

RESOLUTION NO. 09-301

A RESOLUTION ADOPTING COMPLETE STREETS GUIDING PRINCIPLES SO THAT TRANSPORTATION IMPROVEMENTS ARE PLANNED, FUNDED, DESIGNED, CONSTRUCTED, OPERATED, AND MAINTAINED TO INTEGRATE WALKING, BICYCLING, TRANSIT, AND MOTOR VEHICLE USE WHILE PROMOTING SAFE AND EFFICIENT OPERATIONS FOR ALL USERS.

WHEREAS, streets constitute a large and valuable portion of public space; and

WHEREAS, streets need to be safe, convenient, and connected corridors for all transportation modes and users, with particular emphasis on the most vulnerable users; and

WHEREAS, Complete Streets Guiding Principles encourage planning, designing, constructing, operating and maintaining transportation systems that promote safe and convenient travel for people of all ages and abilities - pedestrians, bicyclists, transit riders, and motor vehicle drivers; and

WHEREAS, streets should be designed to compliment and support the adjoining land uses, buildings, and community character, such that the resulting street environment is attractive and of appropriate scale; and

WHEREAS, streets that integrate and invite multiple transportation choices - including pedestrians, bicycles, public transit, and motor vehicles - contribute to the public life of a community, sustainable economic development, and efficient movement of people and goods; and

WHEREAS, encouraging non-motorized transportation improves public health, advances environmental stewardship, reduces fuel consumption, and maximizes the use of roadway infrastructure; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets policies or legislation, including the United States Department of Transportation, numerous State transportation agencies, Mesilla, San Francisco, Sacramento, San Diego, Boulder, Chicago, Seattle, Portland, and the Las Cruces Metropolitan Planning Organization; and

WHEREAS, Complete Streets principles are compatible with existing transportation policies of the City of Las Cruces Comprehensive Plan (1999); and

WHEREAS, the Las Cruces City Council has determined that it is in the best interest of the City for this resolution to be APPROVED.

NOW, THEREFORE, be it resolved by the City Council:

(I)

THAT the City of Las Cruces adopts the Complete Streets Guiding Principles, as shown in Exhibit "A," attached hereto and made part of this Resolution, and that said exhibit is hereby approved and adopted.


(II)

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

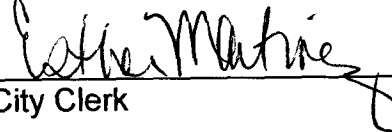
DONE and APPROVED this 15th day of June, 2009.

(SEAL)

APPROVED:


Mayor Pro Tem

ATTEST:


City Clerk

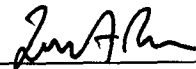
VOTE:

Mayor Miyagishima:	<u>Absent</u>
Councillor Silva:	<u>Aye</u>
Councillor Connor:	<u>Aye</u>
Councillor Archuleta:	<u>Aye</u>
Councillor Small:	<u>Aye</u>
Councillor Jones:	<u>Aye</u>
Councillor Thomas:	<u>Aye</u>

Moved by: Connor

Seconded by: Jones

APPROVED AS TO FORM:


City Attorney

Complete Streets Guiding Principles

VISION:

Every public right-of-way shall be planned, designed, constructed, and maintained such that each Las Cruces will have transportation options to safely and conveniently travel to their destinations.

PRINCIPLES:

- Each phase in the life of a roadway, including planning, funding, designing, constructing, operating, and maintaining of new and modified streets, will be an opportunity to improve the integration of all transportation modes into the roadway.
- Sound engineering and planning judgment will produce context sensitive designs that will account for the unique circumstances of different users, streets, neighborhoods, and activity centers.
- The transportation network should be planned and constructed as a well-connected system that encourages multiple connections to destinations.
- Complete Streets may be achieved through single projects, incrementally through a series of smaller improvements, or through maintenance activities.
- Complete Streets principles may not apply to maintenance activities designed to keep assets in serviceable condition (e.g., mowing, sweeping, and spot repair, or interim measures on detour or haul routes).

STRATEGIES:

- Complete Streets Elements will be considered when developing, modifying and updating City plans, manuals, rules, regulations and programs, as appropriate.

Exhibit "A"

- Design Standards should include performance measures for tracking the progress of implementing the Complete Streets Guiding Principles and detail the procedures for granting exceptions.
- American Association of State Highway and Transportation Officials (AASHTO)-compliant transportation facilities for all modes, including pedestrian, bicycle, public transit, and motor vehicle, should be provided on all roadways.
- Context sensitive streetscape plans that incorporate appropriate southwestern plants and landscaping materials should be developed whenever a street is newly constructed, reconstructed, or relocated.
- Identify all current and future funding sources available for achieving Complete Streets Guiding Principles.
- Utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right-of-way.
- Train pertinent City staff on the content of the Complete Streets Guiding Principles and best practices for implementing the policy.