

MINUTES
COMPLETE STREETS ADVISORY GROUP MEETING
OCTOBER 16, 2013

MEMBERS/ATTENDEES

Linda Barbeau	City of Farmington Downtown Association & MRA Commission
Joyce Cardon	San Juan County Homebuilders Association & City of Farmington Planning & Zoning Commission
Judy Castleberry	San Juan College Enterprise Center
Larry Hathaway	San Juan County & Alternate on MPO Technical Committee
Virginia King	City of Farmington Public Works
Joe Kozimor	Consolidated Constructors
Steve Krest	City of Farmington Traffic Engineering
Cynthia Lopez	City of Farmington & MPO Technical Committee
Gayla McCulloch	City of Farmington Councilor & MPO Policy Committee
Elizabeth McNally	Animas Environmental Services
Roshana Moojen	City of Aztec & Alternate on MPO Technical Committee
Joe Delmagori	MPO Planner
Duane Wakan	MPO Associate Planner
June Markle	MPO Administrative Aide

WELCOME

Mr. Delmagori welcomed the members and thanked them for their attendance and participation. Mr. Delmagori also noted that next Wednesday, October 23 marks the one-year anniversary of the very first meeting of the Complete Street Advisory Group. He briefly recapped activities completed in that time and believed that good progress has been made in developing a framework and the background information for why Advisory Group members are seeking to encourage Complete Streets guidelines and policies for this region.

Mr. Delmagori said the Advisory Group would work on assigning titles and defining the road types today which would be a continuation of the September meeting where the Advisory Group defined and named the land use context areas. After the holidays Mr. Delmagori would like to begin development of the actual guidelines for Complete Streets. These guidelines will be the core of the program and provide the images for how Complete Streets might look in this area.

At the September meeting, the Advisory Group was asked to work in small groups to identify land use context areas and assign titles and definitions. The small groups then explained their thoughts and ideas to the entire Advisory Group. From this discussion and the titles and definitions provided by the small groups, MPO Staff brought the ideas together to create a working draft of what the land use context areas could look like.

Mr. Delmagori said he wanted to hold off on discussion of the Agenda item to address delivery trucks as part of Complete Streets goals until Steve Krest arrived. Mr. Krest

had brought this item to the attention of the MPO and Mr. Delmagori wanted him to introduce the topic and lead the discussion.

Mr. Delmagori asked for a motion to approve the minutes from the September 16 meeting. Ms. Lopez moved to approve the minutes. Ms. Moojen seconded the motion. The motion was approved unanimously.

COMPLETE STREETS VIDEO - POYNTON, ENGLAND

MPO Staff shared a video of a major transportation project in the town of Poynton, England. The video showed a profound and innovated approach that was taken to improve the functionality of an integral intersection in the heart of the city. The video highlighted both skepticism and hopes of Poynton residents' before the project started, and their optimistic reactions after the design improvements were made. Mr. Delmagori said he had also e-mailed the video clip to the Advisory Group members so they could view the entire clip at their convenience.

Some of the pre-construction features of the intersection included:

- Intersection controls that caused prolonged waiting time for drivers and pedestrians
- Wide roads that bifurcated village residents and the retail and commercial areas of the city
- Unsafe pedestrian crossings
- An economic decline and lack of desirability to stop and experience Poynton's central retail sector

Post design features included:

- Street textures and brick pavers rather than asphalt
- Elimination of traffic signal controls
- Double roundlet installed
- The new intersection created gateways to the village as vehicles approached the intersection which clearly defined where highway ended and village began
- The new intersection created a shared space for all (multi-modal)
- Allowed the highway to function yet retain the qualities of village
- Village revitalized

Ms. Barbeau said there would be resistance here to the installation of a roundabout. Ms. Moojen added that she thought there might be some cultural differences that would hamper the installation of this type of intersection. Mr. Krest said he disagreed and did not believe there were any cultural differences between the drivers in England and the drivers here. He added that "if we build it, they will come". Mr. Krest acknowledged the initial resistance to the changes in Poynton, but also commented on the positive response to the intersection once it was implemented. Mr. Krest stated that the Poynton changes required some strong advocates to help push the concept through to completion.

Councilor McCulloch stated that she had forwarded this video to the Mayor and the other City Council members because the Council had been discussing the intersection of Pinon Hills and Dustin Avenue. Councilor McCulloch noted that, in the past, she has been an opponent of roundabouts mainly due to the fact that the proposed

roundabouts were in established areas that would have taken personal property away from area land owners. She said that with a new, wider road section, where personal property is not being taken away, she would be open to the idea of a roundabout. Councilor McCulloch added that traffic calming measures were also good for the area.

Mr. Wakan stated that a possible place for a roundabout or roundlet design would be at the proposed North Main extension in Aztec. Ms. Moojen said NMDOT would most likely not approve a roundlet design. Mr. Delmagori added that educating them would be the key to making NMDOT comfortable with this type of intersection. Mr. Delmagori explained that the video showed how the village of Poynton worked through the steps to overcome obstacles and opposition to get the project constructed. Following completion of the new intersection, residents expressed their pleasure with the outcome and the success of the project. Mr. Delmagori said the entire Complete Streets process is about evaluating how the local streets function and are used and then considering potential changes.

Trucks and Complete Streets Goals

Mr. Delmagori asked if Mr. Krest would speak to working with delivery truck issues and the Advisory Group goals. Mr. Krest said he was not prepared to speak to the issue directly, but did say that delivery trucks should be incorporated into the Complete Streets goals and policy. Mr. Delmagori stated that he thought it could be added to the Economic Vitality or Safety goals. Mr. Delmagori said he had done some research into the issue and, although unable to find specifics, did find references to the fact that MPOs and cities did address the issue of transit, fire trucks, and freight delivery trucks. Mr. Delmagori said the Las Vegas MPO states that the design of their multi-modal facilities should not compromise the needs of larger vehicles such as fire trucks and freight delivery trucks. The City of Charlotte speaks to incorporating appropriate language to accommodate the maneuvering of delivery and other larger vehicles. Mr. Delmagori asked if there were other concerns on this issue and suggested it could be further discussed and focused on at another meeting.

Mr. Wakan referenced a map that illustrated trucking volumes in the MPO region gathered from the speed and class data collected by the traffic consultant. He noted there were 13 different truck categories. MPO Staff aggregated the information to show where the truck volumes are concentrated. With new diversified speed and class data anticipated going forward, this type of information should be more accurate and effective in future years. Mr. Wakan said the Complete Streets guidelines may want to address which streets would allow truck travel and those that might be designated for typical non-truck classifications. Mr. Wakan said that in the future, MPO Staff will attempt to break each of the classifications down further to better determine truck sizes. He noted that the principal arterials in the area are being heavily used by trucks, but added that trucks like FedEx or UPS also need to travel into neighborhoods. He said the overall picture is not clear due to the limited data, but that the map would fill in more in the next few months.

Ms. Barbeau asked if there was a way to move the larger truck traffic out of the downtown area. Mr. Wakan reported that when Mr. Dan Burden was here for the Complete Streets workshop he spoke about a town in Washington that did divert the

larger truck traffic around their downtown area by the use of a roundabout. This moved the truck traffic easily around the town and provided a gateway for the town.

Mr. Kozimor asked if it was being suggested to move truck traffic off of Main Street and onto Broadway. If so, he thought the business owners along Broadway would complain about having all the truck traffic passing their front doors. Ms. Barbeau said the truck traffic should be using Murray Drive which is what it was designed for and that use of that route should be encouraged.

Mr. Wakan said a roundabout could be installed at the intersection of Broadway and Murray Drive and this could direct truck traffic onto Murray and around the center of town. Mr. Kozimor added that the truck route needs to be better defined and more clearly marked. Mr. Delmagori agreed that the cities need to implement truck route language or signage. He added that integrating trucks into the Complete Streets process would need to be addressed. Ms. Cardon suggested that using signage was a good way to define roadways and described how most motorists recognize that the sign with an "H" on it denotes "hospital". Ms. Castleberry also commented on the dangerous Apache and US 64 intersection. Mr. Wakan said that once a truck route has been defined, NMDOT can assist in making the changes known. Mr. Delmagori said MPO Staff would look to see what additional information might be available as far as addressing trucks into the Complete Streets goals. They will bring that information back to the Advisory Group for further discussion at the next meeting.

LAND USE CONTEXT AREAS

Mr. Delmagori explained that at the September Advisory Group meeting, the members looked at the land use context areas and developed titles for the different areas in the region. Additionally, they described what those areas would look like and then associated them with a local area that everyone could relate to.

Mr. Delmagori reiterated that context areas are overlays to existing land use categories such as residential, commercial, retail, industrial, agricultural, and open space. The land use context area titles will better relate to the built environment. Linking land use context areas to the road types will then be used for developing Complete Streets guidelines.

From the recommendations of the three individual groups and discussion by the entire Advisory Group, MPO Staff drafted a summary of the land use context areas based on these recommendations. Mr. Delmagori reported that the MPO draft summary came up with seven different context areas and he reviewed each of them. Mr. Delmagori noted that some of the titles were taken directly from what had been developed by the groups while other titles were blended and merged together. He added that many of the descriptions were merged together to consolidate the recommendations made by the Advisory Group.

The Advisory Group reviewed and discussed each of the draft land use context areas:

Title: Rural & Agricultural
Description: Predominately low density residential on large lots. Farmland and pastures are common. Large land areas for industrial parks, mineral extraction, and

regional recreational/open space. Small commercial and retail are also found.
Examples: Kirtland; CR 350; State highways outside cities; Glade Area

Title: Regional Commercial
Description: Commercial and retail that serves the region. Large sites for malls, big box stores, chain restaurants, auto dealers, and strip malls. Moderate-sized industrial sites with storage yards. Large parking lots surround sites.
Examples: East Main; US 64 near CR 6500; Farmington south of downtown

Ms. Castleberry asked about the mix of industrial sites with malls and stores in this land use context area and wondered if they should actually be separated. Mr. Delmagori replied that this mix was partly due to the concept of the overlay and consolidating appropriate descriptions under each of the land use context area titles. He noted, however, that he thought there had been some concern among the groups of having the industrial use mixed in with the commercial. Mr. Delmagori said this mix would be considered but, upon design and implementation, more careful consideration would be given to actually allowing the mix or possibly agreeing upon a separation.

Ms. Lopez commented on the difference between light and heavy industrial. She believed that most of the industrial sites in the area were moderately-sized light industrial sites used for manufacturing or production and which included storage yards. Ms. Lopez believed the more heavy industrial sites would be found in the county.

Ms. Lopez thought that the land use context areas needed to differentiate between light and heavy industrial uses. She stated that an industrial park is typically set up to accommodate trucks and other heavier traffic bringing products and merchandise into and out of the area. A heavy industrial site, such as a coal mine or refinery, is usually found more in the county and not close to town. Mr. Delmagori said the Rural & Agricultural title was a hybrid and this land use context area has different uses that are similar but they should not necessarily be in close proximity to each other.

Ms. Moojen asked if, for the future, a separate segment for pedestrian traffic should be considered. Ms. Lopez believed the heavy industrial category should be totally separate from any other land use context area. Mr. Kozimor said that pedestrian traffic should be discouraged in these areas. Ms. Moojen agreed that in these areas, a pedestrian way would not just be buffered next to the road, but would actually be separated from it. Ms. Lopez added that this type of area brings in heavier trucks and that the street structure would need to accommodate these heavier truck loads and their required larger turning radius. Mr. Delmagori said these areas would definitely have unique characteristics in order to accommodate this type of heavier truck traffic.

Mr. Delmagori said that the discussion suggested that perhaps the Advisory Group was recommending adding a separate context area for industrial or heavy industrial uses. The Advisory Group discussed the use of the words "industrial park" when referring to a heavy industrial land use. Also discussed was the need to consider how the County may grow and to try to anticipate future needs. Mr. Delmagori stated that the next draft for the land use context areas will include an Industrial context area.

Title: City Commercial
Description: Smaller-scaled buildings with smaller parking lots that serve surrounding communities; connected to residential collector streets. Grocery stores, pharmacies, offices, and civic facilities are common.
Examples: 20 th Street; San Juan Boulevard

Title: Suburban Neighborhood
Description: Subdivisions with low density and larger lots. Minimal commercial and retail sites. Includes schools, churches, and parks.
Examples: Foothills neighborhoods; northeast Farmington

Title: Traditional Neighborhood
Description: Subdivisions with moderate density and smaller lots. Often use street grid networks. Commercial and retail sites are in close proximity or along perimeter of neighborhoods. Accessibility for all modes. Includes schools, banks, parks, gas stations, and grocery stores.
Examples: East side of Aztec; west side of Bloomfield; central Farmington

Title: Town Center
Description: More localized commercial and retail buildings that serve the needs of neighborhoods. Mixed use of housing, office, and retail that are accessible by all modes. Features small public spaces for recreation.
Examples: Area currently does not have

Referring to the other draft context areas, Mr. Delmagori said that there might be a need to duplicate some language between the Town Center and the Traditional Neighborhood. Mr. Delmagori also stated that the Advisory Group needed to consider what to re-title the Town Center category. One suggestion was “Local Neighborhood Commercial”, but there might also be a mix of Town Center and something else that would be a best fit. Mr. Delmagori said that since the title “Local Neighborhood Commercial” was already in the UDC and people were familiar with the term and its meaning this might be the title to consider using for this context area.

There was a question on whether these types of neighborhoods included schools, banks, and parks. Mr. Delmagori referred to areas on the grid system such as Orchard and Apache in Farmington and the east side of Aztec as being the traditional type of neighborhoods. He stated that these neighborhoods would have multiple outlets, lower speeds, and sidewalks on both sides of the street.

The Advisory Group discussed the difference between a town center where the area is comprised of mixed uses that are actually integrated into the area. In a traditional neighborhood, however, the commercial and retail sites are along the perimeter of the neighborhood or nearby.

Ms. Barbeau commented that she did not think this region would have this type of land use context area or, that if there was, it would not be titled Town Center. She thought the title sounded like something used more for a true, single downtown area or town

square area. Mr. Barbeau suggested this be titled a “neighborhood center” or “community center”.

Mr. Delmagori said MPO Staff had met with a developer from Bloomfield with plans for a mixed use community center. His development is planned for the land just north of the city offices, would be accessed off of US 550, and have internal circulation for all different modes. The developer is planning to include a hospital, an assisted living center, and office space with lofts above. Mr. Delmagori said this is what he would consider to be a town center. Ms. Barbeau said this would make sense since it is the only one like it in the community. Ms. Lopez said that in the City of Farmington’s UDC this is called a local neighborhood commercial. It gives some commercial aspects to a local neighborhood so that local residents can get the essentials in the area on a daily or weekly basis.

Mr. Delmagori asked if the description shown for the Town Center related to the “local neighborhood commercial”. Ms. Lopez said it did.

Title: Central Business District/Downtown
Description: Higher density and mixed use of residential, commercial, and retail. Highly accessible by all modes. Uniform building aesthetics and setbacks. On-street parking and wide sidewalks.
Examples: Downtown Farmington; downtown Aztec

No changes were recommended for the Central Business District/Downtown context area.

Mr. Delmagori stated that the MPO Staff would compile another draft of the land use context area titles and descriptions and e-mail it to all Advisory Group members for their review.

ROAD TYPES

Mr. Delmagori said that at the September meeting, the groups ran out of time to thoroughly develop road type titles and descriptions. Mr. Delmagori presented the worksheets that were used at the last meeting and asked each of today’s small groups to develop their recommended road type titles and descriptions.

The small groups were as follows:

Group 1

Cindy Lopez
Virginia King
Joyce Cardon
Larry Hathaway

Group 2

Joe Kozimor
Steve Krest
Roshana Moojen
Gayla McCulloch

Group 3

Judy Castleberry
Elizabeth McNally
Linda Barbeau

Mr. Delmagori noted that recommendations from both PennDOT and Roanoke have been referred to and considered throughout the Complete Streets discussions. MPO

Staff provided some road type titles being used by other agencies and cities. Mr. Delmagori stated that New Haven, Connecticut and Chicago, Illinois also use road types for their areas. The New Haven road types have very general names while Chicago has been more specific. Mr. Delmagori pointed out that these cities use the terms “pedestrian-only street” and “pedestrian way” which speaks to their river and lakefront walks and rails-to-trails multi-modal facilities that are off of the main road system. Mr. Delmagori said these names might be something the Advisory Group would want to consider for this region.

New Haven, CT

General Streets
Boulevard
Slow Street
Pedestrian-only Street

Chicago, IL

Thoroughfare
Connector
Main Street
Neighborhood Street
Service Way
Pedestrian Way

The three small groups worked together and spent the remainder of the meeting discussing and developing their road type titles, descriptions, and examples from the MPO region. Most of the groups did not have enough time to finish their discussion and complete the exercise. Mr. Delmagori said the Advisory Group would pick up this exercise in November.

A tentative date of November 13 was proposed for the next Advisory Group meeting.

The meeting adjourned at 11:30 a.m.