

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
SPECIAL TECHNICAL COMMITTEE WORKSHOP
August 24, 2016

Technical Members Present:

Cindy Lopez, City of Farmington
David Sypher, City of Farmington
Andrew Montoya, Red Apple Transit
Fran Fillerup, San Juan County

Technical Members Absent:

Bill Watson, City of Aztec
Jason Thomas, City of Bloomfield
Paul Brasher, NMDOT District 5

Staff Present:

Duane Wakan, MPO Planner
Derrick Garcia, MPO Associate Planner
June Markle, MPO Administrative Aide

Staff Absent:

Mary Holton, MPO Officer

Others Present:

Terri Kennedy, Citizen, Committee for Health
Equity
Larry Hathaway, San Juan County

1. CALL TO ORDER

Mr. Fillerup called the meeting to order at 9:15 a.m.

2. APPROVE THE MINUTES FROM THE APRIL 26, 2016 TECHNICAL COMMITTEE SPECIAL WORKSHOP

Ms. Lopez moved to approve the minutes from the April 26, 2016 Special Technical Committee workshop. Mr. Sypher seconded the motion. The motion was passed unanimously.

3. COMPLETE STREETS

Subject:	Complete Streets
Prepared by:	Duane Wakan, MPO Planner
Date:	April 19, 2016

BACKGROUND or PREVIOUS WORK

- Complete Streets are a means of designing a roadway so that it accommodates all modes of travel, including driving, walking, biking, and transit.
- Staff has worked with the Complete Streets Advisory Group (CSAG) on content,

- and design guidelines for the FMPO planning area.
- The Advisory Group held its last meeting on October 1, 2015 and reviewed the draft Complete Streets Design Guidelines document.
- Staff made editorial revisions based on input from CSAG members. Works cited and minor grammatical errors will be corrected or updated on an ongoing basis.
- Special Technical Committee Workshops were held on February 24 and March 16 to review and provide edits to the draft Design Guidelines document.

- CURRENT WORK**
- Complete the final draft review of the Design Guidelines document.
 - Seek recommended approval by the Technical Committee on May 11, 2016.

- ANTICIPATED WORK**
- Provide editorial updates per recommendations from the Technical Committee.
 - Seek approval by the Policy Committee on May 26, 2016
 - Publish final document and distribute to entities
 - Create a regional Complete Streets resolution for regional consideration and adoption.

- ATTACHMENTS**
- The updated draft Complete Streets Design Guidelines document will be available for review on April 22, 2016 on the MPO website <http://www.fmtn.org/DocumentCenter/View/6835> . Latest edits are shown in red text.

- INFORMATION ITEM**
- Complete the final review of the draft Design Guidelines document.

DISCUSSION: Mr. Wakan reported that the minutes from the last meeting have been included into the current Design Guidelines document. Those items are noted in red text; the sections in blue text were subsequent edits made by Staff. The Technical Committee will review the document page-by-page and Mr. Wakan will make the edits as they are discussed and agreed to. Previous edits in the existing document will be changed to black text while the new edits made today will be shown in red text.

The Technical Committee discussion from each of the pages in the Design Guidelines is as follows:

Cover Page
No changes.

Context Sensitive Statement
No changes.

Preface

- Like visuals in second column showing amenities that make an incomplete or a complete street;
- Danish offset crosswalk picture is not in definition of complete streets definition; would recommend relabeling picture as “trees and landscaping”;
- The corresponding picture displays crosswalks which is an important part of complete streets;
- Change first line to read: “Landscaping & Trees” instead of Danish offset; 2nd line can stay as “Crosswalk”;
- Crosswalks were not part of the complete streets basic definition, but good to include for addressing mobility;
- Did speak of crosswalks and the need for pedestrian refuge;
- Consider saying “shortened” or “offset” crosswalk;
- Bus shelter and/or pullout not discussed; landscaping is key to complete streets; helps economic vitality and slow traffic;
- FINAL: Switch the 2nd and 3rd pictures on the right hand side of the graphic in the second column; new 2nd picture will be labeled Landscaping; new 3rd picture will be Designated Bike Lanes & Crosswalks.

Executive Summary

- 2nd column, 3rd paragraph, 2nd sentence - change to read: “These core values establish beautiful and well-planned streets that create an advantage for the region’s economy. They balance the accommodation of private vehicles with active transportation amenities that...”. “The Advisory Group acknowledged that Complete Streets can facilitate economic resiliency while seeking to keep...”
- 2nd column, 4th paragraph, 1st sentence - change to read: “Context sensitive street designs ensure that residents in the rural and the urbanized areas...”
- 2nd column, 4th paragraph, last sentence: change the words “will direct” to “aid”.

Page 1

- 1st column, 1st paragraph, 1st sentence: bold the first “public health”;
- 1st column, 1st paragraph, 4th sentence - change to read: “...housing facilities were stressed by group members along with the need for these...”;
- 1st column, 1st paragraph, 5th sentence - change to read: “...life styles such as walking, biking, and public transit to all residents and especially in underserved areas.”;
- 1st column, 1st paragraph, 7th sentence - change to read: “Public transit requires greater physical activity.”;
 - Delete this sentence; sweeping statement;
 - Studies do show that transit users meet minimum daily physical activity requirements by taking transit; it is a public health concern;
 - Concept was thoroughly presented to CSAG and the region;
 - As re-written this sentence does not stand alone; assumption is not explained and the statement is not supported in this section;
 - Consider rewriting to: “Public transit provides an opportunity for greater physical activity.”
 - Public transit does impact health because the average rider will walk up to one-quarter mile to reach a bus stop (max of one-half mile);

- Is this scientifically tied because those riding public transit do not look healthier than others;
- FINAL: "Transit users typically will walk a quarter of a mile or more for service".
- 1st column, 1st paragraph, 8th sentence - change to read: "Improvements to the Read Apple Transit system and the design of bus stops should occur simultaneously with any new street improvements or when retrofitting existing street systems";
- 1st column, 2nd paragraph, 1st & 2nd sentences - change to read: "The protection of public health is a primary concern. Public health is built into Federal, state, and local codes, practices, and laws.";
- 1st column, 2nd paragraph, 3rd sentence - change to read: "...infrastructure while also separating incompatible land-uses.";
- 2nd column, 1st paragraph, 6th sentence - change to read: "...contributing to the discussion of public health in relation to complete streets.";
- 2nd column, 1st paragraph, 7th sentence - change to read: "The Complete Streets Advisory Group were able to understand the linkages between regional health and transportation objectives, thus they ensured the design guidelines considered public health";
 - Wanted to acknowledge the public health professionals who presented to the CASG;
 - They were a part of the Advisory Group;
- Change the color scheme on the top of the pages. Currently have three greens and they are too similar; consider using a primary/secondary colors for each of the headings: red, yellow, blue, green, orange, purple;
 - Safety - red; Economic Vitality - purple;
- Fade the page background color on each page (soften the hues) to make the text easier to read; tie to heading color selected.

Page 2

- 1st column, 1st paragraph, 2nd sentence - change to read: "Collaborative success...federal and state engineers to standard design...";
- 1st column, 1st paragraph - add sentence at end of this paragraph: "This document encourages a holistic approach benefitting the public in terms of health, safety and general welfare.";
- 1st column, 2nd paragraph: what does this paragraph mean?
 - When federal and state transportation language says "public health" it is saying that by improving road safety, public health is improved;
 - Just because you don't get into an accident or you didn't die, you have health;
- 1st column, 2nd paragraph - change to read: "Transportation professionals have traditionally addressed road design in terms of safety excluding public health."
 - Put this sentence before the last sentence of the 1st paragraph and delete paragraph 2;
- 1st column, new 2nd paragraph (red text), last sentence - change to read: "Research will lead to recommendations on how policy makers can better consider...";
- 1st column, HIA paragraph: speaks to a more urbanized area; communities come different sizes with different needs

- Rural communities may not want or need sidewalks and/or transit;
- 1st column, HIA paragraph, 1st sentence - change to read: "Healthy lifestyles are enhanced when there is equitable access between transit, buffered bicycle/pedestrian space and housing.";
- 2nd column, 2nd sentences - change to read: "An HIA can be large or small depending on the time and scope of the project under review.";
- 2nd column, 2nd paragraph - delete the entire paragraph on the safe passage initiative;
 - Change text under two pictures in 1st column to delete the words, "Safe passage". New text would read: "Trail concept developed by the Farmington MPO along NM 371.";
- With changes already noted and subsequent reformatting, graphic on Page 3 will be deleted.

Page 3

The graphic on this page was deleted, because with earlier text changes and the resultant page reformatting, this graphic was the only item left on Page 3.

Page 4

New map inserted in first column that depicts updated crash data. Need to fill in the "x" with specific fatality information.

- 1st column, 1st paragraph, 1st sentence - change to read: "Safety is a key component to quality of life."
- 1st column, 1st paragraph, 2nd & 3rd sentence - change to read: "Accidents of all types are caused by a range of reasons. New Mexico ranks as the nation's second-deadliest state for bicyclists.";
 - Show a balanced safety perspective - vehicular as well as bicycle statistics;
 - Need data for all types of crashes;
- 1st column, 1st paragraph, 4th sentence - change to read: "In the MPO from 2010-2014, there were 121 pedestrian/vehicle conflicts...";
 - Add actual numbers/data for the "x" factors;
 - Add parallel information for vehicles;
 - Make section more about overall safety, not only bicyclists;
 - FINAL re-write of this sentence which includes all the crash data numbers: "In the MPO from 2010-2014, there were 121 pedestrian/vehicle conflicts resulting in 7 fatalities. In the same period, 43 cyclists were struck resulting in 0 fatalities. The total number of vehicle to vehicle crashes 8,542 resulting in 35 fatalities. Bike and pedestrian crashes only account for 1.9 percent of all crashes. However the combined bike/ped crash rate is 72.3 fatalities per thousand compared to 4.1 fatalities per thousand vehicle crashes."
- 1st column, 2nd paragraph - discussion:
 - Recommendation to change to: "Complete Streets concepts will add value in the region when designing and retrofitting roadways...";
 - There are a lot of benefits, but safety is the way everyone benefits;
 - Indicate unity within the region with the complete streets concept;

- FINAL: "Complete Streets concepts will add value in the region when designing or retrofitting roadways. Safety is one of the principal benefits of complete streets.";
- 1st column, 2nd paragraph, last sentence - change to read: "...possible parallel bike lane traffic, crossing pedestrians, and the occasional transit pull-out bay.";
- 2nd column, 1st sentence - change to read: "road diets or the re-channelization...safety for motorists and pedestrians whether on bike or foot.";
 - Has "road diet" been introduced? Need to explain;
 - Consider moving this sentence to beginning of Page 5 before the City of Seattle case study;
 - Need to mention the center turn lane which is essential component of complete streets;
 - Consider ADT limit in which a road diet will work;
 - FINAL - Move to Page 5, 1st sentence: "Road diets reduce speeds, add bike paths, add a center turn lane while reducing and narrowing the number of travel lanes for volumes of less than 25,000 ADT. They enhance safety for motorists, bicyclists, and pedestrians.";
- 1st column, graph at bottom: numbers do not match the statistics now included in the first sentence - delete the chart;
- 2nd column, "Speed Kills" graphic: good graphic; this graphic does not speak to vehicles; can we change the hot spot map to include total crashes;
 - Hot spot map for the Farmington area only is a more interesting graphic than that of the entire MPO area;
- 2nd column, Safe Routes to School section - no changes

Page 5

- 1st column, 1st sentence, add, "Road diets reduce speeds, add bike paths, add a center turn lane while reducing and narrowing the number of travel lanes for volumes of less than 25,000 ADT. They enhance safety for motorists, bicyclists, and pedestrians.";
- 1st column, Road Diet Case Study - good;
- 2nd column, images: consider replacing with local pictures;
 - Used 35 mph local areas, but would make the same point as the images shown;
 - In Bloomfield along US 64?;
 - 35 mph posted speed vs. design speed of 70 mph;
 - Picture does not show all seven lanes of traffic;
 - 30th Street through the residential section/near medical facilities?
 - North Dustin? Foothills?
 - Streets are designed at the 85th percentile (of speed) meaning design speed and posted speed will never be the same;
 - NMDOT speed zone study at 53 mph, the posted speed would be 45 mph;
- 2nd column, 1st sentence - change to read: "...is to engineer the design speed to match as closely as possible to the desired posted speed.";
 - Will try to find better images to depict what this section is expressing;

- 2nd column, 1st paragraph, last sentence - change to read: "In the upper picture, motorists might feel compelled to navigate the street at slower speeds.";
- 2nd column, 2nd paragraph, 2nd sentence - delete?
 - Is access management addressed later in the document?
 - Maybe include in Network Connectivity section?
 - Add this into document at a later time? Amendment?
- 2nd column, 2nd paragraph, 1st & last sentence - change to read: "The four travel lanes pictured in the bottom image lends itself to excessive travel speeds and lacks traffic calming visual cues such as landscaped medians, narrow lanes, and bike/pedestrian facilities."
- 2nd column, paragraph on Small Towns and Rural Safety;
 - Is this talking about rural roads and/or highways?;
 - Equates those living in a rural area with all accidents that happen in a rural area (motorists could be travelling through a rural area but not necessarily be from that rural area);
 - National Highway Traffic Safety Administration (NHTSA) data citing higher fatality rates in rural settings was deemed non-applicable to the FMPO region and recommended to be deleted;
 - The data is verified and important to be retained as part of this section on Small Towns and Rural Safety;
 - FINAL - Delete the entire paragraph.

Page 6

- 1st column, 1st paragraph, 1st sentence - change to read: "Aesthetics originated from the Greek...";
- 1st column, 2nd paragraph - delete this paragraph; does not belong here;
- 1st column, 3rd paragraph, 1st sentence - change to read: "...exploited to make this a vibrant region to live, work...";
- 1st column, 3rd paragraph, 2nd sentence - change to read: "Currently the region offers sandstone mesas, rivers, and a...";
- 1st column, 3rd paragraph, 3rd sentence - change to read: "The beautiful natural setting should have a complimentary duplication in the built environment.";
- 1st column, 4th paragraph, 2nd sentence - change to read: "This "aesthetics" core value stresses...";
- 1st column, 4th paragraph, 3rd sentence - change to read: "Specific objectives should ensure all modes of travel interrelate to well-designed public spaces.";
- 1st column, 4th paragraph, 4th sentence - change to read: "The guidelines encourage all entities...attention to building facades and the built environment in general.";
- 2nd column, 3rd paragraph (Planning & Design), 2nd, 3rd, & 4th sentences - change to read: "...out of the equation, streets are left unbalanced and may not contribute to aesthetic value. Without this multi-discipline approach, inefficiencies in the system are created. In addition, historic preservation processes should be followed where applicable, especially in older, historic downtown districts." ;
- 2nd column, 4th paragraph, 1st sentence - change to read: "...stressed the value of well-crafted land use plans as they relate to the street."

- 2nd column, 4th paragraph, 2nd sentence - change to read: “Plans that allow for zero lot lines ...widths kept in scale with building height creating outdoor rooms are some of the recommended considerations.”;
- 2nd column, 4th paragraph, 4th sentence - change to read: “When streets are built too wide..., they can render them uninviting and discourage to multi-modal activity.”;
- 2nd column, 4th paragraph, 5th sentence - remove the words “(bottom picture)”.

Page 7

- 1st column, 2nd paragraph, 1st sentence - change to read: “The CSAG emphasized the placement of street furniture and the accommodations of parklets to extend the public realm...”;

Page 8

- 1st column, 1st paragraph:
 - Delete paragraph; not discussed by CSAG;
 - Move the paragraph; not a good introduction to the section; could be considered a tool for economic development;
 - Move the 3rd paragraph to be the first paragraph; section would begin with: “Complete streets can be an effective tool for...to regional economic vitality, goals and values”.
- 1st column, 2nd paragraph, 1st, 2nd & 3rd sentences - change to read: “This core value “economic vitality” identified street design, whether new build or retrofit projects, should help spur investment along corridors or in commercial centers. Many of the traffic calming measures identified in the “safety” core value are elements that the group also desired to promote economic vitality”.
- 1st column, 2nd paragraph, 4th sentence - change to read: “These include slowing vehicular speeds in commercial centers and designating passageways that boost alternate modes of transportation such as walking, biking and transit trips”.
- 1st column, 2nd paragraph, 5th sentence - change to read: “Urban street elements might be...racks, trees and landscaping.”;
- 1st column, new 3rd paragraph: “Economic development research has shown that what makes certain cities more attractive than others to entrepreneurs and businesses is a strong quality of life, an educated labor force, and a strong customer base. Communities who dedicate resources to fostering these identifiable characteristics have the highest potential of drawing innovative entrepreneurs, companies and jobs that can transform their local economies”.
- 1st column, 2nd paragraph, last sentence - change ampersand to the word “and”.
- 1st column, 4th paragraph (Quality of Life), 3rd sentence - change to read: “At a regional scale, the proximity to...makes the area attractive”.
- 1st column, 4th paragraph, 4th sentence - change to read: “On a local scale, active transportation provisions will contribute to the quality of life such as...”;
- 1st column, 4th paragraph, 5th sentence - change to read: “These amenities can weave into the larger quality fabric both locally and as part of the regional community.”;
- 1st column, 4th paragraph, last sentence - delete;
- 2nd column, sentence under picture - delete;

- 2nd column, 3rd paragraph, 2nd sentence - change to read: “In Walking the Walk, How Walkability Raises Home Values in US Cities, the ...friendly neighborhoods” .;

Page 9

- 1st column, 1st paragraph, 2nd sentence - delete;
- 1st column, 1st paragraph, 5th sentence - change to read: “In Indianapolis, research discovered that homes a half mile...”;
- 1st column, 1st paragraph, last sentence - change to read: “The real estate industry is catching on to the benefits of facilities that build active living back into our lives.”;
- Delete rest of Page 9.

The Technical Committee agreed that the changes made today to the design guidelines will be the final voice of the Technical Committee. Those members not in attendance will not have a later opportunity to offer comments.

Page 10

- Second paragraph introduces some access management concepts: consider adding more detail;
 - Reference MPO adopted Access Management Plan;
 - Have design guidelines touch on and reference access management and the MPO plan;
- 1st column, 1st paragraph - FINAL - change to read: “Network connectivity” is a core value identified by the CSAG for making access from one destination to another easier. They link neighborhoods to commercial districts, civic centers and activity nodes such as parks, river trails, transit hubs/stops and other walk-bike and equestrian areas. Specific goals emphasized the implementation of grid patterns within new developments that disperse traffic, provide connectivity for vehicles, pedestrians, cyclists and that also calm traffic. Creative solutions should consider the use of easements, alleys, cul-de-sacs and dead-end streets as a means of connecting walking/biking/equestrian opportunities. The Farmington MPO has adopted an access management plan which is essential to effective complete streets. These tools might include raised medians, consolidated driveways, shared parking lots and driveway standards. A long-term goal is to encourage local governments to develop a mechanism for requiring construction of sidewalks for infill and vacant lots. Communities should integrate and enhance natural land forms and topographies into designs for new development” .;
- 1st column, 2nd paragraph, 3rd sentence - change to read: “Streets provide the aesthetic quality and patterns vital to community connectedness” .;
- 1st column, 2nd paragraph, 4th sentence - change to read: “In addition to moving people, streets can include utility lines, sewer and water, and communications infrastructure.”;
- 1st column, 2nd paragraph, 5th sentence - change to read: “The pattern in which we lay out our streets along with its many appendages determine the long-term efficiency and prosperity of the region” .;
- 1st column, 3rd paragraph, 1st sentence - change to read: “Decentralization of communities is attributed to the personal automobile and changing roadway standards.”;

- 1st column, 3rd paragraph, 2nd sentence - change to read: “The availability and value of land infrastructure, outside the urban core, provided the opportunity for leapfrogging community centers, schools and commercial development.”;
- 1st column, 3rd paragraph, last 2 sentences - delete;
 - Discussion of how zoning has taken over master street planning;
 - Residents all wanted to live on cul-de-sacs and developers tried to accommodate;
 - Concern that this statement is not supported;
- 1st column, 3rd paragraph, 3rd sentence - change to read: “Between 1950 and 1980, fewer housing developments were built on a simple grid. Street patterns changed from a connected grid network to a disconnected curvilinear loop pattern.”;
- 2nd column, 1st paragraph (Safety), 1st sentence - change to read: “One of the primary goals of the CSAG is “safety”.”;
- 2nd column, 3rd paragraph, 1st & 2nd sentences - delete;
- 2nd column, 4th paragraph, last sentence - change to read: “...spaghetti street patterns found on the west side of Albuquerque.”;

The Technical Committee stated that they wanted no additions or changes made to the document other than what was discussed in this meeting.

Page 11

- 1st column, 1st paragraph, 1st sentence - change to read: “Only minor increases in the V/C ratios occurred on the East side of I-25 as the traditional grid pattern is able to disperse traffic more efficiently.”;
- 1st column, 2nd paragraph (Resiliency), 1st sentence - change to read: “Change is inevitable in all urban areas including San Juan County whether intensified by...”;
- 1st column, 2nd paragraph, 2nd sentence - change to read: “These influences should compel leaders, in both public...to anticipate these changes.”;
- 1st column, 2nd paragraph, 3rd sentence - change to read: “One of the benefits of a well-connected street network, whether in urban or rural areas, is its ability to acclimate to change.”;
- 2nd column, 1st paragraph - delete;
- 2nd column, 2nd paragraph - 2nd second sentence - change to read: “A well linked network of streets that accommodate commercial, residential and agricultural uses will improve transportation efficiency, economic resiliency and safety for all users.”;
- 2nd column, 3rd paragraph (Other Modes) - delete the words (Other Modes) and the 3rd paragraph.

The updated statistics and data for Page 4 were inserted.

The Technical Committee discussed how they would form a recommendation for approval of the design guidelines considering the pending changes (replacing some of the pictures and colors). Mr. Fillerup suggested that the recommended approval with stipulate “with the recommended changes” and list those changes. The document would not then need to come back to the Technical Committee for further review. A

summary of the motion with the noted changes will be part of the package presented to the Policy Committee when they consider their approval.

Page 12

Mr. Sypher expressed concern with the number of pages dedicated to the Multi-Modal section compared to the pages for the other core values. Mr. Fillerup noted that he did think the intersection design section was necessarily a part of the multi-modal section.

The Technical Committee discussed this section and the intersection section:

- Did CSAG get into detail on the intersection design and did they make a recommendation on it;
- CSAG was told an intersection section would be developed for them;
 - o An intersection section was developed, but a more detailed draft desired;
 - o A new more technical draft was developed; decided it was too detailed;
 - o Final intersection design write-up was developed and covered, cyclists, pedestrians, and vehicles;
- We have a street multi-modal section as well as an intersection multi-modal section (pgs. 15, 16, and 17);
 - o Consider including Pages 15, 16, & 17 (Multi-Modal Intersection Design) as part of the multi-modal section;
 - o Consider including Page 18 (Equity in Complete Streets) in the multi-modal section;
- Page 19 (Coordinating Land Use & Transportation) - consider putting in the Design Guidelines section;
- The document is become more than just a guideline and we are going outside of the CSAG intentions;
 - o Why do we need the extra sections that are not necessarily associated with the core values;
 - o Adding details that were not discussed by the CSAG; have we gone beyond;
 - o Not just trying to capture existing, but want to look forward as things evolve;
- If new sections not tied to a specific core value, that should be denoted with a separate color;
- Not adverse to newer sections, but depict them differently;
- Technical Committee has role in developed the document and the “grayed” sections are where many details were discussed;
- Clearly pages 15, 16, and 17 depict the multi-modal design of intersections;
- Can the multi-modal sections (streets and intersections) be consolidated within one multi-modal section;
- Intersections are more a part of “Design Guidelines” section.

Recommendation that Page 19 (Coordinating Land Use & Transportation) be moved under the Design Guidelines as it fits in with typologies and land uses.

The “gray” pages were colored differently to show that they were not core values but are topics that were desired to be included.

Recommendation that Equity in Complete Streets section (pg. 18) be moved to the beginning of the document as part of the “why” of complete streets as it speaks to accommodating everyone and the overall philosophy. Put this section before the Executive Summary.

Recommendation that the Intersection Design section (pages 15, 16, and 17) is colored to match the multi-modal section. No problem with the multi-modal section being longer than the other sections. Coloring it orange is a good compromise; intersections are important; this is a transportation document so it makes sense that extra emphasis is put on this section.

Ms. Lopez said that the entire complete streets document was built by the CSAG and everything in the document is attributed to the CSAG. However, the CSAG has not been included in recent discussions and the new changes. Mr. Wakan agreed with Ms. Lopez’s statement and explained that he had given direction to not involve the CSAG in any further document discussions. That is why the CSAG has not reconvened. The Technical Committee discussed what they would like to see happen.

Ms. Lopez recommended finish the Technical Committee review and provide a final document for CSAG feedback. Mr. Sypher commented that a lot of time has gone by since the CSAG has been involved, but thought that before the document is taken to the Policy Committee, the CSAG be given the opportunity to look over the document and see if it is something they can approve.

Ms. Lopez asked how many of the CSAG were still around and might be interested in reviewing the final document. Mr. Wakan said he was not sure, but thought there would be interest if they were invited to weigh in on the final document. Mr. Sypher suggested providing the final document to the CSAG members and giving them two weeks to review it and provide their comments. Mr. Wakan asked if this was what the Technical Committee decided they wanted to have happen, could they pre-recommend approval of the document now contingent on approval by the CSAG.

Mr. Sypher stated that if the CSAG is provided an opportunity to make recommendations that it needed to be genuine. Ms. Lopez added that she wanted the CSAG to concur with the final recommended document. After discussion it was decided to send the final document to the CSAG, seek their concurrence, and allow for any written major concerns or thoughts. Staff will provide any comments received from the CSAG members to the Technical Committee for their response to and consideration of inclusion in the document. CSAG members will be invited to the September Technical Committee meeting where final approval of the document will be considered.

Page 12

- 1st column, 2nd paragraph, 2nd & 3rd sentences - change to read: “Transit riders are composed of daily workers, students, choice riders, tourists, the disabled, and low income persons. Despite these known facts, in order to plan...”;
- 2nd column, 1st paragraph, last sentence - change to read: “...and programs to meet the transportation needs of an aging public.”;
- 2nd column, 3rd paragraph, 2nd sentence - change to read: “...only after the city installed signal priority technology on the bus line as well...”;

- 2nd column, 3rd paragraph, 3rd sentence - change to read: "...helped increase ridership by 30%, bus speed by 20% with a 98% satisfaction rate with transit service."

Page 13

- 2nd column, 1st paragraph, 1st & 2nd sentences - change to read: "Recent transportation behaviors illustrate the end of the "Driving Boom". National and New Mexico...";
- 2nd column, 1st paragraph, 3rd sentence - change to read: "In addition, since the year 2000, those new drivers (19 and younger) are waiting longer to obtain a driver's license.";
- 2nd column, 3rd paragraph, 1st sentence - change to read: "Over the last several years, all age groups have adapted to technology and finding new ways to transport themselves, as well as the goods and services they rely upon.";
- 2nd column, 4th paragraph, last sentence - change to read: "...can make up to 120 stops per day; and, counter to early presumptions..."

Page 14

Mr. Wakan thought the multi-modal section still needed to better define what a sharrows lane and a protected bike lane might look like. He had an addition to this page that he thought might work better for the section, but since the Technical Committee had not had an opportunity to review this new information, it was decided that this would need to be considered at a later time and a possible amendment made to the design guidelines at that time.

- 1st column, 1st paragraph, 1st sentence - delete;
- 1st column, 1st paragraph, 2nd sentence - change to read: "The desire for walkable communities has been recognized by the CSAG as necessary for rural, suburban, and urban environments.";
- 1st column, replace this image -image will be one from the MTP;
- 2nd column, 2nd paragraph, 1st sentence - change to read: "When it comes to building safe, comfortable, and affordable transportation facilities...";
 - Some changes are affordable and some are not;
 - Need to consider cost of any change;
- 2nd column, 3rd paragraph, 1st sentence - change to read: "The current scarcity of local, state and federal funds will limit governments to identify and prioritize multi-modal projects, but require they are clearly...";
- 2nd column, 3rd paragraph, last sentence - change to read: "...funds go directly to bike/ped systems;
 - Need to provide the facts and provide a balance of information;
 - Add new stat of bike crashes vs. vehicles from Page 4 here;
- 2nd column, 4th paragraph, 1st & 2nd sentence - change to read: "Transportation boards and commissions are realizing that in order to fill funding gaps for complete streets may, at time require legislative action. For example, other transportation agencies have been allowed to raise revenue through a gas tax.";
- 2nd column, 4th paragraph - shorten references to Nevada - change to read: "Transportation boards and commissions are realizing that filling funding gaps for complete streets may at times require legislative action. They are working

with the State legislatures and government agencies to raise revenue through a gas tax. According to the Regional Transportation Commission (RTC) of Southern Nevada, "Indexing fuel tax not only funds road projects but also creates critically needed jobs, helps to broaden development, and encourages economic growth. For these reasons, it received support from a myriad of partners, including the local business community, elected officials and key stakeholders," said Clark County Commissioner Larry Brown, chairman of the RTC.

Page 15

- 1st column, 2nd paragraph, 1st sentence - change to read: "As with the design guidelines for each road type and land use area, designing a multi-modal intersection needs flexibility...";
- 1st column, 2nd paragraph, 2nd sentence - change to read: "As such, the design must anticipate the need for shared spaces and should be reviewed on a case by case basis.";
- 1st column, 3rd paragraph, 1st sentence - change to read: "Throughout the Nation and the Farmington Metropolitan Planning area, intersections...";
- 1st column, 3rd paragraph, 5th sentence - change to read: "...elements that discourage safe multi-modal movements, such as six to seven...";
- 1st column, 4th paragraph, 1st sentence - change to read: "...the safety of the pedestrian, the cyclist, and motor vehicle."

Page 16

- 1st column, 4th paragraph, 2nd sentence - change to read: "...cyclists with a safe and visible way of queuing during the red signal phase.";
- 2nd column, 2nd paragraph, 4th sentence - need to add the page #s for the Toolkit
- 2nd column, 2nd paragraph, 5th sentence - change to read: "Their applications broaden the motorists triangulated view points and highlight vehicular...";
- 2nd column, 3rd paragraph, 4th sentence - change to read: "Designers should apply context sensitive design when accommodating the design vehicle.";
- 2nd column, 4th paragraph, last sentence - change to read: "Efficiency improvements ranged from 20% to 89% in all cases, with..."

Page 17

No changes

Page 18

Equity in Complete Streets page was moved and is now the new Page 4

- 1st column, 1st paragraph, 1st sentence - change to read: "...Implementing Complete Streets principles also means addressing...";
- 1st column, 3rd paragraph, 2nd sentence - change to read: "...a greater risk of obesity and other chronic diseases when compared to...";
- 2nd column, 2nd paragraph, 2nd sentence - change to read: "Nationally, statistics indicate that these demographic groups who lack reliable transportation...";
- 2nd column, 2nd paragraph, 3rd sentence - change to read: "...to strongly consider environmental justice in the decision making process.";

- 2nd column, 2nd paragraph, 4th sentence - change to read: “Recent Federal regulations now require entities to produce Title VI and ADA plans in order to be eligible for State or Federal funds.”;
- 2nd column, 3rd paragraph, new last sentence requested to be added: “Of course true equity must include user proportionality in project selection.”

Page 19

Coordinating Land Use & Transportation was moved under the section on Design Guidelines.

- 1st column, 2nd paragraph, 1st sentence - change to read: “MPOs are designated as forums for coordination...”;
- 1st column, 3rd paragraph, 1st sentence - change to read: “The Centers for Disease Control & Prevention (CDC) has reported that...”;
- 1st column, 4th paragraph, last sentence - change to read: “...and technical funding assistance programs coordinated out of the State Planning Office.”;
- 1st column, 5th paragraph, 3rd sentence - change to read: “...such as paths for walking and biking as well as community gardens and orchards.”

Page 20

Title page only.

Page 21

- 2nd column, 2nd paragraph, 1st sentence - change to read: “After much discussion on implementation it was decided that the design...”

Page 22

No changes.

Page 23

- In the column labeled FMPO ADT - change to read:
 - Lane - Up to 1,000
 - Street - Up to 2,000
 - Avenue - Up to 4,000
 - Boulevard - Over 4,500
 - Parkway - Over 7,000

Page 24

No changes

Page 25

No changes

Page 26

- The gray box describing the * - delete extra space after “trail” and before the “.”

Page 27

- The gray box describing the * - delete extra space after “trail” and before the “ ”

Page 28

- The gray box describing the * - delete extra space after “trail” and before the “ ”

Page 29

- The gray box describing the * - delete extra space after “trail” and before the “ ”

Page 30

- The gray box describing the * - delete extra space after “trail” and before the “ ”

Page 31

- Traffic Calming Toolkit, remove pictures not considered traffic calming tools:
 - 1st row, 1st column (pedestrian countdown)
 - 3rd row, 2nd column (lighting improvements); this could be used if it was a decorative light fixture that actually hung over the curb; consider scale of fixture, close to street.

Page 32

- Traffic Calming Toolkit, remove pictures not considered traffic calming tools:
 - 2nd row, last column (Shared Streets, Plazas and Pedestrian Malls); consider just renaming the picture “Shared Street”.

Page 33

No changes

Page 34

Will have to be amended based on the changes made today by the Technical Committee.

Page 35

Will have to be amended based on the changes made today by the Technical Committee.

Mr. Fillerup asked if the Technical Committee had completed their discussion on:

- Revised page locations
- Presentation to the CSAG
- Complete data insertion on Page 4 - this was completed
- Page 14 - change out the image
- Change color scheme and reduce intensity of background colors

ACTION: Ms. Lopez moved to recommend approval of the Complete Streets Design Guidelines as modified on August 24, 2016 with the understanding that the Complete

Streets Advisory Group will be notified and allowed to provide written comments prior to the next Technical Committee meeting, and that those comments will be reviewed at the September 2016 Technical Committee meeting. Mr. Sypher seconded the motion. The motion was passed unanimously.

4. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Mr. Fillerup reported that Dave Keck has announced his retirement from San Juan County effective September 22, 2016. Mr. Keck was on the first Technical Committee as far back as 2004.

Mr. Fillerup has been named as the new Administrator of Public Works.

5. BUSINESS FROM THE FLOOR

There was no business from the Floor.

6. ADJOURNMENT

Mr. Fillerup adjourned the meeting at 4:15 p.m.



Fran Fillerup, Chair



June Markle, Administrative Aide

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