

MINUTES
COMPLETE STREETS ADVISORY GROUP MEETING
November 19, 2014

MEMBERS/ATTENDEES

Linda Barbeau	City of Farmington MRA Commission
Teresa Brevik	City of Bloomfield & MPO Technical Committee
Joyce Cardon	San Juan County Homebuilders Association & City of Farmington Planning & Zoning Commission
Judy Castleberry	San Juan College Enterprise Center
Larry Hathaway	San Juan County & MPO Technical Committee Alternate
Bil Homka	City of Aztec & MPO Technical Committee Alternate
Cynthia Lopez	City of Farmington & MPO Technical Committee
Gayla McCulloch	City of Farmington City Council
Beth McNally	Animas Environmental Services
Dr. John McNeill	City of Farmington MRA Commission
Rev. Rebecca Morgan	Namaste House Assisted Living Center
Christina Morris	State of New Mexico, Public Health Division
Steve Mueller	City of Aztec
Christa Romme	Four Corners Economic Development
David Sypher	City of Farmington & MPO Technical Committee
Cory Styron	City of Farmington PRCA Director
Anngela Wakan	Safe Routes to School Coordinator & San Juan Safe Communities Representative
Mary Holton	Community Development Director & MPO Officer
Duane Wakan	MPO Planner
Fran Fillerup	MPO Associate Planner
June Markle	MPO Administrative Aide

WELCOME Mr. Wakan welcomed the members to the meeting and thanked them for their attendance and participation in the meeting. He added that there was a significant gap since the previous meeting, which had been mainly due to state and federal planning work requirements that had kept MPO staff busy for the past several months. Mr. Wakan also stated that some changes in MPO staffing had occurred during the past several months as well. Mr. Fran Fillerup was named as the MPO Associate Planner and Mr. Wakan promoted to MPO Planner.

Mr. Wakan introduced Ms. Christina Morris, Health Promotion Specialist, with the New Mexico Department of Health. Ms. Morris said that she is currently living in San Juan County and, prior to getting into the public health field, worked for more than ten years in diabetes research.

Mr. Wakan reminded the Advisory Group that one of the six core values is health and that there has been no health partner as part of the Advisory Group. He said he heard Ms. Morris speak at a meeting of Place Matters and invited her to participate with the Complete Streets Advisory Group.

Also new to the Advisory Group was Mr. Steve Mueller. Mr. Mueller said he was the Parks Director with the City of Aztec and reported that they are working on developing trails, park features, and new parks.

Dr. John McNeill also introduced himself as a member of the City of Farmington's Metropolitan Redevelopment Agency (MRA). The MRA began an ad hoc committee to look into Complete Streets concepts for the downtown Main Street area of Farmington.

August 28, 2014 Meeting Review

Mr. Wakan highlighted some annotations to the meeting minutes of August 28, 2014 that were shown on the Road Typologies (RTs) handout. The comments and language changes included discussion from the last Advisory Group meeting as well as discussions with the sub-committee comprised of the public works officials from the local entities (see the recommended revisions and changes to the Road Typologies shown on the next page and highlighted in red). One of the larger recommended changes was to move the main streets from Boulevard to Avenue.

Mr. Wakan asked for a motion to approve the minutes from the August meeting. Mrs. Wakan moved to approve the minutes from the August 28, 2014 meeting. Mr. Homka seconded the motion. The motion was approved unanimously.

Addressing the Social Determinants of Health & Policies - Ms. Christina Morris

Mr. Wakan said he thought it was important to address the health component of Complete Streets and invited Ms. Morris who works for the Department of Health and is a member of Place Matters to present on this core value to the Advisory Group.

Ms. Morris presented on public health, the work of Place Matters, promoting health, looking at demographics changes of San Juan County and New Mexico, walkability, and more. Shown below is a summary of her presentation:

Place Matters has been in New Mexico since 2010 and more recently came to San Juan County. They look at the health impacts of how and where we work, live and play.

New Mexico Department of Health's mission is to promote health and wellness, improve health outcomes, and assure safety net services for all people in New Mexico.

The Place Matters Initiative offers national and local brand and lens through which key stakeholders can learn about and act upon the relationship between place, race, and health. There are 19 Place Matters teams (4 New Mexico teams) in 27 jurisdictions around the country.

Place Matters does not work alone. They are a part of the NM Health Equity Partnership which also includes Health Impact Assessment and Health Councils & Commissions.

The mission for Place Matters is: *"To promote healthy living and life-long learning through improved educational opportunities."*

Average Daily Traffic (ADT)	Road Typology	Description	Existing Examples	Vision Examples
Up To 1000	Lane	One or two lane roads and alleyways with the lowest travel speeds that serve low density residential areas. Lower volumes and speeds allow for integrated bike use in the roadway and do not necessarily require separate facilities. Sidewalks are encouraged depending on the surrounding density. On street parking rarely exists on short street sections such as cul-de-sacs. Rural lanes are not always paved. No lane striping.	N Church Street in Aztec, McCoy Ave in SJ County, (North Aztec) (Cir, Pl, Dr)	
Up To 2000	Street	Two lane roads with the lowest travel speeds that serve residential and commercial areas within the cities. On street parking is common but may be restricted in some places. Driveway-Lane access is allowable at moderate levels. No Medians. Lower volumes and speeds allow for integrated bike use in the roadway and do not necessarily require separate facilities. Sidewalks may be buffered from the street. Provides connectivity.	West Blanco & South 1st St in Bloomfield, Fairview between Main St and 20th St,	
Up To 4000	Avenues	These will be the most common utilitarian streets in the network. They are characterized by lower volume speeds with 2-3 lanes primarily connecting commercial, retail, and downtown districts. Bike lanes, wide sidewalks, and transit stops are recommended, multi-modal side-paths in high traffic areas are encouraged. These roads distribute traffic between the higher classifications and local streets. Medians and two-way left turn lanes are common. Shared driveway access is encouraged. Downtown areas include additional street-scape features that promote multi-modal travel. These streets support the higher road classifications and connect with Lanes and Streets and feed to Parkways.	Aztec, Chaco in Aztec, West Blanco & South 1st St in Bloomfield, Fairview between Main St and 20th St	It is suggested that we move these Downtowns to Avenues road typology rather than the Boulevard typology. (Public Works Sub-committee)
4000 +	Boulevards	These meaningful roads are meant to be enjoyed. They steer motorist through/to local amenities such as rivers, urban centers and neighborhoods. They are 3-5 lanes with moderate volume and speeds and connect travel through a city serving commercial areas. Travel lanes are smaller in width to accommodate the presence of medians, sidewalks & bike lanes and or multi-modal side-paths, on-street parking, and transit stops. Access management controls should minimize conflicts with bicyclists and pedestrians.	Butler, 20th Street, West Blanco in BLMFLD, Rio Grande Ave in Aztec, W Chaco St in Aztec, CR 3000	West Main Street in FMTN, South Main Street in Aztec New North Main Street Aztec San Juan River East of US 550 in BLMFLD
NMDOT Standards	Parkways	Vehicle-oriented, high speeds & volumes, typically 4-6 lanes; land uses include office parks, multi-use centers with parking lots; access management controls; recommends multi-modal side-paths; locate transit stops within adjacent developments	Murray Drive, US 64, US 550, NM 516, CR 350, Main Street, Pinon Hills Boulevard and any state route.	



Their vision is: *“San Juan Community Place Matters vision is to create and sustain, through universal collaboration and access, a vibrant, equitable community that respects, supports, and honors all individuals, where healthy economic opportunities are diversified and quality education is meaningful and valued.”*

What is Health and Where Does it Come From?

Health is “a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity.” (*World Health Organization (WHO) 22 July 1946*)

Health Inequities are differences in health status and mortality rates across population groups that are systemic, avoidable, unfair, and unjust.” (*World Health Organization (WHO)*)

Public health is “what we as a society do to collectively assure the conditions in which people can be healthy.” Those conditions can be described as the places where we live, learn, work, and play, and the social, economic and political factors that affect us in those places.

What Determines How Healthy We Are?

Genetics 5%; medical care 10%; individual behaviors 30%.

The other 55% is what really determines healthy such as the built environment, civic engagement, culture, early childhood experiences, education, employment/income, environment (air, water, toxins), food security/nutrition, health care (physical/mental), housing, land use policy, social support, transportation, and working conditions.

How Does This Get Put Into Practice?

“Health in All Policies” (HiAP) is a way to operationalize the understanding that our health is affected by multiple sectors of our society and those sectors all have a role to play in helping us get and stay healthy. HiAP is a collaborative approach to improving the health of all people by incorporating health considerations into decision-making across sectors and policy areas. HiAP, at its core, is an approach to addressing the social determinants of health that are the key drivers of health outcomes and health inequities.

HiAP is the concept of incorporating health considerations into the policies and programs of sectors that are the root causes of health (i.e.: individual factors (age, gender), individual behaviors (diet, exercise), public services and infrastructures (parks, transportation), living and working conditions (housing, access to food), and social, economic and political factors (poverty, racism)

The 5 key elements of HiAP are to:

- Promote health, equity and sustainability;
- Support intersectoral collaboration;
- Benefit multiple partners;
- Engage stakeholders;
- Create structural, institutional, or procedural change.

The leading causes of death in the United States in 1900 were pneumonia, tuberculosis, and diarrhea; in 2010 those changed to stroke, cancer, and heart disease.

The United States is 16 years behind the top ten countries on the life expectancy improvement chart; New Mexico is 20-25 years behind on average. Ms. Morris showed a root cause map and provided an example:

<u>Outcome</u>	<u>Causal Factor</u>	<u>Root Causes</u>	
Obesity	Too few calories out Lack of exercise	Sedentary work, little leisure time	No sidewalks, fear of crime
	Too many calories in Lack of healthy food	Limited knowledge, access to poor foods	Many fast food outlets, both parents work

Transportation systems are one way to improve these outcomes. Improved transportation systems can create or increase exercise opportunities, improve safety, lower emotional stress, link poor people to opportunity, connect older adults and those with disabilities to crucial services, and stimulate economic development.

Ms. Morris presented some maps of basic demographic information available through SHARE New Mexico:

- 10-15% of Farmington residents are over 64 years old;
- 50-60% of households include children under 6 years old;
- NM Disability Demographic shows that 23-47% of school age kids have disability
- In San Juan County, the total uninsured (under 18) with a disability is one of the highest in the state
- San Juan County Food Environment map that depicts access to food shows there is a food "desert" on the south side of Farmington (high in sugars and fat; increases health issues; use of food stamps greater and population is less mobile, sicker and more dependent on care)

By creating adequate pedestrian and bike amenities, the community can change its overall health.

Ms. Morris concluded by noting that health outcomes are influenced by the characteristics of its local communities and they also impact the economy and the environment. Transportation planning has a profound impact on community characteristics and so can impact all three sectors. Joint progress is less about sharing goals but more about aligning plans and finding ways to work together more effectively than we have in the past. This can be done by focusing on local collaboration, fostering adaptive leadership and paying for a change to achieve profound improvements for the community (see chart on next page).

Community characteristic	Health effect	Economic effect	Environmental effect
Adequate pedestrian and biking infrastructure	Fewer injuries, obesity, diabetes, heart disease	Increased home values	Reduced use of fossil fuels
Less traffic	Less asthma and respiratory illness	Increased productivity	Higher air quality
Higher quality housing	Less asthma and lead poisoning	Increased home values	Increased energy efficiency
Sufficient public transit	Less obesity, diabetes, injuries	Higher worker and student productivity	Smaller carbon foot print
Community amenities, e.g. grocery stores, parks, community centers	Less obesity, diabetes, heart disease, stress	More local jobs	Reduced use of fossil fuels

Mr. Wakan commented that MPO Staff research had shown that San Juan County has the highest adult obesity and diabetes population in the state. He added that this is not simply due to genetics, but is impacted by lifestyle, infrastructure, and how we live our lives.

Mr. Wakan asked for Ms. Morris to further explain the Health Impact Assessment. Ms. Morris explained that this is a comprehensive method of screening, scoping, and assessing a population to help maximize the positive/negative health impacts. Mr. Wakan said that the MPO believed it was good to consider the use of an HIA when selecting and prioritizing projects. He added that the MPO Metropolitan Transportation Plan (MTP) outlines future major transportation projects in the region. Mr. Wakan stated that performing an HIA on each project could help the MPO re-prioritize the regional list of projects. Mrs. Wakan also agreed that these types of factors needed to be included in planning future projects to keep the community vision on track.

Councilor McCulloch stated that the Advisory Group really needed to have a representative from San Juan Regional. Mr. Wakan said the MPO had reached out unsuccessfully to hospital staff on numerous occasions. He added that Ms. Morris, as a public health official with the state, a member of Place Matters, and a resident of San Juan County, can provide a public health voice on the Advisory Group.

Mr. Homka said that the inability of getting leading health partners to the table is an issue. He believed the local medical community should be more responsive. Ms. Morris said she thought the economy had affected the medical community and believed that this was an already challenging area to get people to work together and be part of a group. Reverend Morgan added that there was also a financial piece. The increased cost of people with health issues that are related to their lifestyle and their environment is tremendous. There would be a lot of money freed up if more people were healthy.

Ms. Romme said that 4CEDS has a health services committee that this issue could be brought to again. With the new health care act and a focus on preventative health, this could be a good time to again ask them to participate. She added that both San Juan Regional and PMS recognize the need to re-focus on preventative health. Councilor McCulloch said she thought that the 4CEDS health committee needed to be more active and to reach out to its members. There are those who want to be involved and they need to be contacted so they can encourage participation on these health issues by the local health officials.

Mr. Wakan said that with the partnership with Place Matters, more influence and pressure can be put on the hospital to participate in the discussions. Ms. Romme said that 4CEDS has a list of people for their health group who are interested in participating, and that maybe this was the time and the right project.

Miscellaneous

Mr. Wakan reiterated that the health value needed to tie into Complete Streets design guidelines and the need to consider the link between poverty and access to health care.

Mr. Wakan invited other Advisory Group members to present on a topic or subject matter that they were involved with or were working on. He noted that parks and recreation was an important part of the process to ensure the street landscaping was beautiful and the needed resources to make that happen were considered. Other topics could be Safe Routes to School and the impact of Complete Streets for parents and school children walking to school; and Namaste House and its concern with aging in place. Mr. Wakan said the presentations should be about one-half hour in length.

Reverend Morgan commented that she had been participating on the Advisory Group for approximately a year. She noted that she is interested in Complete Streets and was hoping that a specific project could be developed and a timeline set. Ms. Holton stated that the Metropolitan Redevelopment Agency (MRA) ad hoc committee has a potential project in mind that will be presented and discussed at the MRA meeting at 4:00 p.m. on November 20. Ms. Holton said that anything proposed by the MRA would have to go to City Council for final approval. Advisory Group members asked if Dr. McNeill could elaborate on this proposal.

Dr. McNeill asked that any information he might provide be kept at the table since there had been no public hearing held on the proposal yet and could be detrimental to the entire process. The MRA ad hoc committee received a proposal from Mr. Dan Burden (formerly with the Walkable & Livable Institute; now with Blue Zones) for a two-phase study and design concept of Main Street. The MRA will review the proposal at the upcoming meeting and, if approved, would be taken to City Council for the allocation of funding. Dr. McNeill said the first stage would be an assessment of downtown Main Street after which they would prepare a design proposal. The proposal would receive public input before any final design was agreed upon and that would then go out for an RFP. Dr. McNeill said it was hoped that this design process could be accomplished within the next four months.

Ms. Morris introduced Ms. Amanda Evans who is a member of Place Matters. Ms. Evans reported that Place Matters is a national initiative with a mission to change health disparities in the community. Ms. Evans said the local group as chosen to focus on education, not just in the schools but within families and hopefully learn why they might not focus on education (i.e.: poverty, hunger, no transportation). She encouraged participation and involvement in Place Matters by any interested individual.

Sub-Committee Meetings - Design Guidelines

Mr. Wakan said the sub-committee, consisting of David Sypher, Bill Watson, Dave Keck, and Adrian Garcia, had met several times over the past few months. These public works officials from the local entities met to develop minimum dimensions/standards for bike lanes, sidewalks, buffer zones, travel lanes, multi-use detached lanes, door zones, and medians. Mr. Wakan said that the group developed some very good minimum standards that will help to create safety as well as a healthy, active lifestyle.

Mr. Wakan reviewed the handout for the Downtown/Urban Area (Minimum Standards) that the sub-committee developed (see below):

Downtown/Urban Area (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	Angled Parking Zone	Door Zone	Bike Zone	Travel Zone	Center Lane/Median	Detached Multi Use Path
Lane	24 Feet	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24'	N/A	N/A
Street	60 Feet	5'	3'	6"	1.5'	8.5'	N/A	N/A	6'	11'	N/A	N/A
Avenue	70 Feet	5'	3'	6"	1.5'	N/A	N/A	N/A	6'	12'	14'	N/A
(DT Commercial)	80 Feet	10'	N/A	6"	1.5'	8'	13'	2'	6'	11'	TBD	N/A
Boulevard	100 Feet	5'	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'
Parkway	120 Feet	5'	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'



Mr. Wakan reported that the sub-committee actually outlined minimum standards for all the different road typologies, but he wanted the Advisory Group to just review the Downtown/Urban Area standards since that has been the most discussed road typology.

Total ROW

The dimensions shown in the Total ROW column are measured from property line to property line in a downtown setting.

Sidewalk Zone

The minimum sidewalk zone recommended was 5' except for 10' in a downtown area which is necessary to meet ADA requirements and also to enhance walkability.

Ms. Barbeau asked about the sidewalks along Pinon Hills Boulevard. Mr. Sypher said that those were 5' sidewalks. Councilor McCulloch asked about those on Farmington Avenue in front of the library. Mr. Sypher stated that all new sidewalks are constructed to 5' although there could be some older 4' transition sections. It was noted that there are always exceptions, but that a minimum of 5' is desired going forward provided the needed ROW can be acquired. Ms. Lopez commented that she was surprised that 10' minimum sidewalks were agreed to by the sub-committee members for a downtown area.

Buffer Zone

This zone separates the curb and gutter from the sidewalks. Ms. Lopez asked about a "furniture zone" for benches or planters. She thought this needed to be considered for a downtown area. Mr. Homka added this needed to be kept in perspective with the size of the downtown area being considered.

Mr. Wakan said that sub-committee was thinking of this as a landscaped area and not as a "furniture zone" that would incorporate seating. He added that this could be discussed further by the sub-committee and the Advisory Group.

Curb/Gutter

As shown: six inches for curb and 1-1/2' for gutter.

Parking Zone

The parking zone standards were for parallel parking.

Angled Parking Zone

The sub-committee followed the 13' angled parking zone as depicted in the MRA downtown plans. The Advisory Group briefly discussed the angle of the lane and how it was measured.

Door Zone

This is the buffered area between bike lanes and parallel parking areas.

Bike Zone

This was recommended at a minimum of 6'.

Travel Zone

This is the street lane and was recommended to be a minimum of 11' for a downtown area. The travel zone will depend on the overall width of the street.

Center Lane

These dimensions will vary.

Detached Multi-Use Path

These were recommended for Boulevards and Parkways and a minimum width of 10'.

Mr. Wakan noted that the sub-committee thought a new road typology of Downtown-Commercial needed to be added. This is shown as a placeholder for now on the spreadsheet above. The sub-committee thought this road typology was needed to accurately denote the downtown main street. Mr. Wakan noted that this was an extra road typology that would only apply to the downtown/urban area. The actual nomenclature was not identified until it could be vetted through the Advisory Group.

Mr. Sypher commented that Avenue was originally identified as the road typology for the Downtown/Urban area. After further discussions, the sub-committee came up with a suggestion for an additional road typology of Downtown Commercial.

Mr. Sypher commented that the 10' minimum for sidewalks is truly a desired minimum standard. The sub-committee would actually encourage them to be wider if possible.

The sub-committee also thought that a detached multi-use path might not be constructed if a separate bike zone was constructed. The bike zone could then be used as a multi-use lane. However, both paths could be built should ROW and funding be available.

Ms. Barbeau asked why the travel zone on Lane was 24'. Mr. Sypher said this dimension is needed to allow for safety and fire apparatus access. It was explained that the 24' dimension was for both directions. This would be a rural lane or alley measured from edge of pavement to edge of pavement. Mr. Wakan said that this needed to be clarified on the spreadsheet. It was recommended that the minimum standards for the road typologies go back to the sub-committee for their final review.

The Advisory Group discussed the angled parking example shown in the spreadsheet. It was determined that the correct dimension for the Angled Parking Zone was 13' as shown. Mr. Fillerup noted that parallel parking created a buffer zone. Mr. Wakan agreed but said this was not being counted as a buffer zone. Ms. Lopez added that it was also necessary to consider whether parked cars would overhang sidewalks or buffer zones and to ensure the dimensions meet city codes.

Mr. Wakan recommended that the sub-committee meet along with the city planners so any nuances to the proposed minimum standards can be reviewed and discussed by everyone.

Mr. Wakan stated that he would like to get preliminary approval of the proposed Downtown/Urban Area standards so there are some design guidelines available for Dan Burden's visit should the MRA proposal be approved. Ms. Holton said there only needed to be a draft format of the document for the time being. Ms. Lopez thought having a draft to work from that could be revised later after any potential feedback from Dan Burden is received.

Mr. Homka thought that he would be good to be able to show progress to Mr. Burden's group, but that getting additional feedback from them was important. He agreed that the design guidelines should be reviewed with the city planners and the public works directors because they can ensure the design guidelines come together.

Ms. Holton recommended that the Advisory Group adopt this draft road typologies document with the understanding that a final version would be worked out over the next few months. Mr. Sypher seconded the recommendation. By consensus the Advisory Group agreed.

Mr. Sypher commented that when the sub-committee first met, they were to find ranges for the different standards to provide flexibility for the entities. Surprisingly, this regional group did not want ranges, but preferred a unified set of standards. They thought it important for developers to understand that the standards were set on a county-wide level.

Closing

Mr. Wakan asked if there was someone who wanted to give a presentation at the next meeting. Mrs. Wakan said she would present on San Juan Safe Communities Initiative (SJSCI) and SRTS. Mr. Sypher said he would be willing to present on the financial aspects of construction in the future. Ms. McNally nominated Reverend Morgan to speak on aging in place, and she was willing to do that at a future meeting.

With significant travel in December by MPO Staff and the holiday season, it was decided that the next meeting date would be Wednesday, January 14, 2015 from 10:00 to 11:30 a.m.

The meeting adjourned at 1:45 p.m.