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SENATE MEMORIAL 88

**51ST LEGISLATURE - STATE OF NEW MEXICO - SECOND SESSION, 2014**

INTRODUCED BY  
Cisco McSorley

A MEMORIAL

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

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

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

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1           WHEREAS, in a complete streets neighborhood or town,  
2 commuters and shoppers have the reasonable and safe choice to  
3 use a private vehicle or to walk, bike or take public transit  
4 to reach their destinations; and

5           WHEREAS, the national complete streets coalition includes  
6 multiple public interest groups such as the AARP, the national  
7 association of realtors and the American public transportation  
8 association, and a variety of practitioner organizations such  
9 as the institute of transportation engineers, the national  
10 association of city transportation officials, the American  
11 society of landscape architects, the American planning  
12 association and the association of pedestrian and bicycle  
13 professionals; and

14           WHEREAS, the national complete streets coalition works for  
15 the adoption and effective implementation of complete streets  
16 policies at the local, state and federal levels; and

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

19           WHEREAS, the New Mexico complete streets leadership team  
20 consists of over sixty members statewide and includes members  
21 with a diverse array of technical expertise, including  
22 transportation professionals, planners, engineers, public  
23 health professionals, medical professionals, bicycling  
24 advocates, landscape architects and liaisons from the  
25 department of transportation and the department of health; and

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1           WHEREAS, the New Mexico complete streets leadership team  
2 also includes members from a diverse array of communities,  
3 including representatives from tribal, urban and rural  
4 communities; and

5           WHEREAS, vehicular and public transportation and bicycle  
6 and pedestrian modes of travel are integral to the New Mexico  
7 transportation system, and all transportation projects are  
8 opportunities to improve safety, access and mobility for all  
9 travelers; and

10           WHEREAS, accommodations for all users need to be supported  
11 in all phases of transportation development, including  
12 planning, design, new construction, reconstruction,  
13 rehabilitation, maintenance, assessment and operations of any  
14 state, county or local transportation facilities; and

15           WHEREAS, the department of transportation's vision to "set  
16 the standard for a safe, reliable, and efficient transportation  
17 system", and its mission to "provide a safe and efficient  
18 transportation system for the traveling public, while promoting  
19 economic development and preserving the environment of New  
20 Mexico", aligns with inclusion of complete streets principles;  
21 and

22           WHEREAS, the department of transportation has a critical  
23 responsibility for ensuring the safety of all transportation  
24 system users, and it participates in the New Mexico complete  
25 streets leadership team to provide technical assistance and

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1 guidance; and

2 WHEREAS, providing multiple safe choices of travel has  
3 been demonstrated to foster vibrant downtown centers and  
4 commercial districts, attracting new private investment and  
5 leading to job creation, which further stimulates local  
6 economies and generates additional revenues for local  
7 governments in what is known as a virtuous economic loop; and

8 WHEREAS, walkable communities are good for working  
9 families and cause property values to increase; and

10 WHEREAS, residents who have more options for  
11 transportation to and from their work, school and shopping have  
12 lower monthly costs and therefore have more disposable income  
13 to spend in their communities; and

14 WHEREAS, the department of transportation has a planning  
15 mandate for receipt of federal funding under United States Code  
16 Title 23, Section 135, which requires transportation planning  
17 to "provide for the development and integrated management and  
18 operation of transportation systems and facilities (including  
19 accessible pedestrian walkways and bicycle transportation  
20 facilities) that will function as an intermodal transportation  
21 system for the State and an integral part of an intermodal  
22 transportation system for the United States", as well as to  
23 "protect and enhance the environment, promote energy  
24 conservation, improve the quality of life, and promote  
25 consistency between transportation improvements and State and

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1 local planned growth and economic development patterns"; and

2 WHEREAS, the department of transportation is currently  
3 undertaking the planning process for development of the 2040  
4 statewide long-range multimodal transportation plan that  
5 includes a framework and resource allocation that supports  
6 simultaneous evaluation and promotion of complete streets  
7 principles; and

8 WHEREAS, the department of transportation's transportation  
9 system includes roads in rural, small town, suburban and urban  
10 areas; and

11 WHEREAS, the department of transportation administers  
12 federal and state funds for all phases of transportation  
13 projects at the state, tribal, regional, county and local  
14 government levels; and

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

19 WHEREAS, "walkability" is the term used to describe a  
20 neighborhood that has safe sidewalks and biking routes and  
21 access to transit combined with desirable destinations, such as  
22 schools, stores, restaurants and enjoyable places for an  
23 evening stroll; and

24 WHEREAS, studies have demonstrated that the walkability of  
25 a neighborhood has a direct and specific relation to the health

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1 of its residents because people with access to safe places to  
2 walk and cycle are more likely to meet recommended daily  
3 activity levels; and

4 WHEREAS, one comprehensive study of walkability found that  
5 people in walkable neighborhoods engage in thirty-five to  
6 forty-five minutes of moderate-intensity physical activity per  
7 week and are substantially less likely to be overweight or  
8 obese than similar people living in low-walkability  
9 neighborhoods, and a separate, more focused study found that  
10 residents are sixty-five percent more likely to walk when they  
11 live in a neighborhood with sidewalks; and

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

16 WHEREAS, a report prepared by the national conference of  
17 state legislatures found that the most effective policy for  
18 encouraging bicycling and walking is to incorporate sidewalks  
19 and bike lanes into community design, essentially creating  
20 complete streets; and

21 WHEREAS, established resources are available for policy  
22 analysis and development as well as best practice design  
23 guidance for bicycle, pedestrian, transit and highway  
24 facilities; and

25 WHEREAS, an ideal complete streets policy:

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

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

6           C. applies to both new and retrofit projects,  
7 including design, planning, maintenance and operations, for the  
8 entire right of way;

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

11          E. encourages street connectivity and aims to  
12 create a comprehensive, integrated, connected network for all  
13 modes;

14          F. is adoptable by all agencies to cover all roads;

15          G. directs the use of the latest and best design  
16 criteria and guidelines while recognizing the need for  
17 flexibility in balancing user needs;

18          H. directs that complete streets solutions will  
19 complement the context of the community;

20          I. establishes performance standards with  
21 measurable outcomes; and

22          J. includes specific next steps for implementation  
23 of the policy;

24           NOW, THEREFORE, BE IT RESOLVED BY THE SENATE OF THE STATE  
25 OF NEW MEXICO that the right of all people to expect to be able

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1 to safely access and use roadways for transportation be  
2 recognized; and

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

5 BE IT FURTHER RESOLVED that copies of this memorial be  
6 transmitted to the secretary of transportation, the secretary  
7 of health, the board of directors of the middle Rio Grande  
8 development council and the chair of the complete streets in  
9 New Mexico leadership team.