 C. applies to both new and retrofit projects,
25 including design, planning, maintenance and operations, for

1 the entire right of way;

2 D. makes any exceptions specific and sets a clear
3 procedure that requires high-level approval of exceptions;

4 E. encourages street connectivity and aims to
5 create a comprehensive, integrated, connected network for all
6 modes;

7 F. is adoptable by all agencies to cover all
8 roads;

9 G. directs the use of the latest and best design
10 criteria and guidelines while recognizing the need for
11 flexibility in balancing user needs;

12 H. directs that complete streets solutions will
13 complement the context of the community;

14 I. establishes performance standards with
15 measurable outcomes; and

16 J. includes specific next steps for implementation
17 of the policy;

18 NOW, THEREFORE, BE IT RESOLVED BY THE SENATE OF THE
19 STATE OF NEW MEXICO that the right of all people to expect to
20 be able to safely access and use roadways for transportation
21 be recognized; and

22 BE IT FURTHER RESOLVED that February 11, 2014 be
23 declared "New Mexico Complete Streets Day" at the senate; and

24 BE IT FURTHER RESOLVED that copies of this memorial be
25 transmitted to the secretary of transportation, the secretary

1 of health, the board of directors of the middle Rio Grande
2 development council and the chair of the complete streets in
3 New Mexico leadership team. _____

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