



**Complete Streets Advisory Group
Meeting Agenda
March 4th, 2015
10:00am – 11:30am
Farmington MPO Office 100 West Broadway 2nd Floor**

Time	Agenda Item
10:00 AM	Welcome and introductions <ul style="list-style-type: none"> • Approve minutes & review of previous meeting
10:10 AM	Presentation- Rebecca Morgan <ul style="list-style-type: none"> • Livable streets for aging populations
10:20 AM	Peer Review Group Assignments <ul style="list-style-type: none"> • Chapter review and solicited writing assignments <ul style="list-style-type: none"> ○ Visions- Goals-Planning Process <ul style="list-style-type: none"> ▪ Executive Summary ▪ Health ▪ Safety ○ Principles of Complete Streets ○ Defining Land Use and Road Typology ○ Intersection designs ○ Designing for Various Modes-Ages-Abilities ○ Roadway Features-Traffic Calming Measures ○ Policies-Performance Measures ○ Adoption and Implementation
10:45 AM	Design Guideline Review Subcommittee Comments
11:15 AM	PSA Examples Volunteers
11:30 AM	Adjourn Meeting

Chapter/Section Structure Complete Street Design Document

Table of Contents

Acknowledgments

Introduction

- Planning Process for Developing these Design Guidelines
- Visions
- Goals
- Six Core Values (Aesthetics • Network • Connectivity • Economic Vitality • Multi-Modal Transportation • Health • Safety)
- Audience and Intended Use

Principles of Complete Streets

- Multi-modal
- Safety and Comfort
- Quality of Life Factors
- Land Use/Transportation Connection

Design Guidelines by Land Use and Road Typology

- Table of Land Use x Road Type
- Definitions of Land Use Contexts and Road Types
- Design Guideline Matrix Table

Intersections

- Design
- Traffic Signs and Signals
- Roundabout and Similar Designs

Designing for Various Modes, Ages and Abilities

- Designing for the Spectrum of Ages and Abilities
- Converging Interests and Necessities
- Designing for the Various Modes of Travel
- ADA and Other Regulations in the Design Guidelines

Roadway Features and Amenities

- Traffic Calming
- Pedestrian Crossings
- Bikeway
- Lighting
- Utilities
- Street Furniture and Other Amenities
- Public Space

Adopting and Implementing these Guidelines

- Adoption and Flexibility
- Construction of New Streets
- Retrofitting Existing Streets
- Application in Settings Rural to Urban

Subcommittee Volunteers CS Design Guideline Chapters

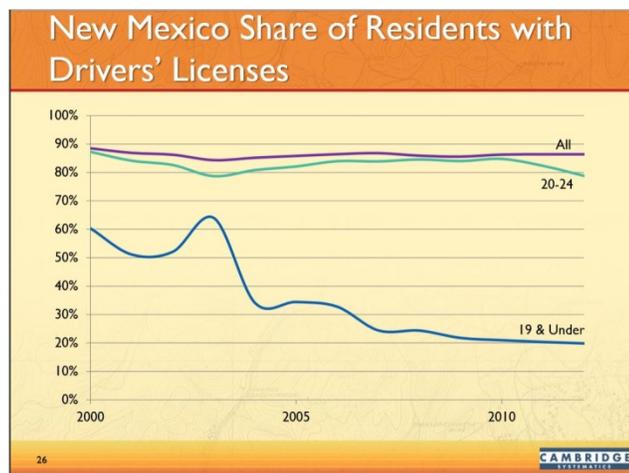
Please limit your participation to **no more than three** chapters to allow for participation by a majority of the Advisory Group. MPO Staff will oversee the completion and final articulation of these chapters.

Design Guidelines Chapters	Volunteers	Notes
Introduction	Pam Valencia, Christa Romme, Cheri Floyd, June Markle	
Principles of Complete Streets	Cindy Lopez, William Homka,	
Definitions of Land Use Context Areas & Road Types	Cindy Lopez, William Homka	
Design Guidelines by Lane Use Context Areas & Road Types	David Sypher, Cindy Lopez,	
Intersections	Davis Sypher,	
Designing for Various Modes, Ages and Abilities	Rebecca Morgan, Anngela Wakan, Christina Morris,	
Roadway Features and Amenities		
Adopting and Implementing the Design Guidelines		

Complete Streets- Designing for Various Modes & Abilities

Designing for the Spectrum of Ages and Abilities

It is projected by the year 2040; those over the age of 65 will make up more than twenty percent of the total U.S. population, while those under the age of eighteen (Gen Z) will make up more that twenty-three percent of the U.S. population. A New Mexico study estimates that by 2030 more than half of the state’s population will be over 65 years and under eighteen years of age (Massey, Barry, “New Mexico’s Population Getting Older”, Associated Press-Albuquerque Journal 2014). By 2040 close to half of our nation’s population will require transportation options that steer from auto-dependency and re-direct towards a multi-modal transportation system. It is projected that in 2015 the millennial generation ages 18-34 (75.3 million), surpass the total number of baby boomers ages (74.9 million) nation-wide. To address the needs of Gen Z’s, Millennials and Baby boomers; will steer policy, planning and private sector development in the foreseeable future, MPO sought the insight of stakeholders who various age cohorts. This multi-generational required a coalition building process with engagement from many stakeholders and representatives from the region.



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Converging Interests and Necessities

According to the AARP public policy institute, the key community components that baby boomers need to successfully age in place are the same as those needed to attract and retain millennials to the region namely; a complete range of services, opportunities for civic engagement, affordable mixed use housing, and adequate transportation options (Lynott, Jana, et al. 2009. Planning for Complete Streets for an Aging America. Washington D.C.: AARP Public Policy Institute). When the Walkable and Livable Communities institute visited the MPO in May of 2014, one of the statements reinforced in their outreach regarding the design of streets for all modes and abilities was, “what’s good for children and seniors is good for everyone else”.

Designing for the Various Modes of Travel

The largest generation in U.S. history and the most multi-modal could be a game changer for public transportation and America’s transportation network as a whole. The millennial generation chooses the most practical transportation mode (driving, public transit, biking or walking) for each trip, and this flexible concept of mobility is spreading. According to the study “Millennials and Mobility”, nearly 70 percent of Millennials, people 18 to 34, use multiple travel options several times or more per week (Williams, Mantil. 2013).

“Millennial Generation Desires Multi-Modal Transportation System.” American Public Transportation Association).

A study of New Mexico’s share of residents with Driver’s Licenses shows a trending decline of young would-be drivers forgoing the pursuit of obtaining a driver’s license (New Mexico Department of Transportation– Cambridge Systematics). These would-be drivers must rely on other modes of transportation such as transit, walking/biking or carpooling. In conjunction with this declining trend, New Mexico also experiences a 2 to 3% annual growth in transit ridership.

ADA and Other Regulations...

Complete Streets- Public Health

One of the three basic tenants City Government is to protect the Public Health, Safety and Welfare of the community in which it serves. Many times however, the voices of those who would advocate for public health are too few as they often lack a meaningful way to participate in a planning process. MPO staff actively sought participation from local health professionals to contribute to the discussion of public health and its ties to complete streets. These multi-disciplinary professionals were invited to participate in the Complete Streets Advisory Group to provide input in the design of our streets and assist with articulating the overarching goals and policies that would synchronize regional health and transportation goals.

Public Health & Urban Planning- Common Roots

With the aftermath of the industrial revolution leading to unsanitary housing and living conditions, the professional fields of public health and urban planning once converged on policies to improve public health which lead to a decrease in the rate and spread of infectious diseases (cholera, typhoid and others). Zoning regulations and planning movements such as the Garden City and City Beautiful movements in the early 20th Century, designed communities previously juxtaposed to polluting factories into locations better suited for the working class. With medical breakthroughs and new zoning standards, macro-level policies and coordination amongst these professions shifted to individual lifestyle risk factors in the public health sector, while urban planners began designing suburbs outside of the urban core (PlaceWorks. 2014. “A Practical Guide to Planning Healthy Communities”).

Having eradicated most of the deadly infectious diseases, another health indicator of concern bore its ugly head in the form of chronic diseases such as heart disease, diabetes, obesity and the like. According to the Centers for disease control, chronic diseases are the leading causes of death in the United States and account for 7 out of 10 deaths in America. Over 75% of US health care dollars are spent on treating chronic diseases.

Centers for disease control and prevention, “Chronic Diseases and Health Promotion,” Chronic Disease Prevention and Health Promotion Homepage, May 9, 2014 <http://www.cdc.gov/chronicdisease/overview/>

Health Impact Assessment

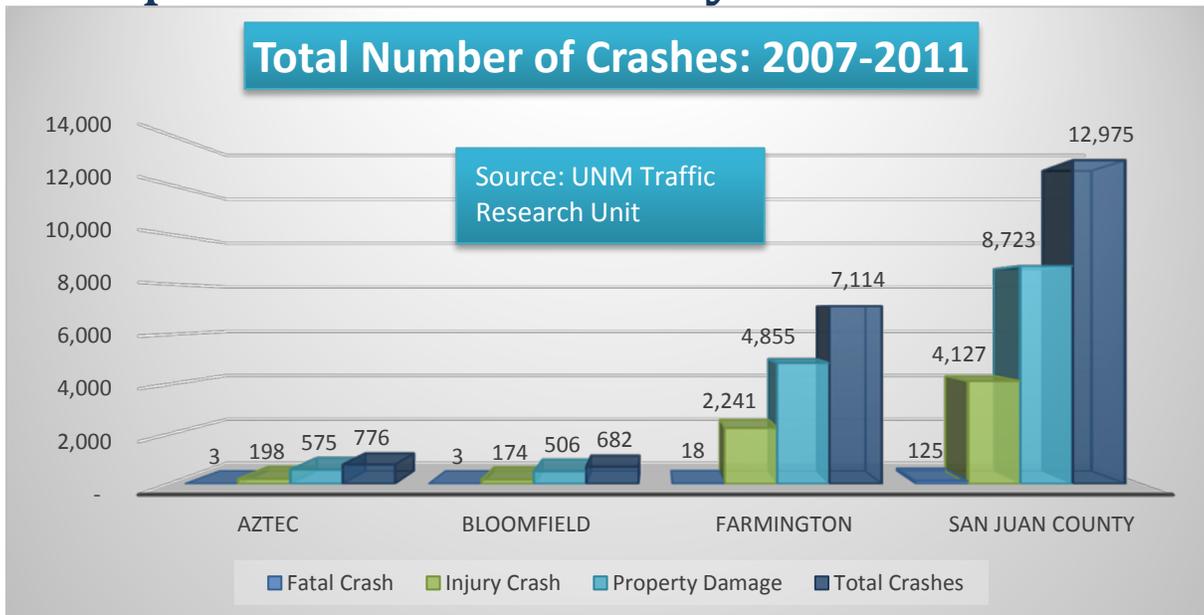
The Public health sector is engaging in the discussion of complete streets now more than ever. One meaningful way in which they are contributing to the discussion is by advocating for Health Impact Assessments. According to the National Research Council, a health impact assessment (HIA) is a systematic process that uses an array of data sources and analytic methods and considers input from stakeholders to determine the potential effects of a proposed policy, plan, program, or project on the health of a population and the distribution of those effects within the population. HIA provides recommendations on monitoring and managing those effects. An HIA can be large or small depending on the time and scope of a project review.

Health in All Policies (HiAP)

As urban planners consider aesthetics, economic, and environmental impacts of place making, Health in all Policies (HiAP) considers how every plan, action, or program impacts health and well-being (Linda Rudolph, Health in All Policies: A guide for State and Local Governments, American Public Health Association and Public Health Institute, 2013.)

According to the National Association of County & City Health Officials, (HiAP) is a change in the systems that determine how decisions are made and implemented by local, state, and federal government to ensure that policy decisions have neutral or beneficial impacts on the determinants of health. HiAP emphasizes the need to collaborate across sectors to achieve common health goals, and is an innovative approach to the processes through which policies are created and implemented.

Complete Streets- Safety



Design Speed vs. Posted Speed

When considering how to improve the safety of our streets, one important element to consider is the posted speed vs the design speed. For example of the images on the right, the top two incorporate specific design elements that helps keep speeds at or below 25 mph. The top image has a narrow lane juxtaposed next to landscaping, parked vehicles, and building enclosure which influence the motorist to keep alert for potential passing pedestrians. The second image illustrates a shared travel lane and bike lane in a downtown district. The motorist must navigate at slower speeds to accommodate multi-modal travel lanes. The bottom image is also a 25 mph zone, however, it accommodates wider travel lanes, no opposite lane travel barriers and four-lanes of traffic. A motorist will feel compelled to navigate this street at or above the posted speed limit. Without a posted speed sign, the average motorist might navigate this street at or above 45 mph.

A local example illustrating the disconnect between design speed and posted speed comes from NMDOT established "Safety Corridors" which reduces the speed limit along Highway corridors such as the one created between Farmington and Kirtland on US 64. Although motorists are made aware of the safety corridor signage, design speed is not taken into considered as a traffic calming measure, which places the burden of enforcement on the shoulders of law enforcement alone. Design speeds can help ensure driving conditions and goals are met, by external landscaping or infrastructure treatments. In an important new development, the American Association of State Highways and Transportation Officials (AASHTO), which represents state DOTs, has endorsed traffic calming measures on certain highways, whereas they currently are promoted on local streets and small collectors.



Grant Avenue, San Francisco, CA. Photo: Renee S. Swen

25 mph

Grant Avenue in San Francisco runs through China Town. This narrow street is typically bustling with shops and street activity - keeping drivers alert and cautious.



Second Street, Long Beach, CA. Photo: Dave Amos

25 mph

With street trees, parallel parking, and frequent crossings, it feels natural to drive 25 miles per hour or less on Second Street in Long Beach, CA.



Ocean Boulevard, Myrtle Beach, SC. Photo: Google

25 mph

With wide lanes, Ocean Boulevard once resembled an expressway more than an urban street, encouraging speeds much greater than the posted 25 mph speed limit.

Complete Streets- Executive Summary

Our streets lay the foundation for how we interface with travel needs, physical exercise, social exchanges and access to goods & services. They are meaningful for all users of our transportation network whether by car, bus, bike or walking.

Over the last several decades, auto-centric transportation plans and designs have confounded the mobility needs of our most vulnerable transportation users, i.e., children, seniors and the economically

disadvantaged. It has also placed a costly burden on cities and communities who endeavor to compete economically with ever-evolving demographic shifts and market demands.

Context sensitive street designs will ensure that residents in the urbanized areas of Farmington, Aztec, Bloomfield and San Juan County are provided balanced parameters in regards to the layout and function of our streets. These guidelines will require leaders and users of the manual to recognize and honor our regional visions, goals and policies, and consider innovative approaches when designing and engineering streets.

With the understanding that entity-specific transportation needs are distinct, design guidelines were created to provide flexibility in application. The menu of design options found in this document derived from heavy regional involvement via a Complete Streets Advisory Group (CSAG) led by MPO staff.