## MINUTES COMPLETE STREETS ADVISORY GROUP MEETING NOVEMBER 20, 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

Larry Hathaway San Juan County & Alternate on MPO Technical Committee

Virginia King City of Farmington Public Works
Joe Kozimor Consolidated Constructors

Cynthia Lopez City of Farmington & MPO Technical Committee

Nick Martin Optum Health

Elizabeth McNally Animas Environmental Services

Roshana Moojen City of Aztec & Alternate on MPO Technical Committee

Rebecca Morgan Namaste House Assisted Living Center

Christa Romme Aztec Chamber of Commerce & Four Corners Economic

Development

Anngela Wakan Safe Routes to School Coordinator

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 interest and continued participation.

Mr. Delmagori said that at the October 16 meeting, the Advisory Group had begun to develop the road types. For the meeting today, Staff set up the room to allow the same small groups to work together again to finish up the exercise to develop titles and descriptions for the road types. Following the small group exercise, the collective group will discuss all the ideas and help consolidate them into a manageable number. Mr. Delmagori explained that having three to six road typologies would be ideal because these will then eventually be linked to the land use context areas. This matrix needs to be adaptable and concise as the Advisory Group will use it later when they begin work on the guidelines.

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

## CITIES IN FOCUS - NEW YORK CITY

MPO Staff shared a video of a how New York City had implemented Complete Streets concepts. Mr. Wakan said that although this area does not compare to the size and magnitude of New York City, there are Complete Streets ideas and principles that can be applied here.

Some of the goals presented in the video included:

- Improve quality of life for residents
- Unclog streets
- Clean air and water
- Use less energy
- Change focus from auto culture to people oriented
- Increase bicycle infrastructure from 200 miles to 450 miles of on-street bike lanes
  - Add bike parks
  - Include safe/secure bike parking
- Improve transit surface subway system
- Close off Times Square to vehicles
  - Improve safety for pedestrians
  - Help businesses to thrive by increasing foot traffic

Mr. Wakan reviewed some of the points he believed were important to consider: the improved and expanded bicycle infrastructure and network that occurred in a three-year time frame, improved transit that alleviated congestion on roads, and the fact that these changes and improvements are not just for New York City but can be implemented anywhere.

Mr. Kozimor commented that the bike lanes created were for bikes only and not meant for pedestrians. He thought this was important to consider and would mean moving pedestrians further away from traffic. Mr. Wakan noted that there are many options available to accommodate all modes.

### **ROAD TYPES**

Mr. Delmagori said that the Advisory Group would conclude their small group exercise on developing titles and description for Road Types. The small groups were the same as for the October meeting. Those members who were not at the October meeting were included with one of the other three groups.

The small groups were as follows:

Group 1Group 2Group 3Joyce CardonJoe KozimorLinda BarbeauLarry HathawayNick MartinElizabeth McNallyVirginia KingRoshana MoojenChrista RommeCindy LopezRebecca MorganAnngela Wakan

Staff provided the individual groups with worksheets from the October meeting for these groups to continue the exercise. Mr. Delmagori then asked each group to transfer their worksheet data onto the large boards to make it easier for the entire group to work from as they began to merge and consolidate the ideas.

The three small groups worked together for about twenty minutes. Following this the entire Advisory Group reconvened and a representative from each group summarized their road type titles and descriptions.

## Group 1 identified 7 road types:

## 1. Principal Arterial

## Examples Murray Drive Browning Parkway Pinon Hills Boulevard Bloomfield Highway

#### 2. Minor Arterial

## Examples 20<sup>th</sup> Street Broadway Main Street 30<sup>th</sup> Street

## 3. Service Way

Ms. Lopez said this road type would be for an industrial park and heavy industrial areas as these areas have their own special needs. They would provide direct access to either principal or minor arterial and would be designed for heavy-weighted traffic.

## Examples

Troy King US 550 between Aztec and Bloomfield CR 350 north of Dino's

## 4. Collector

# Examples

Largo Dustin

30<sup>th</sup> Street near residential neighborhoods

Chaco Street in Aztec

South 1st & North 5th Streets in Bloomfield

## 5. Neighborhood Local

#### 6. Rural Local

Ms. Lopez explained that Group 1 had identified both a Neighborhood Local and a Rural Local which would coincide with being in or out of the city.

## **Examples**

Neighborhood Local - Any street in the city: Kayenta/Primavera/etc. Rural Local - CR 2900/CR3000/Old Aztec Highway/CR 6100 in Kirtland/Lakewood Drive.

## 7. Trail Way

### **Examples**

Riverwalk - Berg Park Vereda del Rio - Bloomfield Animas River Trail - Aztec

Ms. Lopez said that a Trail Way was also something desired by Group 1. She said it could be a connector between a Local and a Collector or up to some of the other road types.

Mr. Delmagori asked if the Trail Way was specifically bicycle/pedestrian and Ms. Lopez said "yes". He asked if the Collector road type was divided between Boulevards and Avenues or if they were one. Ms. Lopez said a Boulevard would probably be more landscaped than an Avenue, so the road type would be determined by the aesthetics of the corridor.

## Group 2 identified 5 road types:

Mr. Kozimor said Group 2 had a hard time establishing Road Type titles. He said they could not reach consensus on the Regional Arterial, but generally agreed to:

- 1. Regional Arterial
  - a. Connects communities/cities
  - b. Faster speeds

#### Examples

NM 516

**US 64** 

- 2. Community Arterial
  - a. Connects neighborhoods
  - c. Commercial
  - d. Driveways

#### Examples

CR 350

Mr. Kozimor skipped to the Local road types:

- 5. Local
  - a. Residential
  - b. Driveways
- 4. Neighborhood Collector
  - a. No driveways
  - b. Majority is residential use
  - c. Get through neighborhood

## **Example**

Oliver in Aztec Piedras Street

Mr. Kozimor said Group 2 had a difference of opinion on the Neighborhood and Community Collector road types. Mr. Kozimor said there used to be collectors all over. As an example, Butler used to be residential and it is now more commercialized. There are so many driveways along Butler that residents cannot get easily out of their driveways and houses along Butler are difficult to sell.

- 3. Community Collector
  - a. No driveways
  - b. Get through community areas
  - c. Majority is commercial use

**Example** 

20<sup>th</sup> Street

30<sup>th</sup> Street

Mr. Kozimor stated that the Community Collector was similar to the Neighborhood Collector in that it should get drivers easily through the area.

Mr. Delmagori commented that an example of the Neighborhood Collector that was described could be English Road in the Crestwood Estates area. All the side streets in this area have the driveways, but one can travel down English without dealing with driveway cuts. Ms. Lopez stated that the City of Farmington code limits driveways on collectors. In residential areas driveways are not allowed to enter onto a collector.

Being new to the Advisory Group, Ms. Morgan introduced herself. She said she had grown up in Farmington and has recently returned. She owns and operates Namaste House Assisted Living Facility and is contemplating expanding it into a campus. She loves Farmington and wants to work to make it the best it can be for everyone. Mr. Wakan noted that Ms. Morgan brings another dynamic to the group and is representing elders and their families.

### Group 3 identified 5 road types:

1. Principal Arterial

Examples
Pinon Hills Boulevard
US 64
NM 516

2. Minor Arterial

Examples
20<sup>th</sup> Street
North Butler
College Boulevard
Downtown Main St

Downtown Main Street (Farmington & Aztec); might be subject to additional

#### features and improvements

#### 3. Collector

Ms. Barbeau said Group 3 did not differentiate between the two types of collectors but thought it was a good idea for a commercial collector and a neighborhood collector.

Examples Dustin (north of 20<sup>th</sup>)

#### 4. Local

### **Examples**

All streets in subdivisions

Ms. Barbeau commented that the Local road type might need to differentiate between urban local or rural local.

#### 5. Pathway

Examples
Bloomfield River Trail
Riverwalk - Farmington

Ms. Barbeau said that Group 3 definitely wanted to see the type of connectivity demonstrated in the video shown earlier. The goal of a Pathway would be connectivity and finding a way to move people without cars. A Pathway should also take you somewhere and connect to something such as a park, school, or shopping center.

Ms. Romme commented that city planners and parks and recreation departments need to work together in ensuring parks are appropriately planned for the city. Ms. Barbeau stated that part of the Advisory Group's purpose was to help ensure there was a mechanism in place that the cities were planned to look the way the people wanted them to look. She commented on what she felt was a waste of money on the widening of US 64 and wondered why the community had been given no choice in deciding how or if the highway was expanded to six lanes. Ms. Moojen said that because US 64 is a state highway, NMDOT had the right to make the identified improvements. Ms. Barbeau said the community should still have been able to have a voice. She said she had recently traveled through another town like Bloomfield that had been split into two by a highway and the heart of the community was destroyed. Ms. Barbeau said the Advisory Group's work was important and the outcome needed to have teeth.

Ms. Lopez stated that this was the political piece of the puzzle. Mr. Wakan added that city staffs needed to work together to achieve the best for their city.

Ms. Lopez added that the MPO had discussed the overbuilding of US 64 and how the MPO might have more influence with NMDOT on what happened in this region. She stated the MPO Committees are trying to develop some solutions but, unfortunately, do not have much clout with the state. Ms. Lopez added that funding for the US 64

project has been earmarked out to 2019 and that NMDOT seemed to have this single focus on this project. She stated, however, that NMDOT must follow priorities and guidelines set by FHWA. The MPO is working to see if the region can have some influence on what happens in its communities on future projects. Ms. Moojen added that communication between the agencies is a big issue and local government and politicians must be willing to stand firm and take the issues to Santa Fe. She commented also about the lack of inter-department communication within each city government. Oftentimes a local parks project is completed and there has been no communication or conversations with other departments to receive their thoughts and input. Ms. Romme agreed this needed to be encouraged and to be sure there is the ability to re-engineer or even cancel a project if it no longer makes sense.

Mr. Delmagori added that the documents the Advisory Group is working to develop - the guidelines, policy, and resolution of support - will be something that staff can reference and encourage all to consider in planning streets that work for all modes of travel. He agreed that there is a political dimension to Complete Streets and this support will come from the MPO Policy Committee. Ms. Moojen suggested the need for a local transportation improvement plan (LTIP) so that every project within a certain threshold would go before the MPO Technical and Policy Committees for approval. Mr. Wakan added that with the new Transportation Alternatives Program (TAP), projects must meet certain criteria to be considered for federal funding. This could be where changes begin.

Mr. Delmagori said the Advisory Group would now review all of the small group recommendations and begin combining and bringing the Road Types together.

## Principal or Regional Arterial

Mr. Delmagori said he noticed that all of the small groups had a principal or regional arterial on their boards. This road type moves traffic and provides connections between the cities and across town. He said he thought this road type was needed and noted that Principal Arterial is the title used for road planning. He asked the Advisory Group which title best fit with what they were trying to achieve with Complete Streets. He commented that if Principal Arterial is used, it may still give the impression that the road was entirely meant for getting four or six lanes of traffic through a corridor at 50-60 mph.

Ms. Barbeau asked if the Advisory Group was trying to select the same title or a completely different title to the road types. She wondered if it was more confusing if the same name was re-used. Mr. Delmagori stated that the purpose of developing the road types and land use context areas is to create overlays that better represent how that street will look and function. If the term Principal Arterial is used it tends to denote wide, fast roads. If the term Regional Arterial is used, it might give the road a meaning that it still has the elements of moving people across town or between towns, yet could also include wide shoulders that would accommodate bicycles and pedestrians. It could also include medians and landscaping, especially at intersections, to help get bicycles and pedestrians across the road. Ms. Lopez stated that whether it is called a Regional Arterial or Principal Arterial, both are still thought of pretty much the same way and she did not think changing the name was necessary. She thought everyone saw this road type as a regional transportation system that moves traffic

from point A to point B in a timely manner. She noted that on a national level, a Principal Arterial is seen as having bicycle lanes and possibly pedestrian amenities.

Mr. Delmagori thought this made sense but for Complete Streets purposes, more emphasis on bicycles and pedestrians would be incorporated into the description. This concept can then be stressed in the development of the guidelines.

### Minor or Community Arterial

Mr. Delmagori noted that both Minor Arterial and Community Arterial were presented by the small groups. He thought the same argument could apply to this road type category as with the Principal and Regional. When described, minor arterials usually have two or three lanes with a two-way left turn lane and tend to have more opportunities for incorporating bike/ped amenities. Ms. Lopez stated that this road type would also include commercial. Mr. Wakan thought the title Community Arterial provided some flexibility and could also include a downtown area.

Mr. Delmagori stated that calling it a Community Arterial brings it down to the people level which is a concept stressed in the Cities in Focus video. Ms. Cardon suggested the title Community Arterial but use the Minor Arterial definition. Mr. Delmagori said the road type would definitely have elements of a Minor Arterial, but that the other modes of travel that would use the road needed to be stressed.

Ms. Lopez thought that a Minor Arterial had the image of being fast with fewer amenities. She thought the title Community Arterial could be massaged more to fit with what the Advisory Group was working to achieve. Ms. Barbeau also said she liked the title of Community Arterial. She thought it had a better connotation and identification and led to what the Advisory Group was working towards. Ms. Barbeau thought the title Minor Arterial was too broad and too political. Ms. Lopez added that Community Arterial refers to what happens inside the community and moving traffic within the community. Mr. Delmagori said a Community Arterial begins to bridge the mobility element that principal arterials typically have versus what the Advisory Group is trying to achieve with accessibility and inner connectivity.

Ms. Barbeau thought this road type would take the most work because they are streets like 20<sup>th</sup> and 30<sup>th</sup> which are already developed and would be difficult to change. Ms. Lopez said it will be necessary to differentiate between existing roads and new ones and how modifications can be made going forward. Mr. Delmagori said this was also where the needs of these different uses began to split. At the community level the slower speeds can work for both cars and people, but between here and Bloomfield cars do not want to have to travel at 25 mph.

## Community Collector/Neighborhood Collector/Service Way

Mr. Delmagori thought the title of Service Way was interesting in that addressed the industrial side of things. Ms. Lopez believed that a Service Way should be considered the next road type between Community Arterial and collectors. She commented that heavy industrial uses need to be away from residential areas and these areas will have their own needs and will require direct connections to the Community and/or Principal Arterials. Mr. Delmagori noted that Service Way implies more separation between the uses and the need to have buffers for that separation. Ms. Lopez commented that heavy industrial uses need to be isolated and have their own road system that did not

go through the community. Mr. Wakan noted that a Service Way is typically on one side of the roadway and sidewalks in the area would be constructed on the other side of the road. Ms. Lopez said the Service Way would be internal to the industrial park or the industrial areas and would be connected to the arterials. Ms. Lopez clarified that even if an arterial went through the middle of an industrial park, the Service Way would branch off of it. Ms. Cardon commented that this would look much different than the current section of Main Street where Halliburton trucks are trying to pull out into traffic.

## Collectors

#### Commercial Collector

A Commercial Collector is tied to the higher road classifications noted above and would typically be found in commercial areas.

### Neighborhood/Residential Collector

Ms. Barbeau commented that Neighborhood Collector lent itself to more mixed use. Ms. Lopez said the Neighborhood Collector might lead to a Commercial Collector or to a Community Arterial. There might also be neighborhood nodes where commercial activities were happening. Mr. Delmagori said Neighborhood Collector had a more local feel.

#### Locals

#### Neighborhood Local

There was agreement on this road type title.

#### Rural Local

Ms. Lopez noted that there are residential areas in the rural communities that have a different character in the way they are built. Ms. Barbeau commented that this setting is like where she lives within the city limits but on a gravel road with no sidewalks. This is the more pastoral setting that many residents like. It was noted that even though this type of road might be gravel, bicycles could still travel along these road types as evidenced by the Road Apple Rally race and the areas around Choke Cherry Canyon.

## Additional Road Type - Bypass

Mr. Kozimor said he wanted to have a street with no driveways and no commercial right-of-ways, so that a vehicle would have to turn off of that roadway to get to a specific location. He said the only current road of this type in the area is Pinon Hills Boulevard. Mr. Kozimor did not think that the Principal Arterial road type fit the scenario he was describing. He thought that for future long-range planning, a Principal Arterial should not allow for driveways. Mr. Delmagori said by definition principals arterials are intended to have limited access but often are not built that way.

The Advisory Group discussed where this type of road would fit on the Road Types chart. Ms. Lopez noted that a Bypass would definitely have fewer driveways than a Principal Arterial. A Principal Arterial would have more access points than a Bypass, but not as many as a Community Arterial or Collector.

The Advisory Group discussed the East Arterial project in Aztec. Ms. Moojen said this road would not function as a bypass. It had not been designed as a bypass and would

include commercial zones. Mr. Kozimor wondered what would happen when this road is so built up and congested that vehicles cannot travel through it at 40 mph and a true bypass is built. The Advisory Group also discussed Pinon Hills being more of a limited access roadway and not a bypass.

Ms. Moojen said that in considering a road with no driveways, land use law and land use rights must also be considered. As an example, for the East Arterial project, the City of Aztec is dealing with a completely vacant section of land and has negotiated with landowners for the right-of-way to build the road. The city cannot now turn around and say even though there is legal frontage to a public road you cannot access it. This would create a land use issue. The city could limit the frequency of driveways, but to say there can be no driveways would be difficult to uphold.

Mr. Delmagori said access management issues such as where driveway cuts are made will be left up to each city to determine. He noted that if Limited Access were to be a road type, the Advisory Group would need to consider how it would address the needs of cars, bikes, and pedestrians. He said that for the draft road type chart, Limited Access would be included and it could be addressed again later to see how it fit into the larger picture.

## Trail Way/Path Way

Mr. Delmagori said the Trail Way sounded like it was more off-road. Mr. Wakan agreed that Trail Way sounded more like off-road where Path Way referred to connecting to a destination. Ms. Lopez clarified that the term Trail Way also connected from a rural setting to inter-city. The Advisory Group decided to go with Trail Way.

Mr. Delmagori said the Advisory Group had decided on nine Road Type categories. Staff will begin to integrate and elaborate on the descriptions provided. He noted that Trail Way would be all encompassing for bike/pedestrian/equestrian, provide for the connectivity to destinations in and around town, and serve as a regional means of connecting the three cities.

The draft Road Types table developed by the Advisory Group is shown as follows:

#### DRAFT FMPO ROAD TYPES

Titles
Bypass/Limited Access
Principal Arterial
Community Arterial
Service Way
Commercial Collector
Neighborhood Collector
Neighbor Local
Rural Local
Trail Way

#### LAND USE CONTEXT AREAS

Mr. Delmagori said he wanted to do a final review of the Land Use Context Areas with the Advisory Group. This chart was e-mailed to the Advisory Group for their review prior to this meeting. Mr. Delmagori reviewed the Draft FMPO Land Use Context Areas chart that incorporated changes discussed by the Advisory Group at the October 16<sup>th</sup> meeting.

## 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.

Mr. Delmagori commented that a Heavy Industrial land use context area has a unique purpose, so it will be a stand-alone context area.

## Title: Heavy Industrial

Description: Primarily industrial parks and other places served by trucks such as coal mines, refineries, and mineral extraction sites.

Mr. Delmagori skipped over the Light Industrial and Regional Commercial context areas. The Advisory Group was still considering and discussing these two areas.

The City Commercial area would be for locations found on streets like 20<sup>th</sup> Street and Main Street with smaller commercial developments and an interesting cluster of grocery stores, offices, and medical services.

## 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.

The Suburban Neighborhood would be the fringe neighborhoods where there are larger lots and larger square footage for the homes. Mr. Delmagori noted that the Foothills area was a good example of a Suburban Neighborhood.

## Title: Suburban Neighborhood

Description: Subdivisions with low density and larger lots. Minimal commercial and retail sites. Includes schools, churches, and parks.

Mr. Delmagori explained that the Traditional Neighborhood would be found in the more central parts of the cities and were on the grid system. They might have some commercial along the periphery, but there would be easy connections in all directions.

#### 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.

The next land use context area of Local Neighborhood Commercial takes its title from the UDC. This land use context area will address mixed use development. Mr. Delmagori said the area currently does not have an example to fit this description, but this was something the Advisory Group was striving for.

#### Title: Local Neighborhood Commercial

Description: More localized commercial and retail buildings that are integrated into neighborhoods and feature a mixed use of housing, office, and retail that are accessible by all modes. Features small public spaces for recreation.

The final context area was the Central Business District/Downtown and it used a conventional description.

#### 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.

Mr. Delmagori returned to discuss the land use context areas of Light Industrial and Regional Commercial. Mr. Delmagori reported that the definition of Light Industrial from the October meeting had been integrated into the Regional Commercial context area so Staff kept the Regional Commercial category as well.

#### Title: Light Industrial

Description: Smaller industrial sites such as warehouses and garages that have storage vards.

Examples: Farmington south of downtown area.

Mr. Delmagori said the Light Industrial might also fit in with the City Commercial category which has smaller-scaled buildings and lots. Mr. Delmagori asked the Advisory Group if Light Industrial should be a stand-alone category or should it be integrated with Regional Commercial.

Ms. Romme said she thought the description shown for Light industrial did not fit and needed to be expanded upon. Ms. Barbeau agreed. Ms. Moojen asked where chemical sites or heavy manufacturing sites would be listed. Ms. Lopez saw Light Industrial as including manufacturing and production. With the oilfield industry in this area there are sites where oilfield products or equipment are brought in or repaired. These are not harmful to the community or to nearby properties nor were they loud and noisy. Ms. Barbeau said these areas would not necessarily be attractive though so thought they should not be integrated into areas that were to be aesthetically pleasing. Ms. Lopez commented that many of these types of areas here now do not have outside storage or the storage they do have is fenced off and screened in.

Contrary to her earlier comments, Ms. Barbeau said an artist's studio or a workshop for a craftsperson making furniture or artwork is something the community would want to have in the downtown area even though it would be considered Light Industrial. Ms. Barbeau said there would still need to be some visual and size restrictions on this type

of land use. Mr. Delmagori said this would be a land use issue to be determined by the city.

Mr. Moojen said Aztec uses the term "manufacturing" for their industrial sites. They do allow small scale manufacturing in these commercial areas as long as it is completely enclosed inside. She noted that it required differentiating between the manufacturing of widgets or turbines, having only a small loading dock, and not storing gallons of toxic chemicals.

Mr. Delmagori recapped the discussion and asked if Light Industrial should stay as a stand-alone category but include a better description. Ms. Lopez said that if it was defined correctly and specific conditions put on it, it could be mixed in with Regional Commercial. She gave an example of an artist wanting to live next to or above their studio and said that this mixed use is something people would like to see happen. The Advisory Group discussed the truck volume at WalMart versus deliveries made to a light industrial site and how those issues impacted this land use category.

Following discussion, the Advisory Group decided to include Light Industrial with Regional Commercial and to add a Light Industrial description to the Regional Commercial description.

## Title: Regional Commercial and Light Industrial

Description: Smaller industrial sites such as warehouse and garages that have storage yards. 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.

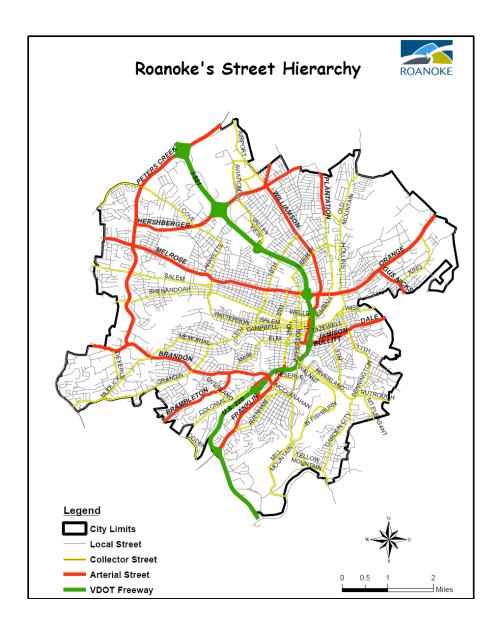
Examples: East Main; US 64 near CR 6500; Farmington south of downtown area.

It was also agreed that the Local Neighborhood Commercial context area would also include the artist/sculptor studios.

#### Mapping the Overlays

Mr. Wakan said that Staff would begin mapping these overlays as a way to show how the context areas and road types interact with existing road and land use maps. He showed how the City of Roanoke has overlaid their road types onto their existing street hierarchy (shown below). Their road types include Local, Collector, Arterial, and VDOT-Freeway. In similar maps, they also identified eight Character Districts which they then overlaid onto a city map to illustrate that interaction.

Ms. Lopez recommended that as Staff completes the different mapping layers, they present them to the Advisory Group so everyone can be involved in the process and the discussion. She said that by bringing the different overlays to the Advisory Group, they can weigh in on each topology and offer their comments. Mr. Delmagori said Staff would e-mail the maps showing the different layers to the members, ask for their feedback, and then present that information for discussion at the next Advisory Group meeting. He said he hoped this would help bridge the gap until the next Advisory Group meeting in January.



Ms. Lopez said she wanted to encourage all the Advisory Group members to give their input and offer their ideas. Mr. Delmagori agreed and said there were no wrong or bad ideas or suggestions. Ms. Morgan said that as a new member she was trying to take in the language and get up to speed. She did comment about the difference between what currently built and what the Advisory Group is saying is desired. She said one of the best sections of Farmington along the river has now become industrial. Ms. Morgan asked if the items being discussed by the Advisory Group were things for the future and were they going to be advocating for change. The group confirmed that this was their intent.

Mr. Delmagori said these were excellent points. He noted that maybe one of the overlays would show existing development and its relationship to the context areas and road types. Furthermore, a supplemental map would to be made to show what might be the preferred scenario. Mr. Delmagori explained that the MPO does not have

the ability to make land use decisions or changes as this fell to the local city staff level. Ms. Lopez said the Advisory Group could consider how to make the changes and how to bring an existing condition up to the level of the vision. Mr. Delmagori agreed and also said to consider opportunities for retrofitting or when reconstruction projects happen.

Ms. McNally said the planners have good ideas, but she thought there needed to be buy-in from public works and the other city departments. Ms. King suggested that once the Complete Streets vision is completed, the final designs need to be presented to these different groups and departments. Mr. Delmagori agreed and said there could be a workshop devoted to presenting all the ideas and concepts. Ms. Lopez said this should be presented to the public as well as the city departments. Mr. Delmagori agreed that public workshops would provide any interested individual with a better understanding of Complete Streets and what changes could mean to them and to the community.

Ms. McNally asked if anyone from San Juan College was part of the Advisory Group. Mr. Delmagori said that Mr. David Eppich had attended in the past, but due to scheduling conflicts had not been able to participate recently. Ms. Lopez thought that an individual workshop at the college, hospital, homebuilders group, or other interested group might be beneficial. The Advisory Group could present the ideas and Complete Streets vision while gathering additional ideas at the same time. It was noted that these workshops could be similar to the informational "road shows" that were presented early on in the Complete Streets process.

Mr. Hathaway commented that money would be a factor. Ms. Lopez said that the ideas can slowly transition from something as simple and inexpensive as painting or restriping to the larger, more expensive projects.

Mr. Delmagori said Staff would begin looking into holding Complete Streets workshops and have the members help coordinate with Staff on which groups should receive a presentation. Consideration of recommending approval of the Land Use Context Areas and Road Types will be addressed by the Advisory Group at the January meeting.

The next meeting was scheduled for Wednesday, January 22, 2014 at 10:00 a.m.

The meeting adjourned at 11:45 a.m.