



**Complete Streets Advisory Group
Meeting Outline
September 3, 2015
12:00pm –1:30pm
Farmington MPO Office 100 West Broadway 2nd Floor**

Time	Agenda Item
12:00 PM	Welcome and introductions
12:05 PM	Present Draft Document Concepts Intentions <ul style="list-style-type: none">• Accept comments, feedback & editorial suggestions• http://fmtn.org/DocumentCenter/View/5102
1:00 PM	Complete Streets Open House (Civic Center) Mid-September TBD <ul style="list-style-type: none">• Logistics<ul style="list-style-type: none">○ Posters○ Invitations○ Media○ Refreshments○ Assignments
1:20 PM	Present Draft Resolution for Policy Committee Considerations <ul style="list-style-type: none">• Accept comments, feedback & editorial suggestions
1:30 PM	Adjourn Meeting

Chapter/Section Structure Complete Street Design Document

Preface- **Newly added**

Table of Contents- **Final Version TBD**

Acknowledgments- **Final Version TBD**

Introduction

- Planning Process- **Completed**
- Visions/Goals- **Completed**
- Six Core Values: Aesthetics • Network • Connectivity • Economic Vitality • Multi-Modal Transportation • Health • Safety **Draft incomplete (Multi-modal & Economics)**
- Audience and Intended Use – **Referenced needs bolstering**

Principles of Complete Streets

- Safety and Comfort- **Partially complete, however comfort and the perception of comfort can be illustrated**
- Quality of Life Factors- **Complete**
- Land Use/Transportation Connection- **Started not entirely completed**

Design Guidelines by Land Use and Road Typology

- Table of Land Use x Road Type- **Completed**
- Definitions of Land Use Contexts and Road Types- **Completed**
- Design Guideline Matrix Table- **Completed revisions recommended**

Intersections

- Design- **Completed**
- Traffic Signs and Signals- **Completed**
- Roundabout and Similar Designs- **Completed**

Designing for Various Modes, Ages and Abilities

- Designing for the Spectrum of Ages and Abilities- **Completed**
- Converging Interests and Necessities- **Completed**
- Designing for the Various Modes of Travel- **Completed**
- ADA and Other Regulations in the Design Guidelines- **TBD in Final Draft**

Roadway Features and Amenities- Basically completed

- Traffic Calming
- Pedestrian Crossings
- Bikeway
- Lighting
- Utilities
- Street Furniture and Other Amenities
- Public Space

Adopting and Implementing these Guidelines

- Adoption and Flexibility- **referenced but needs bolstering**
- Construction of New Streets- **referenced but needs bolstering**
- Retrofitting Existing Streets- **referenced but needs bolstering**
- Application in Settings Rural to Urban- **referenced but needs bolstering**

Subcommittee Volunteers CS Design Guideline Chapters

Please limit your participation to **no more than three** chapters to allow for participation by a majority of the Advisory Group. MPO Staff will oversee the completion and final articulation of these chapters.

Design Guidelines Chapters	Volunteers	Notes
Introduction: Preface, Executive Summary, Acknowledgements	Pam Valencia, Christa Romme, Cheri Floyd, June Markle, Terri Kennedy, Greg Allen, Christina Morris, Judy Castleberry	
Principles of Complete Streets 6 Core Values	Cindy Lopez, William Homka, Greg Allen, Larry Hathaway, Rebecca Morgan, Jessica Polatty, Anngela Wakan (Maybe)	
Definitions of Land Use Context Areas & Road Types	Cindy Lopez, William Homka	
Design Guidelines by Lane Use Context Areas & Road Types	David Sypher, Cindy Lopez, Linda Barbeau, William Homka	
Intersections	Davis Sypher, Linda Barbeau	
Designing for Various Modes, Ages and Abilities	Rebecca Morgan, Anngela Wakan, Christina Morris, Pam Valencia, Terri Kennedy, Jessica Polatty	
Roadway Features and Amenities	Terri, Kennedy, Anngela Wakan, Pam Valencia, Rebecca Morgan, Cory Styron, Jessica Polatty, David Sypher	
Adopting and Implementing the Design Guidelines	Judy Castleberry, Linda Barbeau	

RESOLUTION NO.

A RESOLUTION OF THE POLICY COMMITTEE OF THE FARMINGTON NM METROPOLITAN PLANNING ORGANIZATION, SUPPORTS THE PROCESSES, PROCEDURES AND POLICIES ESTABLISHING REGIONAL COMPLETE STREET DESIGN GUIDELINES ADHERING TO THE PRINCIPLE THAT ALL PERSONS OF ALL AGES AND ABILITIES WHO TRAVEL BY AUTOMOBILE, MOTORCYCLE, PUBLIC TRANSIT, BICYCLE OR WALKING ARE EQUAL LEGITIMATE USERS OF ROADWAYS AND SHALL BE PROVIDED SAFE ACCESS TO ALL POLICY COMMITTEE PUBLIC RIGHTS OF WAY AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS: The Policy Committee seeks to make the urbanized area of San Juan County to become a more livable and lively region, a healthy, economically robust community with system wide choices of safe, convenient access to roadways and trails for all users with a more balanced human scale environment, where a complete streets program is employed; and

WHEREAS: The Policy Committee recognizes heavy stakeholder involvement and public feedback, in regards to regional goals, policies and design guidelines encouraging other agencies with transportation jurisdiction within and adjoining MPO boundaries to adopt and implement complete street principles for projects and plans; and

WHEREAS: The Policy Committee supports and encourages public involvement and promotion of complete streets principles in coordination with partnering agencies and organizations to provide public awareness for the transportation, quality of life, public safety, and health benefits of the complete streets program; and

WHEREAS: Policy Committee seeks to improve existing regional

streets through the historic grid system design, the incorporation of sidewalks, residential street speed limits, traffic calming measures, and pedestrian signalization; and

WHEREAS: The interdisciplinary integration of land use and transportation planning in the implementation of a complete streets program seeks the goal of safe, accessible community wide, multimodal connectivity, that allows a range of alternative choices for daily functional transportation, including for children walking to school on safe routes to school; and

WHEREAS: Unsafe conditions involving bicycles and pedestrians can be ameliorated when proper facilities, roadway redesign, traffic calming, effective signage and other techniques of complete streets are integrated into the rural and urban landscape through Comprehensive Plans, and Bike and Pedestrian Plans; and

WHEREAS: Over one-third of Americans do not drive, a figure increasing with our aging of the population, and transportation choice and accessibility are issues of social equity as minorities, the elderly and children are disproportionate among those with limited transportation choices when the affordable transportation options of biking, walking and transit are not sufficiently safe, effective or available leading to significant social and economic isolation and decline, with frequent poor health outcomes; and

WHEREAS: Adoption of complete streets program principles is in alignment with the current efforts of the Region to become a recognized fit friendly community and realize measurable positive health outcomes through implementation of the principles of complete streets and safe human

powered transportation choices that foster significant improvements in community health parameters, and lowering community health care costs; and

WHEREAS: To the fullest extent possible, and with a multi discipline input, consideration of existing natural systems shall be incorporated from the earliest phases of design, planning, and implementation of complete streets, utilizing low impact development techniques to manage storm water with particular emphasis on the use of Shade Trees lining streets, and where possible, transit stops; and

WHEREAS: The Farmington MPO participates in the New Mexico Complete Streets Leadership Team along with the Mid-Region Council of Governments, NM Health Equity Partnership, City of Albuquerque, Weston Solutions, Bernalillo County, Urban ABQ, NM Chronic Disease Prevention Council, Laguna Pueblo, Bohannon Huston, University of New Mexico, Mesilla Valley Bike Coalition and other private consultants and advocates; and

WHEREAS: A successful complete streets program solicits citizen input throughout the entire processes of planning, design, and implementation and such public input is a critical aspect in the creation of an effective system by providing for regular, formal input and analysis from a citizen advisory board and seeking higher standards of quality and efficiencies through multi-jurisdictional communication, coordination, and the sharing of best practices; and

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE FARMINGTON MPO that:

1. Significant transportation projects requiring regional coordination will undergo review and alignment with MPO complete streets design guidelines, goals and policies and shall consider the following:

- a. Balancing the needs for bicycling, pedestrians, public transit, and vehicles with community values including fiscal constraint, public safety, environmental protection, and historic preservation.
- b. Incorporation of the latest, best, and context sensitive design standards in developing new policies and procedures for complete streets that accommodate all user needs.

2. The Policy Committee recommends that regional municipalities incorporate the complete street design guidelines to the extent practical in the amendment, design, development, construction, operation, and implementation of local standards, projects, facilities, policies, and development reviews.

3. This resolution shall become effective immediately upon adoption.