

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
SPECIAL POLICY COMMITTEE MEETING
June 23, 2016

Policy Members Present: Curtis Lynch, City of Bloomfield
Nate Duckett, City of Farmington
Linda Rodgers, City of Farmington
Larry Hathaway, Alternate, San Juan County

Policy Members Absent: Sherri Sipe, City of Aztec
Paul Brasher, NMDOT District 5
Jimmy Voita, San Juan County

Staff Present: Mary Holton, MPO Officer
Duane Wakan, MPO Planner
Derrick Garcia, MPO Associate Planner
June Markle, MPO Administrative Aide

Staff Absent: None

Others Present: Terri Kennedy, Citizen & Place Matters Member
David Sypher, City of Farmington
Steven Saavedra, City of Farmington

1. CALL TO ORDER

Councilor Duckett called the meeting to order at 1:35 p.m.

2. APPROVE THE MINUTES FROM THE MAY 26, 2016 POLICY COMMITTEE MEETING

Mr. Hathaway moved to approve the minutes from the May 26, 2016 Policy Committee meeting. Ms. Rodgers seconded the motion. The motion was passed unanimously.

Mr. Wakan introduced the new MPO Associate Planner, Derrick Garcia to the Policy Committee.

3. FFY2017-2018 UNIFIED PLANNING WORK PROGRAM

Subject:	FFY2017-2018 Unified Planning Work Program
Prepared by:	Duane Wakan, MPO Planner
Date:	June 14, 2015

BACKGROUND

- The Unified Planning Work Program (UPWP) is the fiscal year work plan for the MPO.
- The FFY2017-2018 UPWP will cover planning activities and work products to be completed from October 1, 2016 to September 30, 2018.
- Based on the Planning Procedures Manual (PPM), the MPO needs to provide a draft UPWP to NMDOT in April with final approval in June.
- The Technical Committee reviewed the final draft of the FFY2017-2018 Unified Planning Work Program and their recommended approval is anticipated on June 22.

CURRENT WORK

- Annual activities will include reporting and budgeting, the traffic count program, TIP maintenance, GIS activities, and Safe Routes to School activities, transit data collection and mapping.
- Major activities will include land-use and transportation scenario planning, transit studies, travel demand modeling updates, and completion of the safety plan.
- Staff estimates base federal PL funds of \$207,125 and base federal 5303 funds of \$57,119 for both FFY2017 and FFY2018.
- Staff consolidated sections and deleted a couple sections based on recommendations from the Technical Committee.

ACTION ITEM

- It is recommended that the Policy Committee consider approval of the FFY2017-2018 UPWP.

DISCUSSION: Mr. Wakan said in lieu of reviewing the entire final draft of the Unified Planning Work Program (UPWP) he would provide an outline of the changes made since the May Policy Committee meeting:

UPWP Revisions/Updates

- The document has been shortened after receiving feedback from NMDOT;
- Data collection activities consolidated into one new activity (3.6) under Task 3. This data includes population/employment, land use, demographic data, crash data, transit, and kid counts for Safe Routes to School (SRTS);
- Some tasks deleted as plans were recently worked on and are complete, and there will be no need to address them in the next two years (as examples);
 - o Highway Functional Classification Review and Update – completed once every 10 years with NMDOT;
 - o Intelligent Transportation Systems (ITS) – technology in our signals or signage that alerts motorists to traffic issues. This infrastructure plan was updated last year. No work will need to be done on this other than to manage new TIP projects that might want to incorporate ITS;
- Access Management Plan will be kept in the UPWP in order to update the plan and get regional adoption. It was adopted with mixed success in 2009. This Plan addresses turns and driveways, excess ingress/egress for businesses, and looks at consolidation to reduce conflicts for bikes and pedestrians.

- New Special Studies and Activities
 - o Storm Water Management – San Juan County already has a regional body that meets (MS4) to address storm water management issues. The MPO will join and participate in this discussion;
 - o Travel & Tourism – assist with the city and county branding campaigns; contribute conceptual planning and visualization to impact tourism
 - o Regional Models of Cooperation – MPO already does but FHWA wanted this task included in the UPWPs. This activity is participating in activities outside of the MPO area and help coordinating projects (TIGER grants) and communities;
- Travel Demand Modeling – add language, “coordinate with NMDOT to ensure statewide model interfacing with the MPO model;
- Safety Plan – work to develop a regional plan and work with stakeholders who can help guide and direct the plan. NMDOT wants to participate in this plan and FMPO has encouraged both NMDOT engineers and planners participate to ensure a more comprehensive look is provided;
- Public Health Activities – goals for public health and including active transportation amenities in planning were included in the MPO’s MTP. These MTP goals are now tied to the UPWP.

Mr. Wakan stated that the Technical Committee recommended the UPWP be approved with the inclusion of the Access Management Plan as a task along with the minor NMDOT changes.

Mr. Hathaway asked if this was a one or two year plan. Mr. Wakan replied that it was a two-year plan that would begin on October 1, 2016.

ACTION: Councilor Lynch moved to approve the FFY2017-2018 UPWP. Councilor Rodgers seconded the motion. The motion was passed unanimously.

4. COMPLETE STREETS

Subject: Complete Streets
Prepared by: Duane Wakan, MPO Planner
Date: June 14, 2016

BACKGROUND or PREVIOUS WORK

- Complete Streets are a means of designing a roadway so that it accommodates all modes of travel, including driving, walking, biking, and transit.
- Staff has worked with the Complete Streets Advisory Group (CSAG) on content, and design guidelines for the FMPO planning area.
- The Advisory Group held its last meeting on September 3, 2015 and reviewed the draft Complete Streets Design Guidelines document.
- Staff made editorial revisions based on input from CSAG members. Works cited and minor grammatical errors will be corrected or updated on an ongoing basis.

- A Technical Committee Workshop was held on February 24, March 16, and April 26 to review and provide edits to the draft Design Guidelines document.

CURRENT WORK

- The Technical Committee reviewed the Intersection section of the Design Guidelines document at the June 22 meeting.

INFORMATION ITEM

- Complete the review of the draft Design Guidelines document.

DISCUSSION: Mr. Wakan reported that the Technical Committee met and reviewed the Intersection chapter to the draft Complete Street Design Guidelines on June 22. They went over the chapter page by page and made the following recommendations/comments:

Page 1

Add the words "multi-modal" to the title.

Page 2

Remove the last two sentences in the 3rd paragraph and the diagram associated with the text. This level of detail regarding turning movements and radii are too specific to the more generalized, regional design guidelines being developed.

Page 3

There is a question in the last sentence of the 2nd paragraph as to whether the 10% reduction in accidents refers to all accidents or just to bicycle accidents. This is a quote from another's research and Staff wants to clarify the author's meaning.

Page 4

Not many substantive changes recommended on this page.

Conclusion

3rd sentence: "Where possible, the intersection should be designed for the most vulnerable street user rather..."; the street is not designed for one mode or group over another, it is designed for all modes. Delete this sentence. Also, the last sentence in the paragraph clarifies that the design is for all modes

Mr. Wakan stated that the final draft design guidelines will be reviewed again by the Technical Committee and the Policy Committee in July and August.

ACTION: The report was received.

5. REPORTS FROM NMDOT

There were no NMDOT representatives at the meeting.

Mr. Wakan recapped the NMDOT updates presented the day before at the Technical Committee meeting. The following is the engineering update from District 5:

- NMDOT met with the City of Aztec June 22nd regarding the East Arterial Route. Staff has not heard the outcome of this recent meeting. NMDOT wants the City of Aztec to expand the right-of-way so that any future road exchange would be for a four-lane facility. The East Arterial is currently being built as a two-lane relief route facility. This expanded right-of-way is encroaching on an old landfill managed by the BLM and this environmental issue is causing setbacks in the design. By taking this facility to four lanes, it becomes a bypass and not a relief route and what then is the economic impact to the City of Aztec in this scenario.
- Mr. Sypher reported on Phases I and II of the Pinon Hills Boulevard project. There has been some movement from NMDOT, but nothing conclusive and it is coming much too late in the process. The current deadline is June 30 which they said they can extend until August 31. All the remaining processes are with NMDOT and they cannot meet the tighter time frames. Mr. Sypher said that without some intervention, NMDOT has successfully killed this project.

Nica Westerling has travelled to Santa Fe to take them another set of documents that they claim they cannot find. The boxes of materials were given to NMDOT last November and they had never looked at them, but now they say they cannot find them. Mr. Sypher said the City of Farmington has provided six separate duplicate submittals over the past few years.

Mr. Sypher added that NMDOT's environmental comments were ready over a year ago, but were withheld pending the review resolution of the right-of-way issues. In the meantime, NMDOT's right-of-way division did not review any of their documents. Mr. Sypher said the City of Farmington will wait and see for another week and then push the issue up a level to Mr. Butch Mathews. Mr. Mathews is not aware of the newest developments.

- There were no updates from the Planning Division. There is a training regarding a workshop for anyone seeking grants for Brownsville remediation. Mr. Wakan will forward the e-mail to the Policy Committee members.

6. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	Duane Wakan, MPO Planner
Date:	June 15, 2016

INFORMATION ITEMS

- a. **Associate Planner.** Welcome Derrick Garcia.
- b. **MPO Quarterly.** The Farmington MPO hosted the MPO Quarterly on June 13 & 14.
- c. **30th Street & Hutton Pedestrian Boulevard.** Presentation by Anngela Wakan, Safe Routes to School Coordinator.
- d. **Other**

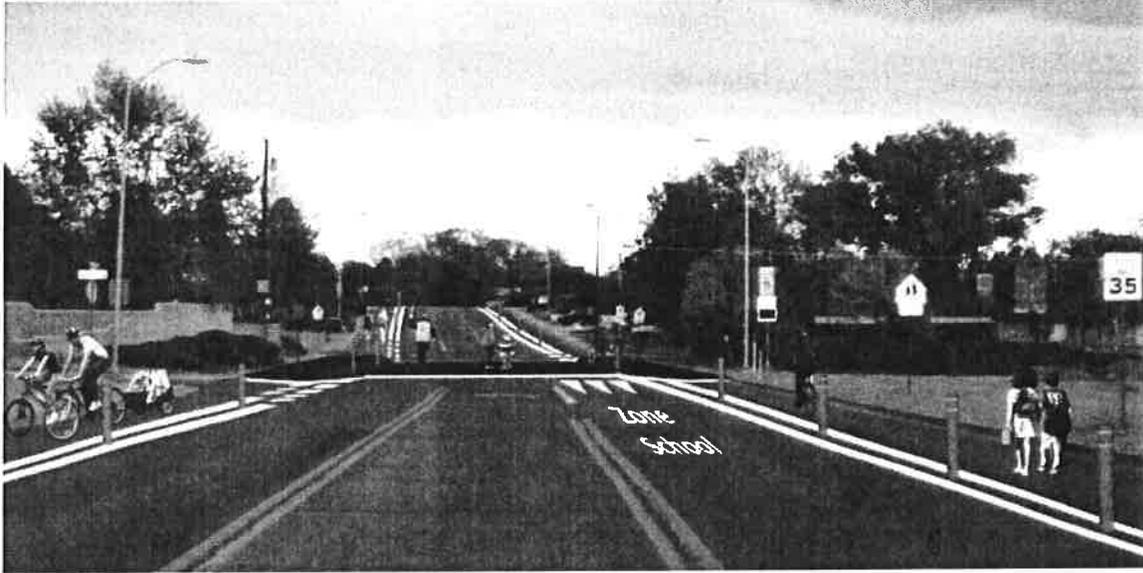
DISCUSSION: a. Derrick Garcia came on board as the Associate Planner with the MPO on June 20. Mr. Garcia said he had been an intern with the MPO in 2012 collecting Red Apple Transit ridership data throughout the summer. He went to UNM in 2013 and earned his Master in Community & Regional Planning. Following graduation, he went to work with Texas DOT. The FMPO Associate Planner position opening gave him the opportunity to return to his hometown of Farmington.

b. The MPO Quarterly was a two-day event that began with a tour of the US 64 and US 550 facilities in Bloomfield specifically the refuge islands/medians and intersections. The refuge islands are difficult to access in a wheelchair and there is an isolated pork chop island that can leave pedestrians stranded. Mr. Maurice Williams with UNM's Center for Injury Prevention Research & Education (CIPRE) also participated in the tour. The Center provides safety awareness promotional campaigns and is willing to partner with the MPOs. He gathered some ideas for infrastructure improvements in Bloomfield and Staff will work with Mr. Williams again in the future.

Day two of the Quarterly provided the MPOs and NMDOT an opportunity to discuss a host of topics. Councilor Duckett and Mr. Hathaway participated in the meeting and agreed that some good ideas were shared and the meeting is a valuable opportunity for all the agencies to communicate and work together.

c. Mrs. Wakan, Safety Routes to School Coordinator, presented a proposal for a 30th Street & Hutton pedestrian boulevard. The following is a summary of her presentation:

- 8 80 City – if it works for an eight-year old and it works for an eighty-year old, it will work for everyone in between. Would like to make Farmington an 8 80 city; encourage other cities to consider changes for their community;
- Walking and biking are the only individual mode of mobility for youth; additional health aspects for all;
- Dignify walking and biking by building the facilities for them;
- Need physical separation of pedestrians/bicycles from vehicles;
- Impatiens (something done quickly and inexpensively to show progress and what can be achieved) vs. orchids (long-term, more expensive changes);
- Roads are public and not just meant for vehicles; need to be creative in how roadways are used;
- Take outside lanes of 30th Street from Sunset to Hutton (and then down Hutton to Main Street) and turn them into a bike/ped facility; roughly three miles;



- The infrastructure is already in place and the city has the right-of-way;
- Eventually take the pedestrian boulevard down Hutton to address equity issues and help balance low income neighborhoods near Animas Elementary and Heights Jr. High;
- Proposing to start pedestrian boulevard with the use of paint and bollards;
- Average daily peak traffic count (from 2012) in single-lane sections of 30th Street is 16,000 vehicles; one lane roads can easily handle 18,000-25,000 cars per day; other vehicle travel options are Pinon Hills Boulevard, 20th Street, and Main Street;
- The boulevard could offer connections for seven local schools (Farmington has 16 total schools): FHS, Ladera, Northeast, Hermosa, Mesa Verde, Heights, and Animas;
- The boulevard could eventually connect with parks, library, aquatic center, recreation center, Boys & Girls Club, baseball/soccer fields, and be designed in a way to access the downtown area;
- Add specialized crosswalk on 30th Street between Knudsen and Carlton;
- Possibly consider secondary future phases to expand down Dustin and Sullivan Avenues;
- San Juan County Partnership is planning to hire a county-wide SRTS coordinator who could help with these types of concepts for Aztec and Bloomfield.

Mrs. Wakan said that she has also identified some pedestrian safety projects that she asked to be considered for possible 2018 TAP funding:

- Speed Indicator Flashing Beacons
- Pedestrian Activated Flashing Beacons
- Sidewalks
- Crosswalks
- Bollards for secondary phases of Pedestrian Boulevard

There are two school zone flashing beacons missing for Bluffview Elementary and on 20th Street near Hutton Avenue for Animas Elementary. These would help slow traffic

down to 15 mph (this is the required speed in school zones in New Mexico) during school hours.

Mrs. Wakan also noted where some solar-powered pedestrian activated flashing beacons (\$8,000 each) on each side of the roadway that could be used when there is no (or absent) crossing guard that would assist pedestrians to cross busy streets. The beacons remain off unless activated by a pedestrian and then gives 30-40 seconds for the pedestrian to cross the street before shutting off:

- Butler: McKinley Elementary crosswalk
- Dustin: McKinley Elementary crosswalk
- Apache: Apache Elementary crosswalk
- 30th Street: Between Knudsen and Carlton - crosswalk for Hermosa and Northeast
- Sullivan and Cliffside
- Hutton and Cliffside (new crosswalk)
- Veterans Park: Cross Butler (new crosswalk)
- Foothills: Country Club crosswalk
- Sunset: FHS crosswalk

Missing sidewalk sections (it was noted that these are typically at an undeveloped lot and that the sidewalk is funded when the lot is developed):

- 30th Street between Butler and Knudsen
- 30th Street on northwest corner of Sullivan
- East side of Hutton between 20th and 30th Streets

Proposed new areas for crosswalks:

- Special paint or treat crosswalk and move from 30th Street and Knudsen to between Knudsen and Carlton
- Across Butler near North Carlton: connects to bus line and Veterans Park
- Across Hutton near Cliffside

In conclusion, Mrs. Wakan said she would like to encourage making some inexpensive, quick changes (impatiens) now and begin looking at the more expensive, future amenities (orchids).

Councilor Rodgers spoke about the issues she is aware of in the Bluffview Elementary School and Sycamore Park Community Center areas. She was very interested in how these ideas could also be considered and implemented for this area. Mrs. Wakan said she will be meeting with the Bluffview principal in July and that school's safety concerns will be discussed. Councilor Rodgers thought some of these ideas could be implemented as a visible, interim measure until sidewalks or something more costly could be constructed. Mrs. Wakan said she had started with the 30th Street location because that area is what she is most familiar with. The innovations could certainly be considered for anywhere in Farmington.

Councilor Duckett said Mrs. Wakan had presented this proposal to him a few weeks ago. He commented on growing up in Denver and the multitude of bike paths that provided access to wherever he needed to go. Councilor Duckett said people have asked for and he would like to see the community look at building trails and bike routes from north

Farmington down to the river and to the downtown area. He acknowledged that funding is tight with the other projects scheduled and under construction.

Councilor Duckett commented that there are questions and obvious concerns with narrowing 30th Street which are magnified by the current construction on 20th Street construction making 30th Street the main travel road. Councilor Duckett said the changes need to be taken step by step and the costs considered for each. Mrs. Wakan said her research estimated a few thousand per mile for paint and bollards. Mr. Sypher said there were a lot of considerations and he would prefer to spend some time and calculate a more accurate cost estimate.

Mr. Sypher said there are numerous considerations with the pedestrian boulevard proposal: shared bike/pedestrian paths are not preferable as they each want their own space; lower speeds would have to be looked at, average daily traffic (ADT), and; the possible future growth of Farmington that could necessitate taking 30th Street back to four travel lanes. Mr. Sypher added that the number of available grants has shrunk. The City of Farmington has \$20,000,000 in pending street/surface repairs. The additional proposed projects make maintaining the status quo even more difficult.

Mr. Sypher said the sidewalk issues will be studied and, if they are warranted, they will be installed. He said there are numerous reasons why a sidewalk section could be missing, but that 90% of the time it was because the lot was undeveloped.

Councilor Rodgers said she was excited about the concept. Along with the safety and traffic aspects, she thought taking the pedestrian boulevard along Hutton would be a great amenity to an under-served area. Mr. Wakan stated that having bicycle and pedestrian amenities raise property values and increases economic development in those areas.

Mr. Wakan showed a video on changes to street designs made in New York City over a six-year period. They realized the need to focus on quality of life and the efficiency of their infrastructure. Mr. Wakan said that although Farmington is not a New York City, it is a microcosm of New York City with many of the same problems. He noted the leadership, innovation and risk it took to implement these changes, and he hoped the MPO committees and staff could begin to make some similar changes in Farmington and across the region.

Mr. Hathaway commented on this video and the benefits the city of Bogotá, Colombia experienced when they eliminated all vehicular traffic on their downtown main street. An unexpected benefit they saw was a reduced crime rate because having more pedestrians on the street increased awareness and visibility.

Councilor Duckett asked what the current TAP projects were. Mr. Sypher said the City of Farmington was going to be applying for three projects that, unfortunately, will all compete against each other:

- Phases II and III of Foothills; this project is already designed; will incorporate some aspects of a multi-use path; the City may decide to only seek funding for Phase II;
- 20th Street; complete streets project including great landscaping, curbs, separate sidewalks, ADA improvements, some underground power, resurfacing, bike paths and all new utilities;

- Downtown Main Street; complete streets project for Farmington's downtown Main Street.

Mr. Wakan explained that a city can only be awarded a maximum of \$2,000,000 in TAP funding. Additionally, there is a minimum project cost of \$75,000 or more (excluding the SRTS Coordinator position). Mr. Sypher said that the Foothills project alone is a \$2,000,000 project. Mr. Wakan said that the school districts are their own entity and can apply for their own funding and are separate from any entity requests. Mr. Sypher added that the TAP/RTP funding is for a two-year cycle with year one being for planning and design, and construction happening in year two. He said it was important to note that the projects selected will be the only projects for the next two years.

7. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

There was no business from the Chairman, Members and Staff.

8. BUSINESS FROM THE FLOOR

There was no business from the floor.

9. ADJOURNMENT

Councilor Lynch moved to adjourn the meeting. Mr. Hathaway seconded the motion. Councilor Duckett adjourned the meeting at 2:55 p.m.



Councilor Duckett, Chair



June Markle,
MPO Administrative Aide