

DRAFT MINUTES
COMPLETE STREETS ADVISORY GROUP MEETING
April 1, 2015

MEMBERS/ATTENDEES

Linda Barbeau	City of Farmington MRA Commission
Cheri Floyd	Blue Cross/Blue Shield
Larry Hathaway	San Juan County & MPO Technical Committee Alternate
Terri Kennedy	Community Member
Cindy Lopez	City of Farmington & MPO Technical Committee Member
John McNeill	City of Farmington MRA Commission
Jessica Polatty	Bloomfield Senior Center
Christa Romme	Four Corners Economic Development (4CED)
Dara Tsosie	Place Matters
John Shepard	City of Aztec Community Development
Cory Styron	City of Farmington PRCA
David Sypher	City of Farmington & MPO Technical Committee Member
Pam Valencia	Place Matters
Anngela Wakan	San Juan Safe Communities Representative & Safe Routes to School Coordinator
Duane Wakan	MPO Planner
Fran Fillerup	MPO Associate Planner
June Markle	MPO Administrative Aide

REVIEW OF MARCH 4, 2015 CSAG MEETING

Mr. Wakan noted that at the March meeting the Advisory Group continued discussions of the proposed design guidelines and the recommendations made by the public works sub-committee. Also discussed was forming sub-committees for design guidelines chapter review. Mr. Wakan reiterated that Advisory Group members could participate in up to three chapters and asked if those individuals in public works and engineering would plan on assisting with the more technical chapters such as intersections.

Mr. Wakan explained that there had been no consensus reached on the design guidelines at the last meeting. The design guidelines shown in the March meeting minutes are still under consideration and being discussed. He hoped that after today's meeting, the Advisory Group would be ready to make a preliminary recommendation to the MPO Technical Committee. Mr. Sypher commented that he thought there were several conflicts now with road typologies not matching the proposed design guidelines. He thought clarifying the road typologies was integral to the final design guidelines. It was decided that Mr. Sypher and Mr. Wakan would review those in question and then present them to the Advisory Group at the next meeting.

Mrs. Wakan moved to approve the minutes from the January 14 and March 4 meetings. Mr. Hathaway seconded the motion. The motion was approved unanimously.

PRESENTATION BY PAM VALENCIA, PLACE MATTERS

Ms. Pam Valencia with Place Matters gave a presentation on health impact assessments with a brief overview of HIAp (health in all policies) that was presented in January by Christina Morris, and the work of San Juan Community Place Matters.

Highlights of Ms. Valencia's presentation are as follows:

- Place Matters is funded by Kellogg and their focus is improving the lives of children and families;
- Statewide and national partners with focus on health equity;
- Health focus is part of the Advisory Group as they look to create walkable and bikable spaces;
- Look to inform processes that are happening around health; health is not just the physical body, but a complete state of physical, mental, and emotional being;
- Health determinants are the range of personal, social, economic, and environmental factors which determine the health status of an individual or a population;
 - o Food desert - when grocery stores are more than a mile away and studies have shown that life spans are shorter in these areas; consider the north side of Farmington that has lots of stores and the south that has none.
 - o Obtain data on a neighborhood level so this type of impact can be measured.
- What is attributing to overall health and what are the outcomes of that (i.e.: high asthma rates caused by smog and pollution from mining);
 - o Need to deal with the root causes of the health issue.
- Health impacts - any change in the health of a population or change in the physical, natural, or social environment has a bearing on public health (i.e.: changes to US 64 and the increased difficulty in crossing (no protective elements) that roadway and the resultant health impacts);
- Health equity - refers to disparities between groups in the presence of health outcomes;
- Health factors - genetics-5%; medical care-10%; individual behaviors-30%; the other 55% is what really determines health, such as the built environment, culture, education, employment/income, environment (air, water, toxins), etc.
 - o Need to expand focus on these other determinants;
 - o Many decisions that shape our environment do not consider the health impacts;
 - Consider keeping school playgrounds open to allow children access to facilities any time.
 - Math labs in the schools to teach parents the math the children are learning.
 - Opportunities for parents to connect with others.
- Determinants of equity - poverty, classism, sexism, and racism. Advantages or disadvantages experienced set one's life outcomes;
- HIAp - Health in All Policies - incorporate health considerations into the policies and programs of sectors that are the root causes of health issues;
 - o Transportation policy impacts health as does a land use, environmental, and/or educational policy.

- Use a collaborative approach - expertise plus input from community members;
- Providing facilities for walking and biking can have huge impact on health;
- Health Impact Assessment (HIA) - a structured process that uses scientific data, professional expertise, and stakeholder input to identify and evaluate public health consequences of proposals and suggests actions that could be taken to minimize adverse health impacts and optimize beneficial ones.
 - o Structured but flexible, allows for the "what if"?
 - o Place Matters has been asked to implement an HIA; looking at options.
 - o HIA is used to inform the process and make recommendations - it does not lobby, judge, or take sides.
 - o Helps weigh trade-offs and understanding of the direct and indirect health impacts of specific work. With improved community health, projects focus can change.
 - Example of new Los Angeles stadium that would have displaced an entire community; the community spoke out through an HIA process. The city, builders, and community worked together to track the unintended consequences (displacing families) and reached a compromise.
 - o HIAs are not used to make the case for why a program/policy/plan should or should not happen. It does not assess the impacts of a program and is not a community assessment tool.
 - o 312 HIAs were completed in the United States in 2014.
 - o HIAs can be used in different sectors - built environment, transportation, natural resources and energy, agriculture and food, housing, education, as well as labor and employment.
 - o Example of housing units that were built with few windows, doors, or ventilation systems on the back side of the buildings which faced a busy roadway. Simple measures that helped reduce vehicle emissions and pollutants from entering the units.
 - o How does an HIA - non-profit organizations, community groups affected by a decision, local and state government agencies, universities and research institutions, and industry/business communities.

Mr. Wakan said an HIA could have helped Bloomfield and the county if it had been conducted prior to the US 64 construction. The community is already rethinking how US 64 can be revamped to make it safer for pedestrians. Mr. Wakan said HIAs should be considered when designing transportation projects. Ms. Polatty added that the changes being considered for downtown Main Street - adding more walkability features and connecting the riverine area to the downtown - all these changes will impact the people living in the area in some way. An HIA, a policy checklist, or just ensuring those impacted are informed of the changes is important to the community.

Mrs. Wakan asked how long an HIA took to complete. Ms. Valencia responded that a short one took about 90 days and a more complicated one took up to six months. Place Matters' funding for this type of project is through a company called Human Impact Partners. They provide the guidance, the steps for the process, the consultant to write up the final document, and evaluate after completion to see if results have made an impact or difference to the community.

Mr. Styron asked of the HIAs conducted, how many actually changed the behavior or final decision and how does it resolve the issues of costs and economics. Ms. Valencia said she would ask those questions of Human Impact Partners and provide their answers to the Advisory Group. She said that HIAs are being used by Dona Ana County in rewriting zoning, McKinley County with a uranium pond area, and also Bernalillo County with the Santolina project.

Mr. Wakan said the impacts could be minor. Mr. Styron said the HIA is a health impact process, but how do you weigh the economic value of a rail spur vs. the health value, and are economics going to be pushed over health. The driving force will be what the community desires and that would likely be economics. Ms. Valencia replied that economics does have to be addressed. She thought that the up-front costs could be impacted negatively, but long-term costs would be reduced. She reiterated the example of the housing units built along a freeway that were constructed such to reduce emissions entering the individual units. This way of approaching a potential problem and adjusting traditional thinking may have cost more money up front, but the environment and health futures of the families and kids raised there was made better.

Mr. Fillerup added that planners ask questions on the impact of a project and health would become another question. Can we include the health impact in the overall project and what could be done differently because that question was asked and the potential issues studied. Mr. Fillerup noted that this has not been one of the questions asked for major policies or projects in the past. Ms. Barbeau added that the more this is done, the more data that will be compiled.

Mr. Sypher said he thought there could be some good applications, but wondered how an HIA would actually impact or change the design of a sidewalk or path especially when standards already exist. Ms. Valencia asked that planners think about tweaking a design where possible to provide a safer and healthier project. She said there were some transportation checklists that might assist in asking the health questions when planning a project.

Mr. Wakan noted that the state Complete Streets group which deals mainly with the Albuquerque area is led by public health officials.

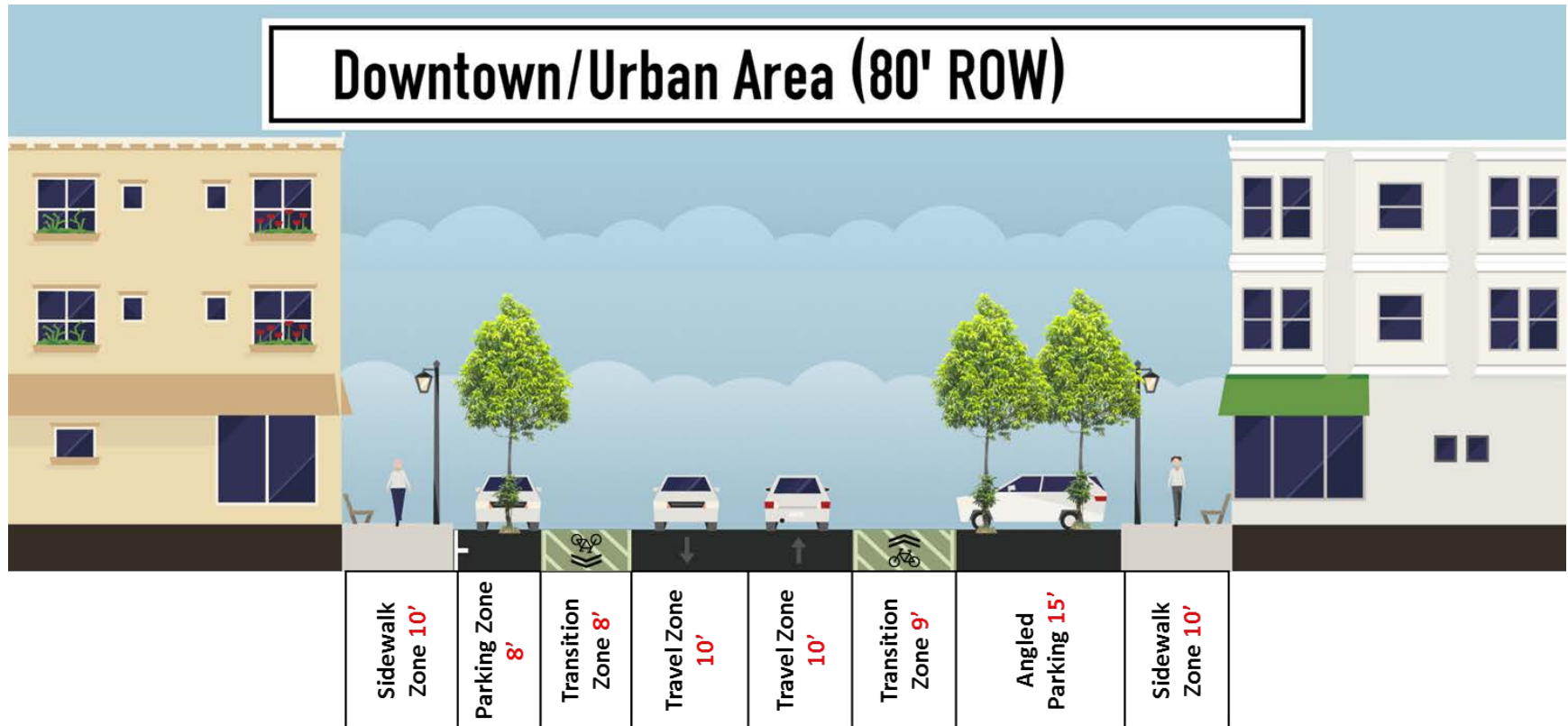
Design Guidelines Discussion

The Advisory Group discussed one of the complete streets options for Farmington's downtown Main Street presented by Mr. Dan Burden and Ms. Samantha Thomas when Blue Zones was in town last month (see next page).

Some of the items discussed on Mr. Burden's roadway example were:

- 15' angled parked shown on the right-hand side of the street is for back-in parking; 8' parking lane is for parallel parking;
- Two transition zones - one 9' and one 8'. These are not part of the travel lanes. The 9' transition zone would be used by drivers to pull into and prepare to back into an angled parking space. The 8' transition zone would assist would parallel parking on the other side of the street;
- Two 10' travel lanes;

Dan Burden Example:



Ms. Lopez added that the 9' transition lane would also allow space for drivers to go around another driver waiting to make a left turn from the travel lane. Bicyclists could also use this lane as well as the 8' transition lane on the other side of the street. The 9' transition lane allows the space needed to the back-in parking. Mr. Burden also said that some of the parking spaces (both sides of the street) could be used for landscaping. Ms. Barbeau added that the street design might alternate every few blocks to create a meandering affect and would help slow traffic.

Mr. Wakan asked the Advisory Group to look at the cross-section recommendations which showed an 11' travel zone. Mr. Burden's example narrowed this to 10'. Ms. Lopez added that Mr. Burden had also previously recommended a 10' travel lane because it allows for a steady traffic flow, but at slower speeds.

Ms. Romme asked if the example assumed that truck traffic would not be travelling on Main Street. Ms. Lopez said that was correct and that large truck traffic would be directed to other routes. She added that local delivery trucks still have access by using the alleyways and not the front "living room" area of Main Street.

Mr. Sypher thought that the 10' travel lane was a good design and a basic principle of complete streets. The traffic impact analysis (TIA) will show that RVs and larger trucks will be diverted to other routes. It is important to make sure that capacity is addressed. Mr. Sypher also noted the lack of medians in Mr. Burden's example. Ms. Lopez commented that transition zones were recommended instead of medians. Ms. Barbeau said that the narrower travel lanes, along with bump-outs at the corners, would create a narrower path for pedestrian to cross. The transition lane also allows drivers to go around someone waiting in the driving lane to make a left-hand turn.

Mr. Sypher noted that in the current cross-section for the downtown area, the zones for angled parking, door, and bike totaled 27 feet; Mr. Burden's example showed the an equivalent of 28 feet. Almost the identical amount of space is accommodating the same functions, except that Mr. Burden's example delivers some new concepts. Most agreed the 10' travel lane was a good concept as long as it was understood that the larger vehicles would be diverted elsewhere. Mr. Barbeau said this would likely be over to Broadway which is only one block away.

The Advisory Group discussed other issues with the current cross-section design guidelines:

- Setting specific minimum standards in each zone (if applicable);
- Ensure the established minimum standards work for each entity;
- Use the word "conditional" - outline conditions specifically (where * are currently noted in the design guidelines);
- Clarify/define language;
- Use "transition zone" instead of door zone and bike zone;
- Transition zone (old bike zone) could be striped as "sharrow";
- Provide visual of back-in parking would be helpful: many oilfield trucks in area currently back into parking spaces;
- Removing stop lights will keep traffic flowing because even though vehicles are going slower, there will be fewer stops; cost savings, too;

- Wait for Blue Zones recommendations (May) on the width needed for angled parking as well as the other zones; Blue Zones' engineer, Mike Wallwork, has designed thousands of complete streets and will provide appropriate options.

Ms. Barbeau mentioned the downtown art walk scheduled for April 10. There will be Complete Streets information and examples of Mr. Burden's road diet proposals in the building at 119 West Main Street. There will be a short questionnaire handed out to find out what brings people to the downtown area. Blue Zones will be back in town on May 15-18 to present their ideas and to work with the community on incorporating their visions. Ms. Lopez stated that local engineering and public works staff are encouraged to attend as well as representatives from NMDOT.

The meeting concluded at 11:40 a.m.

Sub-committee Cross-section recommendations

Downtown/Urban Area (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	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	12'	N/A	N/A
Street	60 Feet	5'	5'	N/A	N/A	8.5'	N/A	2'	6'	11'	N/A	N/A
Avenue	70 Feet	5'	3'	6"	1.5'	N/A	N/A	N/A	6'	12'	14'	10'
Boulevard	100 Feet	5'	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'
Parkway	120 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'

CSAG Cross-section recommended modifications

Downtown/Urban Area (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	Angled 30/60 Parking Zone	Door Zone	Bike Zone	Travel Zone	Center Lane/Median	Detached Multi Use Path
Lane	24 Feet	N/A	N/A	ZoneN/A	N/A	N/A	N/A	N/A	N/A	12'	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'	11'	14'	N/A
(DT Commercial)	80 Feet	10'	N/A	6"	1.5'	8'	19'	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	N/A	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'

*This needs to be either one or the other. Does this hold true for the Boulevard?

Sub-committee Cross-section recommendations

Industrial (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												
Street												
Avenue	70 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'
Boulevard	100 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'
Parkway	120 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'

CSAG Cross-section recommended modifications

- Recent visit to other community by CSAG members reveal the need for detached multi-use path
- Ensure adequate ROW for multi-use path for when future development occur and connections required

Industrial (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												
Street												
Avenue	70 Feet	10'Optional*	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'
Boulevard	100 Feet	10'Optional*	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'
Parkway	120 Feet	10'Optional*	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'

*This needs to be either one or the other.

Sub-committee Cross-section recommendations

Commercial (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	
Street	60 Feet	5'	5'	6"	1.5'	8.5' x 2	N/A	N/A	6' x 2	11' x 2	N/A	N/A
Avenue	70 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'
Boulevard 3-5 Lns	100 Feet	5'	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	16'	
Boulevard 4-5 Lns	100 Feet	N/A	10'	6"	1.5'	N/A	N/A	N/A		11'	16'	10'
Parkway 2 Lns	120 Feet		10'	6"	1.5'	N/A	N/A	N/A	6'	11'	16'	10'
Parkway 4 Lns	120 Feet		10'	6"	1.5'	N/A	N/A	N/A		11'	16'	10'

CSAG Cross-section recommended modifications

Commercial (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	<i>Possibly</i>
Street	60 Feet	5'	5'	6"	1.5'	8.5' x 2	N/A	N/A	6' x 2	11' x 2	N/A	N/A delete/modify
Avenue	70 Feet	5' requires BZ refit	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14' or reduce here 2'	10'
Boulevard 2 Lns	100 Feet	5'	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	16'	
Boulevard 4 Lns	100 Feet	10' option*		6"	1.5'	N/A	N/A	N/A		11'	16'	10'
Parkway 2 Lns	120 Feet	10' option*		6"	1.5'	N/A	N/A	N/A	6'	11'	16'	10'
Parkway 4 Lns	120 Feet	10' option*		6"	1.5'	N/A	N/A	N/A		11'	16'	10'

Sub-committee Cross-section recommendations

Neighborhood (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	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'	5'	6"	1.5'	8.5'	N/A	N/A	6'	11'	N/A	N/A
Avenue	70 Feet	5'	5'	6"	1.5'	N/A	N/A	N/A	6'	12'	14'	10'
Boulevard												
Parkway												

CSAG Cross-section recommended modifications

Neighborhood (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	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	10' Optional
Street	60 Feet	5'	5'	6"	1.5'	8.5'	N/A	N/A	6'	11'	N/A	10' Optional*
Avenue	70 Feet	5' option * for rural	5'	6"	1.5'	N/A	N/A	N/A	6'	12'	14'	10'
Boulevard												
Parkway												

*This needs to be either one or the other.

Sub-committee Cross-section recommendations

Rural (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	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	12'	N/A	N/A
Street	60 Feet	5'	5'	N/A	N/A	8.5'	N/A	2'	6'	11'	N/A	10'
Avenue												
Boulevard	100 Feet	5'	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'
Parkway	120 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'

CSAG Cross-section recommended modifications

Rural (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	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	12'	N/A	N/A
Street	60 Feet	5' optional*	5'	N/A	N/A	8.5'	N/A	2'	6'	11'	N/A	10'
Avenue		5' optional										10'
Boulevard	100 Feet	5' optional*	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'*
Parkway	120 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'

*This needs to be either one of the other.

