

MINUTES
COMPLETE STREETS ADVISORY GROUP MEETING
OCTOBER 23, 2012

MEMBERS/ATTENDEES

Linda Barbeau	City of Farmington Downtown Association & MRA Commission
Joyce Cardon	Home Builders Association & City of Farmington Planning & Zoning Commission
Judy Castleberry	San Juan College Enterprise Center
Sandra Grunwaldt	San Juan Regional Medical Center
Larry Hathaway	San Juan County
Steve Krest	City of Farmington
Cindy Lopez	City of Farmington & MPO Technical Committee
Nick Martin	Optum Health & City of Farmington Administrative Review Board (ARB)
Gayla McCulloch	City of Farmington Councilor & MPO Policy Committee
Roshana Moojen	City of Aztec

MPO Staff

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

WELCOME & INTRODUCTIONS

Each Advisory Group member introduced themselves to the group. Mr. Delmagori welcomed all and thanked them for their participation.

Mr. Delmagori opened the meeting with an overview of the Metropolitan Planning Organization (MPO). He explained that the MPO is responsible for regional transportation planning for Aztec, Bloomfield, Farmington, and San Juan County and provides the forum for discussing regional, multi-modal issues. The MPO works with the New Mexico Department of Transportation (NMDOT) to program federal funding from the state to the area for local projects. He added that the MPO develops plans, programs, and policies that will improve transportation options for the region over the next 20-25 years.

OVERVIEW OF COMPLETE STREETS

Mr. Delmagori gave a presentation that described the concept of Complete Streets. He explained that in Staff's research of Complete Streets, three good definitions were found:

- Designed for all users, all modes, and all ability levels;
- Meant to be safe, comfortable and convenient for travel for everyone, regardless of age or ability - motorists, pedestrians, bicyclists, and public transportation riders;
- Strive to balance the needs of drivers, pedestrians, bicyclists and transit based on the roadway context.

Mr. Delmagori described that in May of this year, the MPO invited Mr. Dan Burden with the Walkable & Livable Communities Institute to Farmington to present a Walkable Communities Workshop. Mr. Burden is a national spokesperson for walking and biking and travels around the world speaking and educating communities on how they can implement livable communities. The workshop created a lot of positive enthusiasm in response to Mr. Burden's presentation and the walk audits that were conducted over the two-day workshop. The walk audits allowed the participants to assess the corridors they walked while at the same time enabled Mr. Burden to point out the features that were working and to make recommendations for those areas where improvements could be made.

Mr. Delmagori said the workshop also helped define a "sense of place" to create neighborhoods and meeting places where people want to be to interact with others and to enjoy themselves. On a regional scale, this means to build a sustainable multi-modal network. Mr. Delmagori commented on the MPO Bicycle and Pedestrian Plan that was approved in 2008 and updated in 2010. This plan outlines how the communities can build a sustainable walking and biking network. Complete Streets is another concept for achieving this sense of place.

Mr. Delmagori then focused on why Complete Streets are needed. He said research shows that one-third of Americans do not drive (elderly, children, and households with no vehicles), so implementing Complete Streets designs help to create a livable community for these users as well. Additionally, Complete Streets helps with the health of a community by encouraging activity and exercise. With people using different modes of travel, traffic delays and congestion are reduced, and with fewer cars on the road there are fewer emissions and fewer environmental and health concerns. Mr. Delmagori stated the community should have more transportation options so they are not reliant solely on the automobile.

Mr. Delmagori presented some examples of Complete Streets:

- A downtown setting that includes wide sidewalks, benches, and trees for shade to draw people to the area and promote economic development;
- An urban setting could include pedestrian bulb-outs, on-street parking, and a narrower roadway with lower traffic speeds to allow for bike travel;
- A residential setting with on-street parking, bike lanes, and raised medians which serve as refuge islands for pedestrians so they only need to navigate one direction of travel at a time.

He also showed examples of streets that do not fully accommodate all users:

- Areas where the car is the main focus and streets are constructed without consideration of all modes;
- A residential street in Bloomfield next to a park that is way too wide. The roadway could easily be striped for bicycles and on-street parking making it a complete street;
- An intersection with numerous turning lanes making it impossible for a pedestrian to safely cross. Mr. Delmagori relayed the story of the Bloomfield walk audit group in May that got stranded on a small pedestrian island with no crosswalk button to push to allow them to cross back over the roadway;
- A major intersection in Aztec that is too wide for pedestrians to safely cross;
- A good sidewalk in Farmington that is then obstructed with neighborhood trash cans or utility poles.

Mr. Delmagori reiterated that many streets are not multi-modal. They have no sidewalks or bike lanes and are too wide for pedestrians to cross. Additionally, many times the streets are not accessible, have no ADA compliance at bus stops, proper curbs and ramps are missing, and safety hazards create an increased risk of harm to pedestrians. All these issues then generate a further reliance on automobiles and continue the cycle of building "not so" complete streets.

Mr. Delmagori said a Complete Streets design offers variety and flexibility. He explained the two key factors that are the underlying themes for Complete Streets:

- Adapts to surrounding land use. A complete street in a residential neighborhood will look different than one in a downtown area or commercialized corridor;
- Relates to functional classification of the roadway. An arterial such as 20th Street or Main Street functions to move traffic through town, across town, and in between towns. Collector streets such as Auburn or Knudsen gather traffic from the adjacent land uses and feed it into the arterial system. With the land uses in mind, Complete Streets designs and guidelines can be developed to help determine the types of amenities needed, enable slower speeds, and potentially reduce travel lanes.

Mr. Delmagori reviewed some of the benefits of Complete Streets:

- Low cost. Often simply re-striping a roadway is all that is needed;
- Better accessibility and mobility for pedestrians and transit users;
- Improve connectivity across all modes;
- Offer more travel options;
- Improve overall safety;
- Improve health of community. Mr. Delmagori stated that research shows obesity rates are lower in areas where walking, biking, and transit are prevalent.

Mr. Delmagori explained that the best time to consider implementing Complete Streets concepts would be in the design phase of new construction. He noted that

other times can also be appropriate, such as during reconstruction and retrofitting, resurfacing, or maintenance.

Mr. Delmagori explained that over the next year he hopes the MPO and the Advisory Group can begin to educate the community on Complete Streets. Through the Advisory Group's interaction with the community, as well as through presentations to the public and to Councils and Commissions, Mr. Delmagori hopes to promote Complete Streets designs regionally. Mr. Delmagori said the Complete Streets Resolution is the first step and will demonstrate that there is initial buy-in and support for these concepts at the regional level. Following the resolution, the communities will begin to develop the policies that ensure the entire right of way is planned, designed, and constructed to provide safe access for all users by incorporating Complete Streets guidelines into design manuals. Mr. Delmagori said the Advisory Group members have many unique experiences with transportation and together can create a balanced network for the future.

Mr. Delmagori described the end goal as being the creation of a sense of place, where there are multi-modal options, where people want to go and interact, and where economic development opportunities exist. He added that on the regional scale, Complete Streets will work toward accomplishing the many features in the MPO Bicycle and Pedestrian Plan, will create a healthier environment with increased activity and exercise and reduced automobile emissions, and will provide a better quality of life for citizens. Mr. Delmagori stated that the community needs to decide the kind of future they are planning, designing, constructing, and leaving for future generations. He concluded with a thought to consider that was posed by Dan Burden: since the vehicle has been the focus of transportation development over the past century, how might our local communities look if the transportation focus were to shift to the individual rather than the vehicle.

Mr. Wakan presented some designs for Complete Streets concepts on Farmington's downtown Main Street. The Metropolitan Redevelopment Area (MRA) Commission had asked for some cross-sectional views of the downtown area incorporating the new Complete Streets ideas and options. Mr. Wakan explained some of the concepts that were developed and showed the flexibility of the design options. He said that many options can be economical and might be to simply re-stripe the roadway. Mr. Wakan showed one of the concepts to create a gateway to the downtown area of Main Street that included on-street parking and a large raised median. He added that the conceptual images help to show what Complete Streets designs can look like and provide the needed education on what these designs can include and the impact they can make for a community.

Mr. Delmagori opened the conversation to questions from the advisory group. Mr. Krest said he believed this concept was timely. He stated that he had concerns with changing the width of Main Street downtown, specifically what happens to all the cars (16,500 cars per day in 2006) that are currently travelling on four lanes of roadway when that is compressed down to two lanes. Ms. Holton added that nothing has been decided at this point and the MRA Commission is looking at possible block-by-block changes and their consideration and interest is in its early infancy. Ms. Holton commented that Mr. Burden had explained how changes in traffic flow volumes can be managed. Mr. Delmagori commented that traffic volumes do need to be factored into design plans to avoid a ripple effect. Ms. Holton said it is something to look at and the

specifics of dealing with capacity would also be considered by the MRA Commission as they move forward.

Mr. Nick Martin asked if Complete Streets would focus solely on the downtown areas. Mr. Delmagori said the concepts would be across the board and would provide different options depending on the land use context of the area and the roadway classifications. He referenced two guiding documents that can provide valuable information in planning and designing Complete Streets: Pennsylvania Department of Transportation's Smart Transportation Guidebook and the Institute of Transportation Engineer's Designing Walkable Urban Thoroughfares: A Context Sensitive Approach. Ms. Holton asked if these documents could be made available to the Advisory Group members and Mr. Delmagori said Staff would provide the information on CD for the members.

Ms Moojen commented that one of the drivers for Complete Streets was to eventually have all the local municipalities and governments using Complete Streets guidelines in addition to their local planning and zoning considerations. Ms. Holton said that the Advisory Group would work to develop the information and documents that local staff could then present to their own entity's decision makers and make it workable for their community. Mr. Delmagori stated that this is the long term goal for the Advisory Group and the MPO.

COMPLETE STREETS WORK PLAN

Mr. Delmagori referred the members to the MPO Work Plan document to be used by not only the Advisory Group, but also the MPO Policy and Technical Committees. Mr. Delmagori reported that the Complete Streets process began in July 2012 as MPO Staff began gathering and collecting information and making presentations to the MPO Committees.

Staff also began to gather names of those to ask to participate in the Advisory Group. This Group would assist with the development of the Complete Streets resolution, policy, and design guidelines. Mr. Delmagori commented that this Advisory Group kick-off meeting is the next step in that work plan. The first primary activity for the Advisory Group is to develop the resolution which will outline the purpose and need for Complete Streets and will have the first initial buy-in and support at the regional level to then pursue the policy and design guidelines. Mr. Delmagori stated that the MPO would be working with the Advisory Group along with the MPO Policy and Technical Committees and ultimately seek approval of the Complete Streets resolution by the Policy Committee.

Once the resolution has been developed, work would start on development of the Complete Streets policy which would spell out the finer details of what Complete Streets is and would also discuss where, when, and how Complete Streets would be implemented. It would also describe those instances where exceptions would be made when the implementation of Complete Streets is not feasible or practical. Mr. Delmagori anticipates development of the policy would begin in early 2013 and take four to five months.

Mr. Delmagori said the final step would be to design the Complete Streets guidelines. This process would be the most comprehensive and time consuming as the planning

tools are developed to adapt Complete Streets designs to surrounding land uses and to relate them to the functional classifications of the nearby arterials and collectors. These guidelines, upon approval by each government, would become the planning tool used in reviewing subdivisions and other developments.

Ms. Lopez stated that she believed the design guidelines should be developed first. She added that before the policy or resolution can be developed, the guidelines need to be known. She said the Advisory Group should be working on the design guidelines, then developing the policy, and then coming back to the communities and asking them to review and approve the guidelines and policy. Ms. Lopez said she thought the proposed process was backwards because the entities are asked for buy-in before they even know what Complete Streets is about.

Ms. Holton stated that the policy and resolution are primarily for the MPO Policy and Technical Committees to give a green light for the MPO to go forward. Mr. Krest asked what this green light was. Mr. Delmagori said this would be the support to go ahead and their agreement that this was something that they wanted to pursue at the regional level. Mr. Delmagori and Ms. Holton both noted that there had been verbal support but that support had not been formally given as in the form of a resolution.

Ms. Moojen commented that each entity is different and the new concepts and importance of Complete Streets can be difficult for officials to accept before seeing what it is about. She believed a brief overview presentation and explanation of the concepts and importance of Complete Streets was essential to promote understanding. Ms. Moojen added that a support resolution would be something she would like to have before approaching her commission to help get them on board. Once the entities were on board, then the details of Complete Streets could be pursued and a more formal resolution drafted. Ms. Holton agreed that it was important to gauge the level of support before going forward too far into a project.

Mr. Krest asked if the level of support had been gauged. Mr. Delmagori said that oral presentations have been given to both MPO Committees and they have given their verbal support, but there has been nothing official. Ms. Holton added that the Advisory Group may want to voice their opinion on whether to proceed with undertaking the design guidelines before bringing it back before the Policy Committee. Mr. Delmagori replied that both ways of proceeding had merit. He noted that in the copies of other cities' resolutions provided to the Advisory Group, there is typically a reference to the guiding principles that they hope to implement through the resolution.

Ms. McCulloch recommended making a presentation to the Farmington City Council at a work session. She added that if consensus to move forward is reached during that session, a resolution is not needed. Ms. Holton added that the idea behind the resolution is to provide each entity with a document that can be taken to their governing body to determine support and then begin working on the specifics for that community. This process could be different for each community and would depend on what the decision makers wanted. She noted that Complete Streets could take longer to implement this way, but would be better received and more apt to actually work than simply accepting across-the-board designs/ideas. Ms. Holton said the approach needs to be from the bottom up and not from the top down. She said that most MPOs will provide a guiding document and then the local entity actually takes the initiative from that point.

Mr. Delmagori said to think of the MPO as the umbrella that encompasses all. Each entity can relate to the overall umbrella, but they have the ability to implement their own unique ideas and establish guidelines that work for their community. Ms. Holton asked how the members wanted to proceed and what they wanted the MPO to present to the MPO Policy and Technical Committee.

Ms. Cardon asked what can be presented if you do not have the guidelines. The discovery process has been done and a plan to go forward has been made, but some guidelines must be part of that plan, whether they are presented immediately or we come back to them later on. Ms. Cardon said she believed that in order to answer questions from councils or commissions some of the guidelines needed to be identified beforehand. Ms. Holton said the Complete Streets concept will not be presented to the councils or commissions until a complete package has been prepared. Ms. Cardon said that entity support needed to be gauged.

Ms. Barbeau said she it needs to be determined if there is interest in Complete Streets as a general concept. In speaking with different individuals, some will say they want more walkability and others will say that cars are the mode of transportation and we need to move traffic. Ms. Barbeau added that this is how planners and traffic engineers have been taught for many years to think. There is a mindset that needs to be overcome before tackling the details and specifics of the concept. Ms. Barbeau stated there needs to be a consensus buy-in from people that they want a more walkable and bike friendly community and are willing to make some changes to have that happen. What those specific changes might be will be worked on, but we cannot spend a year's worth of time planning it out if the community does not want it. Ms. Barbeau continued to note that the buy-in is necessary before spending the time on specifics. Ms. Holton stated that the educational piece is vital to moving forward and that was one reason Dan Burden had been invited to initiate that process.

Councilor McCulloch stated that had she not attended the workshop she would not have the buy-in she does. She agreed that consensus was extremely important before a lot of effort is put forth and the presentation today was a good beginning. Ms. Grunwaldt agreed that mini presentations were important to getting buy-in for Complete Streets.

Ms. Lopez also agreed that education is the key to providing an understanding and obtaining buy-in from the policy makers. She commented that the resolution was not required at this point, rather it is important now to provide the education and get as many people as possible aware of and understanding the Complete Streets concept.

Ms. Lopez stated that once there is consensus then work can begin on developing the guidelines. Once they are developed, they are presented to the community, feedback from the community is received, and this back and forth process continues in order to reach the final design for the guidelines. The policy and resolution documents would follow once the guidelines have been established. She said what has been presented is too top down for her. Ms. Castleberry commented that having no prior background or understanding of Complete Streets, she agreed that education was the first step to getting buy-in. Ms. Grunwaldt stated that the before and after pictures of what Complete Streets can look like are phenomenal. She added that you can talk about it all day, but actually seeing the potential results make the outcome real. Ms.

Grunwaldt suggested also including some cost estimates or range of prices for a specific design.

Ms. Holton recommended that Advisory Group members be available to assist with the presentations and to provide an added level of support. MPO Staff has already given a Complete Streets presentation to the Farmington Chamber of Commerce. Additional groups and organizations are being contacted to schedule times to make a presentation with them and to get the message out. Ms. Holton asked the Advisory Group members to let MPO Staff know of other groups that might want to hear about Complete Streets.

Mr. Krest commented that perhaps actual dollar amounts were not needed at this point since we are selling the Complete Streets concept and not an actual project. He asked how important the cost was when it is only an idea that is being sold. Ms. Barbeau said the MRA Commission had just gone through an exercise. Part of their long-range plan included the concept of connecting the Riverwalk to the downtown. They asked for a projection on the simplest of the plans and were astounded when the estimate came back for \$1,800,000. Ms. Barbeau said this project was tabled due to the expense. Mr. Krest replied that he understood, but that Complete Streets is only a concept and not a project. Ms. Moojen added that even though this is only a concept, you need to know the audience you are addressing. She stated that Aztec's Commission would expect her to have some costs to help them with their decision-making. The Advisory Group did agree that cost estimates and dollar amounts would be important to all decision makers.

Mr. Delmagori stated that these are the finer types of details that the local planning staffs will need to take on. At this time, we are looking at Complete Streets in a broader view and at what we are trying to achieve at the regional level to get buy-in. Local examples will be made available to each entity's staff for them to carry forward to their individual governing bodies.

Mr. Delmagori reiterated that discussion seemed to recommend having a resolution to complement design guidelines or have the design guidelines complement the resolution. He added that this did change the preliminary MPO work plan, but the ideas and suggestions made by the Advisory Group are what were needed to develop a course of action to move forward with Complete Streets. Mr. Delmagori said Staff had researched and gathered some ideas to begin development of the guidelines and this information could be made available for the Advisory Group at the next meeting.

Ms. Lopez stated that she understood from the discussion that the educational piece of Complete Streets was needed first. She said the presentations to the policy makers and any interested civic group that can be outreached to is where the process needs to start. She added that the guidelines were not necessary at this stage but simply a presentation that demonstrates Complete Streets. Ms. Holton stated that it will be up to the local entities to provide the information to their local community. Mr. Delmagori said that the MPO Staff can work with each local staff and assist where needed. Several members asked why not have the MPO Staff give the presentations since they are familiar with it. Ms. Holton added that this level of understanding and education can be provided to local staff so they can make these presentations to their local communities. She stated that MPO Staff can then work with local planners to prepare a presentation for their community. Ms. Barbeau commented that maybe

Complete Streets information would be best coming from Dan Burden. Ms. Holton replied that the City of Farmington is looking at having him return next year to give a presentation to all the local councils and commissions.

Ms. Lopez said she thought local staff should be responsible to bring the concept forward when the time came to discuss guidelines. She believed, however, that the MPO should be responsible for the education since they had initiated the idea and are promoting Complete Streets. Ms. Lopez stated that since the MPO is seeking the buy-in, the MPO should provide the education. Ms. Holton added that MPO Staff could do this, but local staff assistance was needed. She stated that the MPO is doing this on a regional level for the community at-large. Mr. Delmagori commented that MPO Staff can provide the education, but also during the presentation could include the local planners' ideas on how the Complete Streets concept would be carried forward in their own community. Ms. Lopez said that once the policy and guidelines are developed, local staff will bring forward the resolutions.

Ms. Holton recommended that members consider other organizations that might be interested in the Complete Streets presentation and pass the information on to Mr. Delmagori. Mr. Delmagori noted that the chamber of commerce directors were all invited to be involved on the Advisory Group or to delegate one of their board members. Ms. Lopez said that as an Advisory Group, members could also educate and reach out to other organizations to explain and promote Complete Streets. She stated that representation from the Advisory Group should be included when making presentations to policy makers.

ROLES OF COMPLETE STREETS ADVISORY GROUP

Following the comments by Ms. Lopez regarding the inclusion of Advisory Group members in the presentations, Mr. Delmagori explained the role of the Advisory Group members:

- Share your knowledge and experiences;
- Review and understand the Complete Streets material;
- Assist with the development of the resolution, policies, and design guidelines;
- Provide input;
- Advocate for Complete Streets, the need for them and their benefits.

Mr. Delmagori described the flow chart to show the interaction among the Advisory Group, MPO Staff, the MPO Technical, and the Policy Committees. Discussion of the concept and recommendations from the Advisory Group and Staff would be provided to the MPO committees, who in turn would provide feedback and direction. As Complete Streets progresses, information would be turned over to local entity staff for consideration by their elected officials.

Mr. Delmagori explained some of the expectations of the Advisory Group. The Complete Streets process is estimated to take about a year, so he hopes there will be commitment to the process throughout. He expects to call the group together when new activities are ready for discussion and review. He anticipates about six meetings during this time.

COMPLETE STREETS RESOLUTION

Mr. Delmagori said he would like to finish up with the original agenda items and proceeded to explain the Complete Streets Resolution. From resolutions passed by other cities, he noticed the following common themes. The resolutions:

- Outline purpose and need for Complete Streets;
- Why a city should have Complete Streets;
- Provide direction for development of policies and guidelines
- Show regional commitment and support to develop Complete Streets.

He noted that regional commitment has been established by the Advisory Group members today as well as previously by the MPO Technical and Policy Committees.

Mr. Delmagori mentioned the resolutions all have general themes and common language and are not about specific details. Some of the common language and themes in Complete Streets resolutions that Staff has found are as follows:

Common Themes

Design for all users
Promote health

Safety and efficiency
Consideration of adjacent land uses

*Apply to newly constructed and
reconstructed roads*
A more livable city

Common Language

Adopt a complete streets policy
*Walking, bicycling, transit and vehicle use are
integrated in a safe and efficient
transportation network for all users and
abilities*

Guiding principles:
*Plan, design, construct all streets for all
modes*

Exemption clause

BRAINSTORMING SESSION - MPO COMPLETE STREETS RESOLUTION

Mr. Delmagori asked the Advisory Group to review the examples of Complete Streets resolutions from other cities to gain an understanding of what cities are looking for when they develop their resolutions and what are the common themes and typical language in all of them.

The resolution examples are from the Las Cruces MPO, the City of Las Cruces, and the cities of Fort Myers, Florida and Missoula, Montana. Mr. Delmagori commented that they vary from a simple document to a more detailed and thorough document. These examples can provide assistance in developing the MPO resolution. Ms. Holton restated that, based on today's discussion, the Advisory Group actually wants to have some design guidelines in the resolution. Ms. Lopez said that was what she believed had been agreed on.

Ms. Lopez commented on the "economically robust" verbiage in the Fort Myers document and stated that this is also part of Complete Streets and that Complete Streets is not just about providing transportation for everyone. Ms. Holton noted also the need to be mindful of an aging population. Discussion also noted words like "healthy", "safety", and "convenient". Ms. Lopez said the slide that showed the relationship between obesity rates and those communities who actively walk, bike, and use transit was a key piece for any Complete Streets presentation. It demonstrated the health aspect of Complete Streets designs. Ms. Lopez also noted

that the presentation should include a slide to help demonstrate economics and how economic vitality is promoted. She mentioned some examples from Dan Burden's presentation that showed how a city used Complete Streets planning and how the commercial corridor then developed around the complete street. She believed these are key educational points as well.

Councilor McCulloch commented that the entire second paragraph of the Fort Myers example was well written and included all the key components. Everyone agree this was a well written paragraph. Ms. Moojen also added that aesthetics were important and that people were more likely to travel to and shop in an area that was pleasing to the eye. Ms. Castleberry agreed that making the community an inviting place to be and live in was important. Mr. Delmagori responded that this is exactly what Dan Burden spoke about when the walk audit team arrived in Aztec. Mr. Burden spotted the buffalo mural on the side of an Aztec business and commented that the mural was something that would get him out of his car and tour Aztec. Mr. Delmagori said that the Complete Streets concept is so exciting because there are so many different elements that can all work together to achieve a complete street. Ms. Lopez said the aesthetics need to represent each community's values and the history of that individual community. This will be especially important to keep in mind when making the presentations.

Mr. Martin commented on the wording in the City of Las Cruces example that referred to other jurisdictions that have adopted Complete Street policies such as San Francisco, Sacramento, San Diego, Boulder, Chicago, and Portland. He questioned how cities like Aztec and Bloomfield view Complete Streets for their areas as compared to a larger metropolitan area. He asked what type of Complete Streets concepts, if any, are they ready for. Mr. Martin noted that these examples seem geared toward the larger communities and how does this correlate with our smaller cities. Ms. Moojen commented that there certainly are differences, but as the guidelines are drafted, they will relate to and reflect the local community values. Ms. Lopez agreed that the policy needs to be focused on each community and recognize that we are not Durango or Albuquerque.

Ms. Castleberry said that the fourth paragraph of the Las Cruces MPO example described this exactly when it said, "...streets should be designed as a whole, cognizant of the adjoining land uses, facing buildings, and all users; such that the resulting street environment is of appropriate scale and character..." She added that "appropriate scale" is really what the discussion is about. Ms. Lopez believed "appropriate scale" could easily be demonstrated for each community with pictures and visual examples.

Mr. Hathaway commented that a county resident might consider a complete street as a road that had been chip sealed and had no potholes. Mr. Hathaway added that he agreed the education piece was important and would buy some time before any actual implementation might take place. He stated that people equate dollars with building complete streets and will want to know where that money is going to come from. Mr. Hathaway believed the local economy needed to rebound before anything significant could go forward with Complete Streets. With governments in survival mode and businesses suffering, anything that is perceived as increasing costs is frightening. Mr. Hathaway stated that beginning with the educational presentations could provide the needed time for the area to recover economically. Mr. Wakan believed the Advisory

Group should reach some consensus on how they wanted the MPO to proceed with the presentations.

Ms. Barbeau stated that the MRA Commission still wants to make the connection between the River Walk and the downtown area. She said that the cost to restripe the street was \$4,000 as opposed to the \$1,800,000 for the entire project which included tearing up the street, building medians, adding street lights, and installing water lines. Ms. Barbeau believed that having that range of prices and options would allow for consideration to begin a project on a smaller scale. Then, as reconstruction or repair occurred, the project could move forward using the new Complete Streets plans. Ms. Barbeau said it would be easy, inexpensive, and would make a big impact to begin changing mindsets and perceptions by the simple addition of signs and/or striping. Mr. Hathaway agreed that taking simple, inexpensive steps was a good way to begin. He also noted that addressing Complete Streets early on in a project was the way to save money.

Ms. Holton commented that restriping on Municipal Drive is scheduled to be done soon. This might be an opportunity to begin with something small, perhaps by adding a bike lane.

Ms. Lopez said that the City of Farmington's codes actually spell out the street width a developer must provide in a new development. If there were also guidelines on how those streets should look, and with the buy-in of developers, this could be an excellent planning tool. She also added that if a street needs to be restriped anyway, there is no added expense to do it in a way that focuses on Complete Streets. Mr. Delmagori responded that it becomes just another way of doing what already needs to be done.

Mr. Krest noted that especially for the county areas, equestrians should be considered as stakeholders and riding paths could also be considered when looking at a Complete Streets plan. Councilor McCulloch noted that Judy Cumberworth would be a good contact person for the issue of equestrians. Mr. Hathaway noted that someone with horses is not going to want their road to be paved. Mr. Delmagori stated that these types of considerations can be incorporated into the specific guidelines for each community and would be an exception.

Ms. Holton asked when a presentation could be made to the San Juan County Homebuilders Association. Ms. Cardon said the next meeting is scheduled for November 14 and there was room on the agenda to add a Complete Streets presentation.

Mr. Delmagori said he would send a copy of the minutes to all Advisory Group members. Staff will revisit the education piece of Complete Streets and reassess the work plan based on today's conversation. Staff will also discuss the Advisory Group's recommendations with the MPO Policy and Technical Committees. Mr. Delmagori will schedule another meeting of the Advisory Group sometime in January 2013. In the meantime, Staff and others will begin making presentations to local groups and organizations and push forward with community education.

The meeting adjourned at 11:30 a.m.