

**DRAFT MINUTES
COMPLETE STREETS ADVISORY GROUP MEETING
March 4, 2015**

MEMBERS/ATTENDEES

Greg Allen	San Juan Safe Communities
Linda Barbeau	City of Farmington MRA Commission
Judy Castleberry	San Juan College Enterprise Center
Cheri Floyd	Blue Cross/Blue Shield
Adrian Garcia	City of Bloomfield Public Works
Larry Hathaway	San Juan County & MPO Technical Committee Alternate
Terri Kennedy	Community Member
Rev. Rebecca Morgan	Namaste House Assisted Living Center
Christina Morris	State of New Mexico, Public Health Division
Jessica Polatty	Bloomfield Senior Center
Cory Styron	City of Farmington PRCA
Pam Valencia	Place Matters
Anngela Wakan	San Juan Safe Communities Representative & Safe Routes to School Coordinator
Nica Westerling	City of Farmington & MPO Technical Committee Alternate
Duane Wakan	MPO Planner
June Markle	MPO Administrative Aide

The minutes from the January 14, 2015 meeting were not distributed prior to this meeting and members did not have an opportunity to review them. Approval of the January 14 minutes will be sought at the April 1, 2015 meeting.

REVIEW OF JANUARY 14, 2015 CSAG MEETING & MEETINGS WITH SUB-COMMITTEE

Mr. Wakan said that the sub-committee comprised of Bill Watson, City of Aztec, Adrian Garcia, City of Bloomfield, David Sypher, City of Farmington, and Dave Keck, San Juan County had met and developed a set of minimum standards for the design guidelines. The Advisory Group had then reacted to those recommendations and made further changes of their own. Mr. Wakan said he met again with the sub-committee members to review the changes proposed by the Advisory Group. He will present those revised recommendations to the Advisory Group today.

At the January 14, 2015 meeting, Mrs. Wakan made a presentation on Safe Routes to School and San Juan Safe Communities Initiative.

PRESENTATION BY REV. REBECCA MORGAN, NAMASTE HOUSE

Rev. Morgan gave a presentation on aging in San Juan County and the impact to transportation and urban planning.

Rev. Morgan said that her perspective is broader than just transportation, but that transportation is what brings the Advisory Group members together. She said she

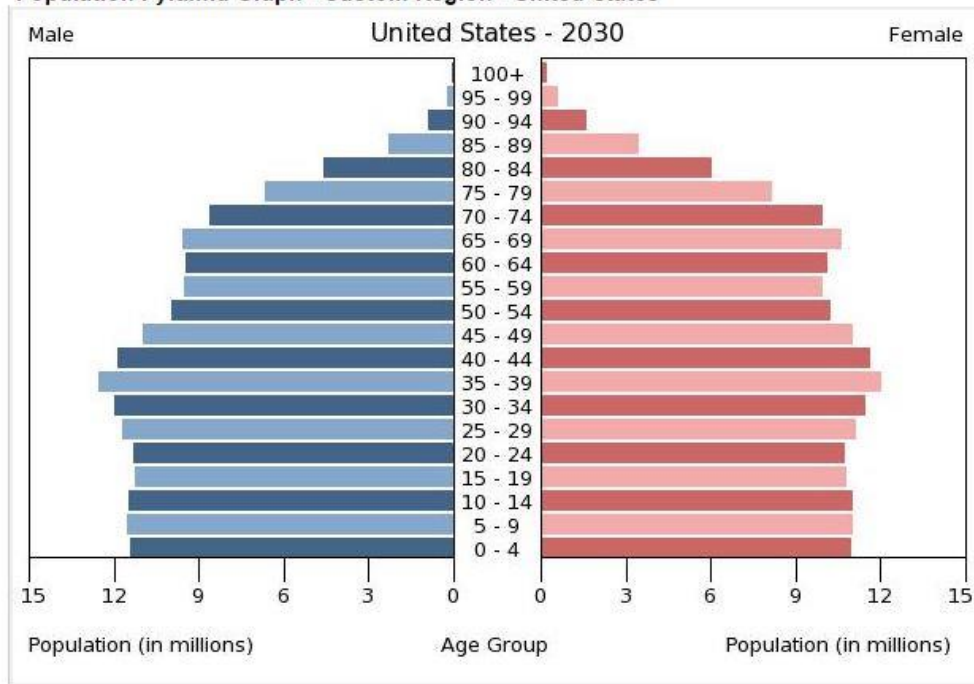
would bring a snapshot of her experiences with elder care. Shown below are some of the key points and comments from Rev. Morgan's presentation:

- Aging in Communities - book that comments on what is happening across America with elder care, the aging of America, and the "boomer effect";
 - Generation that had just survived the Great Depression were then engulfed in World War II
 - Following WWII, government loan program and unprecedented demands for more of everything transformed country;
 - From 1950 to 2000, number of Americans living in suburban areas rose from 27% to 52%;
 - Cars, cheap gas, and highways linking homes to destinations; autos were needed for everything;
 - Boomers desire for independence, health and social interaction are more difficult to achieve in the suburban environment especially if having to do so on a tight budget.
- If unable to afford private pay assisted living, nursing homes are the only subsidized housing available;
- Knocking on Heaven's Door by Katy Butler and Being Mortal by Atul Gawande - these are books that address how elder care is viewed and the medical imperatives imposed on the system and our elders; ask the question, "just because we can, should we?"
- Checklist from World Health Organization of features for age friendly communities. Invites cities to look at what they are doing and planning for in order to make their city age friendly - enough bus stops, bus drivers who are patient with riders or will assist a rider to board the bus, reliable service to get back and forth to doctor. Farmington is doing its best, but there are gaps and she has experienced this with the residents at Namaste House.
- There is work for this community to do and the will to do it needs to be generated.

Ms. Morris commented that studies have shown that people are moving back to the cities from the suburbs to be closer to doctors and other general services. Mr. Wakan said he had spoken at a recent meeting of retired teachers who commented that the streets could function in a better way to fit their needs.

Mr. Wakan showed the population pyramid (see next page). The "boomers" keeping moving up the pyramid each year and they are reaching the top of the pyramid. The question needs to be asked if facilities are being designed for the needs of the people at the top of the pyramid. Mr. Wakan said there was a recent AARP survey that showed 90% of seniors want to age in place and do not want to go into a facility. He commented that suburbia is not designed for that because there often is no community engagement, isolated socially and cut off from medical. Additionally, if have to rely on others for rides, they begin to feel like a burden on society.

Population Pyramid Graph - Custom Region - United States



The Advisory Group discussed the pyramid and noted that the next “bump” in the pyramid was the millennials (ages 18-34). It was noted that the GenX generation is expected to exceed the baby boomers in 2015. Ms. Westerling commented that it used to be expected that the children would care for their parents when the parents could no longer take care of themselves. However, many of the older generation do not want to move in with their children. They prefer to remain independent and active. Ms. Castleberry added that the “boomer” women all went to working full-time and were no longer in a position of staying home and caring for their parents. The boomer generation truly changed the demographics of the country.

Ms. Polatty with the Bloomfield Senior Center commented that Bloomfield is its own urban area. The seniors she works with live in Bloomfield because their families live there. She added that the state has cut funding that was used to provide rides to seniors for their doctor appointments. Many of these seniors do not want to drive to Farmington for their appointments or have to rely on family members to drive them. Some type of transportation is needed and Ms. Polatty would encourage a Red Apple Transit route that ran between Bloomfield and Aztec. Ms. Polatty said there is a list of all the non-emergency medical transportation options that is being published in The Talon that she will provide to Rev. Morgan. Ms. Castleberry added there is a need for seniors to also be able to get to the grocery stores.

Mr. Wakan said the retired teachers like the images of walkability and understood the need for complete streets. Ms. Westerling asked if they would be willing to pay higher taxes for these amenities. Ms. Barbeau added that we need to stop building sidewalks that people do not use and build those that are of interest. Ms. Morris asked if private business to become part of the funding solution. Mr. Styron said that taxes were a statewide issue for businesses because there is not differentiation between a

wholesaler and a producer. The wholesaler who purchases the product pays gross receipts tax to the producer. The retailer who purchases the product from the wholesaler pays gross receipts tax to the wholesaler. This stackable tax is part of the issue.

Ms. Valencia said there is significant research showing that sidewalks can actually reduce overall medical costs. Ms. Westerling added that, unfortunately, long term savings cannot be used to build the sidewalk. Ms. Valencia asked how to bring all the components together so we can make changes and get the initial cost of the sidewalk funded.

Mr. Wakan said the MPO is responsible for creating design guidelines and that would guide the planning of possible future complete streets. If cost constraints were the primary driving factor, we would not be able to achieve the values and desires coming through the community process.

DESIGN GUIDELINES DOCUMENT CHAPTERS

Mr. Wakan asked Advisory Group members to volunteer to help write and edit the chapters for the design guidelines document. He said that MPO Staff would begin each chapter and then ask for Advisory Group members to add their comments, review, and edit the chapter. Mr. Wakan asked all the members to sign up for no more than three chapters to participate in so that one voice does not override the others.

Mr. Wakan referred to pages 2 and 3 of the agenda which had a brief outline for each of the seven proposed chapters. As an example, Mr. Wakan explained the Introduction chapter and the points MPO Staff recommends addressing:

- Planning Process for Developing the Design Guideline
- Visions
- Goals
- Six Core Values (Aesthetics, Network, Connectivity, Economic Vitality, Multi-Modal Transportation, Health, and Safety)
- Audience and Intended Use

Mr. Wakan specifically asked for assistance from the public works officials on the chapter on Intersections to provide engineering expertise in designing massive intersections that can still work for pedestrians.

Mr. Wakan explained that with Google and a G-Mail account, the contributor can type their comments into a particular chapter and a button on the side will allow the contributor's name to be identified. This method will allow everyone interested to participate at their leisure.

Complete Streets Video - Duane Wakan

Mr. Wakan showed a video on Complete Streets that he and Mr. Greg Allen with San Juan Safe Communities Initiative produced. In this video, Mr. Wakan showed some examples of complete street concepts in other parts of the United States, temporary treatments, impact of adding amenities, the start of complete streets momentum in San Juan County, development of design guidelines that will serve as recommendations for the local entities, how complete streets looks at making streets

comfortable for all modes and abilities, and how interested parties can participate in the process.

Mr. Wakan invited other Advisory Group members to participate in creating videos as public service announcements to address their special perspective or to connect with constituents, elected officials, or developers on complete streets. The voice(s) of the Advisory Group is very important. The videos can be posted on the MPO's website or other social media and information like this coming from many stakeholders in the community, will create greater public interest.

Mr. Allen showed the Advisory Group his taping facility and equipment. It was asked where these videos might be shown. Mr. Wakan restated that they could be posted on the MPO's website, at City Council or Commission meetings, non-profits or wherever complete streets can get exposure.

Ms. Barbeau said the MRA Commission will be sending invitations for the visit by Blue Zones and Mr. Dan Burden on March 17-19. Mr. Burden is one of the top 100 most influential planners of all time. Advisory Group members are strongly encouraged to try to participate in one of the focus meetings. Following the MRA Commission meeting last night, the final schedule of meetings will be forthcoming.

DESIGN GUIDELINES - OBJECTIVES

Mr. Wakan reported that he had met again with all the public works sub-committee members recently to review the Advisory Group's comments. The design guidelines are attached: red denotes comments made by the Advisory Group; yellow highlights are those from the recent sub-committee meeting.

Downtown/Urban

Discussion of minimum standards:

- Angled parking zone; emphasize that the 19' dimension only works with a 30/60 angle. The 19' is found in the Unified Development Code for the City of Farmington.
- Currently there is no angled parking on Main Street, but with Mr. Dan Burden's upcoming visit that could change;
- Street (buffer zone) - engineering sub-committee recommended this be kept at 5'; Advisory Group agreed to the 5';
- The wider buffer zone ensures that tree roots do not destroy the sidewalks; smaller trees can be used in a 5' buffer zone if growth is managed;
- Boulevard (sidewalk zone) - Advisory Group had wanted the option of constructing a sidewalk or detached path on a Boulevard, however the sub-committee disagreed with having these as "options" and wanted clear language that stated "one or the other" is required. Developers have to pick one of the options. This wording will be copied onto each page of the design guidelines.
- Travel Zones - Advisory Group had alternated between 12' and 11' and then recommended it be changed to 11'. When Mr. Burden visits, he will likely say the travel zone can be 11' and possibly even as narrow as 10'. The narrower the travel zone, the slower the traffic especially in the downtown corridor.

It was communicated by Mr. Wakan, that Mr. Sypher had some concerns with the 11'. Was not totally opposed to it, but wanted to get clarity and agreement on the appropriate width.

Mr. Styron asked that since the City of Farmington is branding itself as a place where outdoor lovers thrive, that will mean recreational vehicles will be welcomed. Will these types of vehicles be able to get through the downtown area and has the Advisory Group considered this. Mr. Styron said that if the City is going to be encouraging visitors to the area, we don't want to hurt this group or create unintended consequences with a too narrow roadway. Ms. Barbeau said that Broadway could easily work for a larger vehicle and it is just one block off of Main Street. Mr. Styron noted that drivers of recreational vehicles are often older adults and might want more room to navigate through in order to feel comfortable. He thought this issue should be considered as the Advisory Group moves forward with design guidelines. Mr. Wakan noted that if a redesign of Main Streets in Aztec or Farmington goes from 4 to 2 travel lanes, that a motorist with large vehicles would likely feel more comfortable navigating a 2-lane facility over a four-lane facility. The example of Main Street in Durango was cited as an example of a four-lane facility that is uncomfortable to navigate with a mid-sized car, much less a large truck or RV.

Although catering to a one-time visitor to the area is not the focus of travel zones, we do not want to disregard the tourist or the tourist dollar either. Mr. Styron added that a commercial driver would not travel through a downtown area and would use the bypass. The Advisory Group discussed the fact that Pinon (US 64's truck route) is being used by a lot of truck traffic instead of Murray. San Juan Regional is complaining about the amount of traffic that now travels past their facility. Can max gross weight signage be used to discourage truck traffic? It might discourage some, but others will ignore the posted weight limit. Mr. Wakan noted that part of the issue is design speed vs. posted speed. The posted speeds are from 25-55 mph, but the roads were designed for 60-70 mph.

Industrial

Discussion of minimum standards:

- Sidewalk Zone - 10' optional for Avenue, Boulevard, and Parkway.
- Add note that either a Sidewalk Zone or Detached Path must be constructed; these are minimum standards.
- The type of industrial setting would determine whether a sidewalk or path were needed or if anything was needed;
- Optional vs. a required minimum.
- ADA regulations require that the pathway be the shortest distance from point A to point B (exposure is for the shortest time). A 5' sidewalk would be required from parking lot to building or to provide access from street to building.
- Need to clarify this language. Need to retain the option; can install sidewalk if want to - not required - but if installed, it needs to be the minimum standard of 10'';
- Add 24' Total ROW for Lane, but N/A on all other zones.

Commercial

Discussion of minimum standards:

- Same issues with Sidewalk Zone and Path being “optional”
- Avenue (sidewalk zone) - the 5’ sidewalk does not fit into a 70’ right-of-way. If want to keep 5’ sidewalk zone, then need to adjust Buffer Zone or Center Median width;
- If have a Detached Path on Avenue, then is the 5’ sidewalk needed?
- Sidewalks are constructed with concrete that has a 50-year life. A Detached Path would be constructed with asphalt and has a life of only 10 years so would require more maintenance. Need to consider then whether a Detached Path on an Avenue is the best solution.
- Sidewalk setbacks accommodate ADA better.
- Consider deleting 10’ Detached Path on Avenue? Think of roads like English as an example and would a detached path be needed in this type of setting?
- Agreed to the Detached Path as an option and the Sidewalk required on the Avenue; way to incentivize the use of Detached Paths for developers (fewer parking spaces required, higher density).

It was noted that many other areas could be incentivized. The standard has been set, but more is encouraged.

Neighborhood

Discussion of minimum standards:

- Need to clarify the language on “optional” and “either one or the other”.
- 10’ Optional Detached Path deleted
- The words “for rural” deleted under Avenue (sidewalk zone) because there are Rural design guidelines already established;

Rural

Discussion of minimum standards:

- Avenue (sidewalk zone) - do not want this in a Rural setting so don’t list any minimum standards;
- Some thought that there might be streets that tie into CR 350 that would be considered Avenues. It may not be what is desired, but there will like be some (North Foothills used to be this way) so probably want to retain some minimum standards; add this comment for Avenue.

CONCLUSION

The next meeting will be on April 1, 2015 at 10:00 a.m. Mr. Wakan encouraged Advisory Group members to plan on attending the April meetings of the MPO’s Policy and Technical Committees to lend their support to MPO Staff’s presentation on design guidelines. The Technical Committee meets at 10:00 a.m. on April 9 in the Executive Conference Room in Farmington City Hall; the Policy Committee, made up of elected officials and is the Committee who will approve the design guidelines, meets on April 23 at 1:30 p.m. also in the Executive Conference Room.

Sub-committee Cross-section recommendations

Downtown/Urban Area (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	Parking Zone	Door Zone	Bike Zone	Travel Zone	Center Lane/Median	Detached Multi Use Path
Lane	24 Feet	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12'	N/A	N/A
Street	60 Feet	5'	5'	N/A	N/A	8.5'	N/A	2'	6'	11'	N/A	N/A
Avenue	70 Feet	5'	3'	6"	1.5'	N/A	N/A	N/A	6'	12'	14'	10'
Boulevard	100 Feet	5'	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'
Parkway	120 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'

CSAG Cross-section recommended modifications

Downtown/Urban Area (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	Angled 30/60 Parking Zone	Door Zone	Bike Zone	Travel Zone	Center Lane/Median	Detached Multi Use Path
Lane	24 Feet	N/A	N/A	ZoneN/A	N/A	N/A	N/A	N/A	N/A	12'	N/A	N/A
Street	60 Feet	5'	3'	6"	1.5'	8.5'	N/A	N/A	6'	11'	N/A	N/A
Avenue	70 Feet	5'	3'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	N/A
(DT Commercial)	80 Feet	10'	N/A	6"	1.5'	8'	19'	2'	6'	11'	TBD	N/A
Boulevard	100 Feet	5'*	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'*
Parkway	120 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'

*This needs to be either one or the other. Does this hold true for the Boulevard?

Sub-committee Cross-section recommendations

Industrial (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	Angled Parking Zone	Door Zone	Bike Zone	Travel Zone	Center Lane/Median	Detached Multi Use Path
Lane												
Street												
Avenue	70 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'
Boulevard	100 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'
Parkway	120 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'

CSAG Cross-section recommended modifications

- Recent visit to other community by CSAG members reveal the need for detached multi-use path
- Ensure adequate ROW for multi-use path for when future development occur and connections required

Industrial (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	Angled Parking Zone	Door Zone	Bike Zone	Travel Zone	Center Lane/Median	Detached Multi Use Path
Lane												
Street												
Avenue	70 Feet	10'Optional*	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'
Boulevard	100 Feet	10'Optional*	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'
Parkway	120 Feet	10'Optional*	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'

*This needs to be either one or the other.

Sub-committee Cross-section recommendations

Commercial (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	Angled Parking Zone	Door Zone	Bike Zone	Travel Zone	Center Lane/Median	Detached Multi Use Path
Lane	24 Feet	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24'	N/A	
Street	60 Feet	5'	5'	6"	1.5'	8.5' x 2	N/A	N/A	6' x 2	11' x 2	N/A	N/A
Avenue	70 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14'	10'
Boulevard 3-5 Lns	100 Feet	5'	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	16'	
Boulevard 4-5 Lns	100 Feet	N/A	10'	6"	1.5'	N/A	N/A	N/A		11'	16'	10'
Parkway 2 Lns	120 Feet		10'	6"	1.5'	N/A	N/A	N/A	6'	11'	16'	10'
Parkway 4 Lns	120 Feet		10'	6"	1.5'	N/A	N/A	N/A		11'	16'	10'

CSAG Cross-section recommended modifications

Commercial (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	Angled Parking Zone	Door Zone	Bike Zone	Travel Zone	Center Lane/Median	Detached Multi Use Path
Lane	24 Feet	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24'	N/A	<i>Possibly</i>
Street	60 Feet	5'	5'	6"	1.5'	8.5' x 2	N/A	N/A	6' x 2	11' x 2	N/A	N/A delete/modify
Avenue	70 Feet	5' requires BZ refit	5'	6"	1.5'	N/A	N/A	N/A	N/A	12'	14' or reduce here 2'	10'
Boulevard 2 Lns	100 Feet	5'	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	16'	
Boulevard 4 Lns	100 Feet	10' option*		6"	1.5'	N/A	N/A	N/A		11'	16'	10'
Parkway 2 Lns	120 Feet	10' option*		6"	1.5'	N/A	N/A	N/A	6'	11'	16'	10'
Parkway 4 Lns	120 Feet	10' option*		6"	1.5'	N/A	N/A	N/A		11'	16'	10'

Sub-committee Cross-section recommendations

Neighborhood (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	Parking Zone	Door Zone	Bike Zone	Travel Zone	Center Lane/Median	Detached Multi Use Path
Lane	24 Feet	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24'	N/A	N/A
Street	60 Feet	5'	5'	6"	1.5'	8.5'	N/A	N/A	6'	11'	N/A	N/A
Avenue	70 Feet	5'	5'	6"	1.5'	N/A	N/A	N/A	6'	12'	14'	10'
Boulevard												
Parkway												

CSAG Cross-section recommended modifications

Neighborhood (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	Parking Zone	Door Zone	Bike Zone	Travel Zone	Center Lane/Median	Detached Multi Use Path
Lane	24 Feet	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24'	N/A	10' Optional
Street	60 Feet	5'	5'	6"	1.5'	8.5'	N/A	N/A	6'	11'	N/A	10' Optional*
Avenue	70 Feet	5' option * for rural	5'	6"	1.5'	N/A	N/A	N/A	6'	12'	14'	10'
Boulevard												
Parkway												

*This needs to be either one or the other.

Sub-committee Cross-section recommendations

Rural (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	Parking Zone	Door Zone	Bike Zone	Travel Zone	Center Lane/Median	Detached Multi Use Path
Lane	24 Feet	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12'	N/A	N/A
Street	60 Feet	5'	5'	N/A	N/A	8.5'	N/A	2'	6'	11'	N/A	10'
Avenue												
Boulevard	100 Feet	5'	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'
Parkway	120 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'

CSAG Cross-section recommended modifications

Rural (Minimum Standards)												
	Total ROW	Sidewalks Zone	Buffer Zone	Curb	Gutter	Parking Zone	Parking Zone	Door Zone	Bike Zone	Travel Zone	Center Lane/Median	Detached Multi Use Path
Lane	24 Feet	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12'	N/A	N/A
Street	60 Feet	5' optional*	5'	N/A	N/A	8.5'	N/A	2'	6'	11'	N/A	10'
Avenue		5' optional										10'
Boulevard	100 Feet	5' optional*	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'*
Parkway	120 Feet	N/A	5'	6"	1.5'	N/A	N/A	N/A	6'	11'	14'	10'

*This needs to be either one of the other.