

MINUTES
COMPLETE STREET ADVISORY GROUP MEETING
APRIL 3, 2013

MEMBERS/ATTENDEES

| | |
|------------------|--|
| Keith Ashmore | Velo de Animas Bike Club |
| Linda Barbeau | City of Farmington Downtown Association & MRA Commission |
| Joyce Cardon | San Juan County Homebuilders Association & City of Farmington Planning & Zoning Commission |
| Judy Cumberworth | San Juan Valley Trail Riders |
| David Eppich | San Juan College |
| Virginia King | City of Farmington |
| Joe Kozimor | Consolidated Constructors |
| Cindy Lopez | City of Farmington & MPO Technical Committee |
| Nick Martin | Optum Health & City of Farmington ARB |
| Roshana Moojen | City of Aztec & Alternate on MPO Technical Committee |
| Christa Romme | Aztec Chamber of Commerce & Four Corners Economic Development |
| Anngela Wakan | Safe Routes to School Coordinator |

MPO STAFF

| | |
|---------------|-------------------------|
| Joe Delmagori | MPO Planner |
| Duane Wakan | MPO Associate Planner |
| June Markle | MPO Administrative Aide |

WELCOME & INTRODUCTIONS

The Advisory Group members introduced themselves to the group. Mr. Delmagori welcomed all members and thanked them for their participation today.

Mr. Delmagori noted the diversity of the group and commented that everyone uses the transportation system in their own way, but said that everyone needed to come together to make the local street network safe and usable for all modes of travel and all user groups. He noted that the first two Advisory Group meetings helped introduced the concept of Complete Streets and defined the process MPO Staff hoped to take. Mr. Delmagori said the MPO is hoping to establish guidelines and policies at the regional level that will then become an implementation tool for all the local entities to use when designing subdivisions or roadways.

Mr. Delmagori asked for a motion to approve the minutes from the February 12, 2013 meeting. Mr. Eppich moved to approve the minutes. Ms. Lopez seconded the motion. The motion was approved unanimously.

SMALL GROUP EXERCISES - COMPLETE STREETS VALUES

Mr. Delmagori stated that at the February 12 meeting, vision statements, goals, and principles for achieving Complete Street from other cities and departments of transportation were discussed. This information was provided as a baseline for what the Advisory Group might like to have or see incorporated into goals, values, and a vision statement for this area. Mr. Delmagori noted that these other areas also attempted to develop land use context areas and road types that were more

appropriate for the specific land uses and street classifications in the area. The land use contexts and road types help to link or adapt to surrounding neighborhoods.

Mr. Delmagori suggested the Advisory Group take a step back and re-evaluate the overall framework for this process - values, goals, and a vision. He noted the six identified values of aesthetics, connectivity, economic vitality, health, multi-modal, and safety that were identified at the first Advisory Group meeting in October. Mr. Delmagori said these values can help create the basis for Complete Streets. The values, in conjunction with supporting goals and an overall vision, will define what this process is trying to achieve and what is important to the Advisory Group with regards to Complete Streets.

Mr. Delmagori stated that it was now important to learn why the Advisory Group believes these values are important and what they like about the values. To get ideas and to share experiences and perspectives of the Advisory Group, Staff decided to use the values exercise that had been sent out to the members several weeks back as the topic for the meeting. Referring to large posters on the walls, Mr. Delmagori asked each Advisory Group member to look at the pictures and questions presented on the posters and to add their comments on what was important to them and what each value meant to them.

Following this individual exercise, he explained that the Group would gather at each of the six stations to discuss the value statements and to bring together the results of the individual exercise. Each Advisory Group member will then vote for the top three statements for each value that they personally believe are the most important. Mr. Delmagori stated the exercise will give everyone a sense of what the group believes is truly important about the values. He also mentioned that this will create the basis for developing the goals that support the identified values and said this would likely be an exercise for the next meeting.

Mr. Delmagori noted that Staff has included some of their initial thoughts and reactions to the images to help generate thoughts and ideas by the Advisory Group. He advised the members that if a particular comment has already been written down under a specific value and another member believes that statement is important, they may note their agreement with the statement by simply adding a checkmark next to the statement.

Mr. Wakan stated that there was also a running PowerPoint presentation on the six values that Advisory Group members were welcome to reference for any additional information or further explanations. Mr. Delmagori explained that if any Advisory Group member had additional values they would like to have included in the discussion, they could add those ideas to the template on the table by the stairway.

Following the initial exercise, Mr. Delmagori stated that, as a group, each value would be discussed. He asked that along with Staff comments about common themes, Advisory Group members offer their thoughts and explain in more detail the statements they may have written down. Through this process, the group can gain a better understanding of the comments/statements that were written down and which will also help with the voting process that will follow the group discussion of the values.

Shown below are the six values and the comments written by the Advisory Group members. The values statements by the members are organized based on the highest number of votes. Statements that received checkmarks are also noted. The actual group discussion on each of the values is summarized following the value.

AESTHETICS

1. Landscaping: Wider sidewalks, bicycle lanes, outside dining (9 votes; 10 checkmarks)
2. More art in public spaces that defines community values or history (7 votes; 4 checkmarks)
3. Infrastructure design as part of complete streets (underground electrical, etc.) (5 votes; 5 checkmarks)
4. Pull buildings up to property line to create outdoor room on street (5 votes; 3 checkmarks)
5. Human scale (2 votes; 4 checkmarks)
6. Tree-lined center median would look nice and help calm traffic (1 vote)
7. Goals for rural streets/aesthetics & highways outside city (6 checkmarks)
8. Medians: Help pedestrians to cross street and look nicer (3 checkmarks)
9. Murals (3 checkmarks)
10. Create a branding for each urban core (3 checkmarks)
11. Stand-alone signs - dislike (2 checkmarks)
12. Variety of architecture (2 checkmarks)
13. Aesthetics that meet community character (1 checkmark)
14. Better gateways to each city, store fronts, streets, etc.
15. More plantings, benches, store fronts made attractive
16. Murals need landscaping in front yard with wider sidewalks.

Summary of Group Discussion on Aesthetics Statements

- Presence of building façade/streetscaping vies for attention
- Planning process requires good communication (placing electric lines underground should have been integrated from the beginning)
- Too many exceptions made to code
- Large signage is necessary because high speeds do not allow for motorists to see smaller signs; businesses could be impacted if required to have smaller and lower set signs; to make area more aesthetically pleasing, traffic needs to be slowed and area made quieter and safer; need support of small/downtown business. Grand Junction's downtown encourages walking because road snakes through area at low speed
- Consider bypass around downtown area for those who simply want to pass through town; if slowing traffic and creating a setting for walking, need to consider creating another way for motorists to get around
- Durango is another good example: even though road is four lanes, the downtown streets are narrow with parallel parking, it requires motorists to drive slow, and it has lots of pedestrians
- Appropriate scale and appropriate height ratio are needed to maintain balance
- With buildings set back, creates sense of wider street and traffic speeds will increase; pull buildings forward and constrain the street

CONNECTIVITY

1. Grid for connecting and dispersing traffic; including traffic calming measures accommodating pedestrian and bike safety (8 votes; 3 checkmarks)
2. Explore possibilities of using alleys and utility easements to connect bike paths (7 votes; 1 checkmark)
3. Plan trails in tandem with streets, overlay of pedestrian connectivity with vehicular connectivity (5 votes; 7 checkmarks)
4. Streets & paths need to be connected with multiple access points (3 votes; 5 checkmarks)
5. Encourage walking (2 votes)
6. Cul-de-sac design should be more connected and not dead end (1 vote; 4 checkmarks)
7. Sidewalks or trails connecting parks (1 vote)
8. Cul-de-sac design for residential (single family) (2 checkmarks)
9. Curved grid design with meandering streets which still provide connectivity (1 checkmark)
10. Use pipeline easements to provide connectivity; roundabouts where possible
11. Perceived safe routes: shoulders, low traffic counts, etc.

Summary of Group Discussion on Connectivity Statements

- Bloomfield image has traditional grid system with outlets and entrances throughout neighborhood; Farmington image has disconnected grid system with only one or two outlets from the neighborhood; Aztec image has all of the neighborhood traffic channeled to one outlet
- Grid spreads out traffic
- Do not load all traffic onto one road; causes congestion; spread traffic out over broader area with more connections; eliminate bottlenecks
- Freeways induce more traffic; short-term relief, but traffic builds up; need to connect road network to grid to disperse
- We may not want connectivity between two diverse housing areas (mobile home area next to million dollar homes); people want to live in the subdivision they are in. Not have road connection, but perhaps have walking/biking path through area
- One access point can be problematic in an emergency
- Make connections within development
- Have arterials connecting in every direction and not dead-ending; helps to disperse regional traffic
- Studies show if density/compactness of community is increased by 10%, market values rise
- Roundabouts are orderly and keep traffic flowing; they slow traffic, there is no stopping/no wasted gas/no fumes; but roundabouts cannot be used in all areas because a dominant street will dominate traffic flow in the roundabout; where and how they are used is important
- Some streets in area could be used as bike paths, but the bike paths in Farmington do not connect with each other; consider making at least one continuous loop around town

ECONOMIC VITALITY

1. Connectivity of river walk trails to urban cores and destination centers providing adequate signage for tourism (10 votes; 2 checkmarks)
2. Keep buildings on the street front; parking in the rear (7 votes; 6 checkmarks)
3. Low motor vehicle traffic, slow speeds, low noise in business district (4 votes; 7 checkmarks)
4. Spaces that encourage pedestrian lingering & shopping (2 votes; 4 checkmarks)
5. Development of river walks to add to the quality of life & encourages relocation (2 votes; 3 checkmarks)
6. Need for parking (accommodating parking designs) (2 votes)
7. Wider sidewalks (1 vote; 5 checkmarks)
8. Build up; not out (1 vote; 3 checkmarks)
9. Open design that allows for big signage, sales, etc. (1 vote; 1 checkmark)
10. Medians; more pedestrian friendly (2 checkmarks)
11. Provide adequate customer access and incentives for business to re-locate to our urban centers (2 checkmarks)
12. Separated parking lots 1-2 blocks for business district (1 checkmark)
13. Wide, visually defined crosswalks
14. Public/private partnerships for downtown developments

Summary of Group Discussion on Economic Vitality Statements

- River trails help with economic vitality (tourists)
- Provide wide sidewalks with business parking in the rear of the store
- Still need to be able to drive; no one will want to walk 9-10 miles to mall and then carry packages home
- Have parking in right-of-way, wider sidewalks; bring buildings to front of property line and allow for more parking in the back

MULTI-MODAL

1. Stripes or medians where possible to keep multi-modal options (10 votes)
2. Buffer between pedestrian and vehicular traffic where possible (7 votes; 3 checkmarks)
3. Prefer bike routes off of principal arterials (4 votes; 3 checkmarks)
4. Medians provide a feeling of protection (3 votes; 4 checkmarks)
5. Provide bicycle lanes in both urban and rural settings (2 votes; 2 checkmarks)
6. Curb and gutter may not be necessary in rural settings/pastoral areas (2 votes; 1 checkmark)
7. Allow for unpaved pathways for equestrian use through subdivisions (1 vote)
8. Dustin Avenue image shown is pedestrian friendly, aesthetically pleasing, multi modal (4 checkmarks)
9. Unstriped roads feel less safe; looks wide enough but no lanes designated (3 checkmarks)
10. Provide sidewalks in urban settings (2 checkmarks)
11. All roads need shoulder striping and bike lanes if wide enough (2 checkmarks)
12. Would like to see wide medians possibly turned into walking park with benches (i.e. Boston) (1 checkmark)
13. Median a good place on wide streets for pedestrian refuge (1 checkmark)
14. Allow equestrian access for agriculture farmers in appropriate areas

Summary of Group Discussion on Multi-Modal Statements

- Good example is on North Dustin where medians choke down and slow down traffic and all users can use corridor
- The other example image provided, of an area south of Farmington's downtown, showed smaller travel lanes so no need for median; has bike lanes but no sidewalks
- Consider changing four-lane roadway to two-lanes and adding a bike lane and sidewalks
- Striping the corridor could allow for other users
- Pastoral/rural setting could simply have stripe down center of roadway and marked bike lanes
- Changes can be simple
- Although there are bike lanes on Pinon Hills, use area on south side of roadway for trails.
- A walking trail for Pinon Hills is part of the long-range corridor plan that has not been implemented yet. Some rights-of-way have been executed.
- Sidewalks are going to be installed on Pinon Hills near College Boulevard intersection
- Need to ensure cities have sufficient rights-of-way at beginning of process
- Regarding developments, if developer was not required to pave 50' wide streets, could they put in a sidewalk or path.
- Developers want to provide streets wide enough to allow for parking on street.
- Do not rely on pavement; horses/walking do not need pavement
- ADA requirements push the need for paving
- If buffer between curb and sidewalk, path could be made of an organic material for horses/walking

HEALTH

1. Make walking an experience: art in public spaces, dance, movies on sidewalks, etc. (5 votes; 3 checkmarks)
2. Encourage walk/bike for all socio-economic groups (4 votes; 3 checkmarks)
3. Provide a bicycle friendly network and advertise it- bicycle use will grow if done (3 votes; 2 checkmarks)
4. For tourism, advertise (with signs) on the available trails and river walk (3 votes; 2 checkmarks)
5. Provide walking/bicycle/equestrian opportunities on streets not just off-street (3 votes; 1 checkmark)
6. Context appropriate urban form (2 votes)
7. Shameful to be at/near the bottom of bicycle safety (1 vote; 4 checkmarks)
8. Need to connect parks (1 vote; 3 checkmarks)
9. Work with area event planners to do pedestrian friendly events- it takes a village (1 vote; 3 checkmarks)
10. Include bike rack installations as part of Complete Streets policy (1 vote; 2 checkmarks)
11. Front row parking spaces for low emission vehicles (1 vote; 1 checkmark)
12. Multi-modal not connected to nice river walk (1 vote)
13. Exercise and health not a priority for SJC; efforts need to be paired with education on exercise (1 vote)
14. Need to encourage leaders to put policies/programs in place (4 checkmarks)

15. Walking & biking helps with health & the feeling of community and independence (for kids who are able to) (1 checkmark)

Summary of Group Discussion on Health Statements

- Positive impact on physical activity
- Regarding the Bloomfield river walk image, there are no other connections or even how it connects to street
- Provide amenities along streets
- Would rather walk in street than on sidewalk because of the ups and downs of driveways; that situation can be remedied by including a buffer between the sidewalk and street
- Link trails within a subdivision
- Able to walk to retail locations; not just to take a walk
- Not have to drive; be able to walk from home to trails/shopping/etc.
- Buffer for sidewalks on 20th & 30th Streets would provide good walking environment
- Need good long-term planning to provide amenities
- Example of Alameda in Albuquerque - heavily traveled arterial but there are walking trails inside a wide, landscaped buffer
- Rose garden along 20th Street; path is away from traffic so pedestrian is safe
- Encourage walking/biking as an experience; makes it fun; lays pattern for tourist
- Promote a path away from the sidewalk/street; alleviate fear of getting hit by vehicle
- Urban context is good, but also need to consider rural areas; differentiate between urban context and rural context. May not need sidewalks, just wide shoulders
- Consider horse trail/rider amenities in some area as well

SAFETY

1. Landscaping/trees visually slow traffic; encourage feeling of safety; barrier from traffic is helpful to feel safe when walking (9 votes; 3 checkmarks)
2. Cross access easements (parking lots) inside commercial development (8 votes)
3. Avoid narrow medians where possible and provide adequate refuge medians for pedestrians (6 votes; 2 checkmarks)
4. Buffers (paving, etc.) between sidewalks and vehicle lanes (3 votes)
5. Traffic calming measures (2 votes)
6. Like bulb-outs and waiting area for pedestrians (image on West Main in Farmington) (1 vote; 1 checkmark)
7. Wide street expanse discourages pedestrian/bicycle feeling of safety (3 checkmarks)
8. Require pedestrian/bike buffer on high speed corridors (3 checkmarks)
9. Adequate sidewalks (2 checkmarks)
10. Wide/visually designated crosswalks encourage safety (2 checkmarks)
11. Encourage diagonal crosswalks (1 checkmark)
12. Transition in road system not planned well. Transect zone hierarchy for bike/pedestrian connections (1 checkmark)
13. Add wider sidewalks/bike lanes where possible
14. Highway/street dividers
15. Ramps

Summary of Group Discussion on Safety Statements

- Recommend statements be written as positive comments rather than as negatives to better assist in the development of the vision.
- Provide refuge for pedestrians
- Many multi-modal aspects in area do not connect to anything
- Move toward connectivity
- Plan growth
- Connect business parking lots to avoid motorists having to get back into their cars to travel to the next block
- Need traffic calming measures
- No transition in road system from high speeds to low

MEETING WRAP-UP

Mr. Delmagori asked the Advisory Group members to take a few minutes to vote for their top three statements for each of the values.

After the group finished voting, Mr. Delmagori mentioned Staff will compile the information provided from today's meeting and rank each of the value statements based on the number of votes and checkmarks. Mr. Delmagori said that this information will then be sent out to each member so they have a sense of what came out of the process. With the information gathered today, the Advisory Group can begin to develop the goals to support the values. Along with developing the goals, the Advisory Group can also begin working to create a Complete Streets vision statement. This will be the focus of the upcoming meetings. Altogether, the values, goals, and vision will become the framework for the Complete Streets process. The goals and the vision statement will then be what are incorporated into the Complete Streets policy and guidelines.

The next meeting was scheduled for Monday, May 6, 2013 at 10:00 a.m. at the MPO Office.

The meeting adjourned at 11:52 a.m.