

**MINUTES**  
**COMPLETE STREET ADVISORY GROUP MEETING**  
**MAY 6, 2013**

**MEMBERS/ATTENDEES**

Linda Barbeau	City of Farmington Downtown Association & MRA Commission
Judy Castleberry	San Juan College Enterprise Center
Larry Hathaway	San Juan County & MPO Technical Committee Alternate
Virginia King	City of Farmington Public Works
Steve Krest	City of Farmington Traffic Engineering
Joe Kozimor	Consolidated Constructors
Cynthia Lopez	City of Farmington & MPO Technical Committee
Nick Martin	Optum Health & City of Farmington ARB
Gayla McCulloch	City of Farmington Councilor & MPO Policy Committee
Elizabeth McNally	Animas Environmental Services
Roshana Moojen	City of Aztec & Alternate on MPO Technical Committee Alternate
Christa Romme	Aztec Chamber of Commerce & Four Corners Economic Development
Anngela Wakan	Safe Routes to School Coordinator

**MPO STAFF**

Mary Holton	City of Farmington Community Development Director & MPO Officer
Joe Delmagori	MPO Planner
Duane Wakan	MPO Associate Planner
June Markle	MPO Administrative Aide

**WELCOME**

Mr. Delmagori welcomed the members in attendance and thanked them for their participation today.

Mr. Delmagori reiterated that at the April meeting, the Advisory Group reviewed the values that were identified at the first meeting in October - aesthetics, connectivity, economic vitality, health, multi-modal, and safety. The Advisory Group wrote down statements to help define the values in more detail and to explain what they believed was important about each of the values. These statements were then compiled by Staff in the order they were ranked following the Advisory Group vote.

Mr. Delmagori said the statements would now be used to develop the goals that will support the values. These values and goals will be brought together to develop the Advisory Group's vision statement. All three of these elements will then create the overall framework for Complete Streets for the MPO.

Mr. Delmagori asked for a motion to approve the minutes from the April 3, 2013 meeting. Ms. Wakan moved to approve the minutes. Ms. Moojen seconded the motion. The motion was approved unanimously.

Mr. Delmagori said that Staff had produced a presentation to show the values identified by the Advisory Group along with some photos to help illustrate what the

values mean. This presentation would be on display during the small group exercise to help with the development of goals to support those values.

### **SMALL GROUP EXERCISE - COMPLETE STREETS GOALS**

The Advisory Group members worked in four small groups to come up with goals for each of the six values. Staff provided the list of statements for each value for the groups as well as a poster for each table that referenced the values and gave space for the groups to identify goals. Staff also provided an example of a goal for each of the values for the groups to consider when writing down their goals.

Mr. Delmagori said that, following the small group exercise, all the goals from each of the small groups would be reviewed and discussed by the Advisory Group as a whole. Mr. Delmagori commented that the statements the Advisory Group developed at the last meeting could actually be a goal as they were written or could become a goal with just a word change or two.

The small groups spent about 45 minutes developing their list of goals for the six values.

#### **Group 1**

Joe Kozimor  
Gayla McCulloch  
Roshana Moojen  
Christa Romme

#### **Group 2**

Mary Holton  
Elizabeth McNally  
Anngela Wakan

#### **Group 3**

Linda Barbeau  
Judy Castleberry  
Cindy Lopez  
Nick Martin

#### **Group 4**

Larry Hathaway  
Virginia King  
Steve Krest  
June Markle

### **GROUP DISCUSSION - COMPLETE STREETS GOALS**

At the conclusion of the individual group exercise, the Advisory Group gathered together to discuss each of the goals developed by the small groups. MPO Staff placed each goal poster at the front of the room. Mr. Delmagori said the Advisory Group would review the goals to determine if there was common language or similar goal statements that could be merged together. Each group's representative re-read and explained the goals they had developed. The entire Advisory Group discussed the goals and Staff noted common themes among the goals listed and also highlighted the important concepts presented within each of the goals.

This process was followed throughout the goals discussion. Each goal was read and explained by the small group representative and then the Advisory Group as a whole discussed ideas and made note of the important concepts. The Advisory Group agreed that Staff will take the ideas and key words from the Advisory Group's discussion and develop a set of draft goals for each value that will then be sent to the Advisory Group members for their review.

The following is a summary of the goals and ideas generated by each of the small groups, followed by a review of the ideas by the entire Advisory Group and the identification of the key points for each value.

### MULTI-MODAL

Staff Goal: Design and construct appropriate amenities for all modes that provide a balanced transportation system for urban and rural settings.

#### Group 1

1. Liked the Staff goal but added: Design and construct appropriate amenities for all modes that provide a balanced transportation system *from* urban *to* rural settings
2. Design buffers between pedestrian and vehicular traffic where possible, such as walking paths (offset), equestrian trails, striping, etc.

#### Group 2

1. Liked the Staff goal
2. Ensure buy-in from city, department and transportation agencies
3. Make stripes or medians where possible to keep multi-modal options and when possible keep pedestrian and bikers separate from vehicle traffic and bike routes off arterials (refer to Pedestrian Bikeway Committee Plan).

#### Group 3

1. Liked the Staff goal
2. Encourage stripes, medians, and buffers between various modes of transportation
3. Construct connected bike/walking trails/lanes within and between communities

#### Group 4

1. Liked the Staff goal but added: Design and construct appropriate amenities for all modes that provide a balanced and aesthetically pleasing transportation system for urban and rural settings.

#### Group Discussion of Multi-Modal Goals

Group 3 noted that in their Goal #3 it was important to construct connected bike/walking trails.

Mr. Delmagori noted that based on comments, the goal written by Staff will be included as one of the final goals. He noted there was also common language about buffers, medians, and striping. Another comment was that instead of simply saying "encourage", the goal should be to build or "construct". The Advisory Group also liked the change to the MPO goal that said "...balanced transportation system *from* urban *to* rural..." and the addition of "aesthetically pleasing". Two other goals considered important were: require stripes, medians, and buffers between various modes of transportation; and construct connected bike/walking trails/lanes within and between communities.

The Advisory Group also agreed that ensuring "buy-in" should be a goal for each of the values and that nothing would be accomplished without governing body and public support.

## CONNECTIVITY

Staff Goal: Construct linkages among neighborhoods, roads, and walking/biking networks - both within and to each other.

### Group 1

1. Liked the Staff goal
2. Plan trails/streets/paths in conjunction with streets; creative use of easements as a means of connecting/dispersing traffic (all modes)

### Group 2

1. Liked the Staff goal
2. Implement grids for connecting and dispersing traffic, including traffic calming measures, and accommodating pedestrian and bike safety
3. Provide connectivity links between housing, schools, public facilities, and parks (for all users)

### Group 3

1. Liked the Staff goal
2. Identify gaps or impediments in the grid pattern and look for opportunities to make older/existing neighborhoods connected for vehicular as well as bike/pedestrian
3. Encourage new developments to provide connectivity for vehicles, bikes, and pedestrians
4. The grid is encouraged to have patterns that slow traffic especially in neighborhoods
5. Connect parks, trails, public facilities - complete riverine plan

### Group 4

1. Liked the Staff goal
2. Existing streets/roadways that dead-end should provide bike/pedestrian cross-connections

### Group Discussion of Connectivity Goals

Group 3 explained that having a grid pattern did not mean only sharp corners and straight streets, but could also include curved streets and other patterns that would help to slow traffic.

The Advisory Group agreed that the goal written by Staff should be included as one of the final goals. Additional ideas to be included and rewritten as goals were: to stress the identification of gaps or impediments in the network and prioritize projects that address existing facilities and also look for and provide opportunities for improvement; planning trails/streets/paths in conjunction with current road sections; creative use of easements (alleys, gas lines) as a means of connecting/dispersing traffic (all modes); even though a street dead ends, that should not prohibit bike and/or pedestrian access; grids and connected grids does not mean square blocks - respect the landscape, find ways to slow traffic patterns, and allow roadways to meander; to have the function of a grid and not necessarily the form of a grid.

## HEALTH

Staff Goal: Ensure that transportation options are provided as a means of promoting healthy activities for all population types.

#### Group 1

1. Liked the Staff goal
2. Make walking/biking an experience and market that experience (open houses, etc.)

#### Group 2

1. Liked the Staff goal
2. Provide transportation options and links for all socio-economic groups, including seniors, so walking and biking is encouraged

#### Group 3

1. Liked the Staff goal
2. Provide walking/biking experience that includes public spaces, art, wide sidewalks, and other social activities
3. Encourage the use of #2 above targeting all socio-economic groups and other diverse groups (ADA). Advertise...multi-media

#### Group 4

1. Liked the Staff goal
2. Encourage active participation by promoting development of bike/ped events and destinations

#### Group Discussion of Health Goals

The Advisory Group agreed that the words "active participation" should be part of one of the Health goals. Mr. Wakan commented on the advertising Albuquerque has done to promote their 50-mile bike loop around the city. They have a website for the loop and are creating branding for what Mr. Wakan thought they were calling the "Buffalo 50". The potential for this type of amenity in this area is huge due to the glade area, the rivers, and the favorable climate for an active lifestyle.

#### SAFETY

Staff Goal: Integrate safety measures (buffers, medians, traffic calming, etc.) into arterial and collector road sections that benefit all users.

#### Group 1

1. Liked the Staff goal but changed it to read: Integrate safety measures (buffers, medians, traffic calming, cross-access easements, etc.) into all road sections that benefit all users and maximize use for all. (The group noted that these measures should fit the road type: no traffic calming on arterials, etc.)

#### Group 2

1. Liked the Staff goal
2. Separate facilities to ensure safety of all users
3. Construct physical structures or features to ensure safety of all users

#### Group 3

1. Liked the Staff goal
2. Provide appropriate lighting designed to meet both an urban and rural context
3. Provide context-appropriate safety measures by transect zones (paved or softer material)

#### Group 4

1. Liked the Staff goal but added “roundabouts” in addition to buffers, medians, traffic calming, etc.
2. Encourage roadway landscaping as a means to slow traffic and provide safe barrier
3. Promote cross-access agreements for mutual transportation use by private developments

#### Group Discussion of Safety Goals

Group 3 explained that the appropriate lighting in their goal #2 would be different in a rural setting from an urban space, but good lighting was important for safety reasons. They also noted that their “context-appropriate safety measures” meant not to install curbs and gutters on a dirt road. Mr. Delmagori noted that the transect zones will be considered again when the Advisory Group discusses land uses and road types. Group 4 explained that their #3 recommendation meant having cross-access between adjacent developments.

### ECONOMIC VITALITY

Staff Goal: Include road elements that encourage people to visit retail and commercial districts using a variety of modes.

#### Group 1

1. Liked the Staff goal
2. Develop design guidelines that can be flexibly applied to the scale of development considered; encourage the development of open spaces that encourage/attract pedestrian activity and use of space

#### Group 2

1. Liked the Staff goal
2. Connect trails/paths to urban cores, destination centers to mix of residential and commercial uses
3. Provide flexibility for public/private partnerships to attract more business and customers

#### Group 3

1. Liked the Staff goal
2. Connect river walk trails to urban cores and destination centers; provide adequate signage for tourism
3. Encourage building to the front property line with parking at the rear especially in the urban context
4. Encourage wider sidewalks that can accommodate trees, landscaping, bump-outs and ways to encourage pedestrian traffic and slow vehicular traffic

#### Group 4

1. Liked the Staff goal
2. Provide spaces and amenities that encourage pedestrians to linger and shop (for example bike racks, seating areas, landscaping, water features) - linger longer

#### Group Discussion of Economic Vitality Goals

Mr. Delmagori pointed out key words and phrases such as public spaces, signage, and encouraging pedestrians and tourists to linger and shop.

## AESTHETICS

Staff Goal: Develop appropriately scaled public spaces that interrelate with all modes of travel.

### Group 1

1. Liked the Staff goal
2. Encourage (require) landscaping, art in public spaces, and underground infrastructure in all developments

### Group 2

1. Liked the Staff goal, but added: Develop appropriately scaled and attractive and inviting public spaces...
2. More landscaping and public art
3. Buildings to property line with outdoor rooms/parking not the priority

### Group 3

1. Liked the Staff goal. See connection between Economic Vitality and Aesthetics.
2. Encourage wider sidewalks that can accommodate trees, landscaping, bump-outs and ways to encourage pedestrian traffic and slow vehicular traffic (this was also included in this group's Economic Vitality goals)
3. Provide attractive entry gateways into communities/downtowns/neighborhoods - signage!
4. Encourage/campaign for city beautiful, street clean-ups, great landscaping. (Encourage and promote people to get out and clean up and take civic pride. This ties directly back to lack of economic vitality and is part of the reason for the difficulty in recruiting businesses for the area).

### Group 4

1. Liked the Staff goal
2. Promote public/private sponsorship of median amenities and landscaping
3. Encourage San Juan County governments to develop entry way signing or monuments

### Group Discussion of Aesthetics Goals

Encouraging gateways for the area was noted as a common theme. Mr. Delmagori noted key words such as aesthetically pleasing and involving local governments to promote signage and landscaping.

## MEETING WRAP-UP

Mr. Delmagori said that common words and language could be seen in the different goals developed by each of the groups. Staff will take these goals and begin to draft the goals for each of the values. These draft goals will be sent to the Advisory Group members for their review and consideration. The goals will also be reviewed at the next Advisory Group meeting to ensure the Complete Streets goals are approved by all the members.

Mr. Delmagori suggested that with the values and the goals established the Advisory Group can next begin to work on creating the Complete Streets vision statement. The

vision will state the reason for implementing Complete Streets and what is hoped to come out of the Complete Streets designs and guidelines for this area.

Once the vision statement is developed, the Advisory Group will begin looking in more detail at the land use context areas and road types. Mr. Delmagori said that by combining all of this information, the Advisory Group can then begin to develop the Complete Streets guidelines. Mr. Kozimor suggested that these guidelines not be "black and white", but allow for the artist. Ms. Lopez restated this idea and said that there needed to be flexibility built into the guidelines to allow the developer to use their own artistic abilities in creating a development.

The next meeting was scheduled for Wednesday, June 5, 2013 at 10:00 a.m. at the MPO Office.

The meeting adjourned at 11:32 a.m.