

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE WORK SESSION
January 14, 2008 10:00 A.M.

Members Present: Chair Steve Christensen, City of Aztec
Julie Baird, City of Bloomfield
Martin Lucero, City of Farmington
Nica J. Westerling, City of Farmington

Members Absent: Dave Keck, San Juan County

Staff present: Mike Sullivan, MPO Officer
Joe Delmagori, MPO Planner
Robert Messenger, MPO Associate Planner
Virginia Turney, Secretary

Staff Absent: None

Also present: Steve Krest, City of Farmington
Linda Sillers, SJ Center for Independence

1. CALL TO ORDER

Mr. Christensen called the meeting to order at 10:16 a.m.

2. APPROVAL OF THE MINUTES FROM THE NOVEMBER 28, 2007 TECHNICAL COMMITTEE WORK SESSION

Ms. Westerling made a motion, seconded by Ms. Baird, to approve the minutes from the November 28, 2007, Technical Committee Meeting. Motion passed unanimously.

3. ACCESS MANAGEMENT

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item

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| Subject: | Access Management |
| Prepared by: | Joe Delmagori, MPO Planner |
| Date: | January 4, 2008 |

BACKGROUND or PREVIOUS WORK

- Access Management policies have been finalized with the Technical Committee.
- Eight road classifications and their respective definitions, functions, and purposes have been completed.
- Ongoing development of standards and objectives to support the policies.

CURRENT WORK

- Staff will review typical road sections that show ROW, travel lanes, medians, and bike/pedestrian facilities with the Technical Committee on January 14.
- Access management policies and standards that relate to bicycle and pedestrian

facilities will be reviewed in conjunction with the report on the Bicycle/Pedestrian Plan.

ANTICIPATED WORK

- Development of standard driveway and intersection spacing, corner clearance, and speed limit ranges.
- Access management standards for medians.

BACKUP MATERIAL

- A summary of road section data collected from existing NMDOT and entity documents, which also includes suggested dimensions that were used to develop the road sections.
- Draft diagrams of typical road sections for each classification.

RECOMMENDATION

It is recommended that the Technical Committee review and revise typical road sections for access management.

Discussion: Mr. Delmagori presented the staff report and said he would like to review and revise the road sections first. Mr. Lucero said the UDC has some different sidewalk standards than what is been presented in the road sections. Mr. Lucero said that sidewalks for Minor and Collector roads in Farmington are 5 feet wide but are allowed to be 4 foot at intersections. Ms. Westerling said the UDC allows 4-foot on those roads at intersections, but she would like the AMP to leave them as 5-foot. Mr. Lucero said the 5-foot sidewalks work except for the 4-foot quirk in the UDC, which would only happen ever so often. Ms. Westerling asked if the UDC allowed 4 foot sidewalks on both sides or on one side. Mr. Lucero said he believed the UDC said on both sides. Ms. Westerling said in the UDC it also says all sidewalks are five foot, and she would like to leave sidewalks five feet everywhere.

Mr. Delmagori took the classifications one by one for the committee to make changes or give their blessing to go forward. If there are discrepancies, then these will be pointed out. Urban principal arterials and urban minor arterials were reviewed first. As mentioned in previous meetings the plan would have four-lane urban principal arterials, however the relief route in Aztec is starting out as a two-lane road so a question was raised about defining a two-lane section for the urban principal arterial.

Mr. Lucero asked if it wouldn't be easier to build it as a four lane and stripe it as a two lane road. Ms. Westerling said it would depend on how long it was expected to not be used as a four lane road. Mr. Christensen said there are some thoughts on how much traffic would be using the road, and the right-of-way for the four lane should be bought so it would leave the option to build it out to a four lane if necessary. Ms. Westerling said the other thing that happens is if it is striped two lane with the twelve foot on the side for a huge outside lane then it would cause people to speed. Mr. Christensen said the other issue is if the road would have concrete sidewalks and the City of Aztec is planning on having pedestrian and bicycle facilities on the relief route. Mr. Christensen added that it is important to have walking and biking access for the subdivisions to reach downtown Aztec from the relief route.

Mr. Christensen asked if any pedestrian facilities were put on Piñon Hills Boulevard when it was first complete. Ms. Westerling said it had wide shoulders but that was it. Mr. Christensen asked if only bike lanes were added. Ms. Westerling said yes.

Mr. Christensen said that roads should not only be made for vehicles, so retro fitting would not be needed. Mr. Christensen said that US 64 was an example of a highway without any walking or biking facilities. Mr. Krest said in the City of Bloomfield there are some facilities but most of it does not have such facilities. The upcoming improvements show those facilities in the urban sections of the project but that is all. Ms. Westerling said it was talked about at the meeting with the DOT but it was the highest cost and therefore probably wouldn't get done. Mr. Christensen said at one time the DOT was going to put the bike and pedestrian facilities in and if the cost was too much they would shorten the project and not get rid of the facilities. Mr. Delmagori said the DOT said they would include those facilities for the design of urban sections in Farmington and Bloomfield and it is important to see the whole corridor as an urban corridor since the cities will only be growing towards each other.

Mr. Christensen said in the urban principal the plan calls for 6 foot sidewalks. Mr. Delmagori said figure 1-A and 1-C call for 6 foot sidewalks and a 5 foot buffer, 2 foot curb and gutter, 5 foot bike lanes on each side and driving lanes would be 12 feet with a 16 foot median. And if two more lanes are added it brings the right-of-way to 100 foot. Mr. Christensen asked if the road was two lane. Mr. Delmagori said there are two options for urban principal arterials, one is two lane and one is four lane.

Ms. Baird said there will not be any medians on US64 in City of Bloomfield. Mr. Delmagori said MPO may be able to talk to the DOT about this issue if that is what is wanted. Ms. Baird said the highway is at a 70% design level and it would be nice to get support from the MPO. Ms. Baird said they are getting a buffer with the sidewalks.

Ms. Westerling said this is what the plan wants not what the roads are now and it won't fit what has been asked for. Right-of-way standards will change how much right-of-way is asked for. Ms. Westerling said the homebuilders and other groups will have a problem, but if this plan is what the Technical Committee wants then it should be implemented.

Mr. Lucero said that most of the recommendations for the plan were all good except Figure 1-D because of the right-of-way issues and ideally there should be four lanes. Mr. Delmagori said that is one of the discrepancies and will need to be determined, but he does not want to see the bicycle and pedestrian facilities cut.

Mr. Christensen asked why the urban minor arterial had 4 lanes if most were 2 lane roads. Ms. Westerling said it was to make sure there is enough right-of-way for the road if it was upgraded to a 4 lane road. Mr. Delmagori agreed and said it would be better to have the right-of-way in the beginning than trying to retro-fit and buy right-of-way later.

Mr. Krest said the footage for signs has been left out of the drawings and added that most signs will take two feet. Mr. Lucero said the sidewalks could be brought back to 5 feet.

Mr. Krest asked if putting bike lanes on urban principal arterials would be a good idea because bike lanes are not usually on heavily trafficked, higher speed roads. Mr. Christensen said the only way that would happen is if a buffer was in between with limited access. Mr. Lucero said even with a buffer only the more experienced hard core bikers would be using a bike lane

on a busy road. Mr. Christensen said the plan needs to be correct because it will be dictating multi-modal roads for 20 years. Mr. Lucero said the plan must include every form of multi-modal transportation including pedestrians, equestrians and bicyclists. Mr. Christensen said one of the main concerns should be if the roads will be safe for everyone. Mr. Lucero said many roads are unsafe for biking and the Technical Committee needs to approve a plan that would make it safe for biking and walking.

Mr. Christensen asked how the access management plan would affect US 64 and NM516. Mr. Delmagori said the plan was for new roads and the retro-fitting issues have not been discussed yet. Ms. Westerling said the only thing that could be done to fix both those highways would be to limit access and there will be right-of-way issues that will need to be taken care of before anything can be done.

Mr. Krest said the American Association of State and Highway Transportation Officials (AASHTO) publications and recommendations should be used in this plan. Ms. Westerling said the City Councils and Commissions probably have not heard of AASHTO so the wording needs to be so they can understand it.

Mr. Lucero said he liked the 4-lane urban arterial with the option of having it be 2-lane, but he would like to keep the right-of-way for the 4-lane road. Mr. Krest said he agreed but the drawing needed to have the footage for signs added. Mr. Lucero asked if that would cut the median down by a foot. Mr. Krest said a 14 foot median would be fine.

Mr. Lucero motioned to approve Figures 1-A and 1-C with a 14 foot median. Mr. Christensen seconded the motion. Ms. Westerling said Figure 1-C should be fully built out with all right-of-way included so the entities will not need to buy rights-of-way in a future date. Mr. Krest said to get rid of Figure 1-A since it only shows two lanes and just go with the 1-C with the option of having 2 or 4 lanes. Ms. Baird agreed and said that 1-C had all the required right-of-way included. Mr. Christensen said there would need to be a way for developers and engineers to request variances and that using 1-C with the exceptions would work in those cases. Ms. Westerling said it was essential to have the full-built as the requested design, but having the ability to have the road two lane is needed.

Mr. Lucero said that Figure 1-D needs to be deleted. Mr. Krest said that the scale of travel lanes in 1-D would need to cut back to get the entire road in the 80 foot right-of-way. Mr. Lucero said the buffer would need to be given up and possibly one bike lane to get down to an 80 foot right-of-way. Mr. Messenger asked if the drive lanes would need to be 14 feet and only consist of two-lanes. Mr. Krest said yes that would be better. Mr. Christensen said that with four-lanes and if a turn lane was added there would be no way anyone would be able to cross the road. Ms. Westerling said the road would need to be at least 80 feet. Mr. Christensen said that at 80 feet the bike lanes would need to be reconsidered. Ms. Westerling said that minor arterials need to be 80 foot and that she did not believe the City Council would approve a 100 foot right-of-way for anything less than a major thoroughfare. Mr. Lucero said 1-D is an arterial not a collector and 1-D needs to be kept as an arterial. Mr. Krest said in Farmington a minor arterial is 5 lanes and principle arterial is 7 lanes.

Mr. Lucero said that it could be required that all collectors have 100 foot rights-of-way to accommodate the necessary lanes. Mr. Christensen said it would be possible and he would like to see the Technical Committee promote multi-modal transportation. Mr. Lucero said

multi-modal also needs to include equestrian paths as well as paths for bikers, walkers, runners and it is important to plan for all of these.

Mr. Christensen said it would be nice to have the 100 foot rights-of-way for the urban collectors and the Technical Committee should try to keep everything in mind. Ms. Baird said she would like to see some changes and would not like to keep repeating the same mistakes that left out the ability to build a road bigger if necessary. Ms. Baird said that East Blanco was an urban arterial that needed to be re-done to have better access and multi-modal features.

Mr. Sullivan said he would be reluctant to go to the 100 foot right-of-way on urban collectors because it would make collectors bigger in places where they would not need to be larger. Ms. Westerling agreed. Mr. Christensen asked what is the width of 20th Street in Farmington. Mr. Sullivan said it is 100 feet. Ms. Westerling said there is no buffer on 20th Street. Mr. Krest said there needs to be an 80 foot collector in the 'tool box', so it will give developers options. Mr. Lucero said it's a good idea to have both road sections available.

Mr. Krest said the 100 foot road is good to have but if the road wasn't built out for years or if it is never built out then the developer will be out money and he did not believe the developers will stand for giving up land. Ms. Westerling said they would not agree to give up land unless it was needed and then it was a very hard process to go through. Mr. Lucero agreed. Mr. Krest added if the right-of-way is never going to be used then there is no need to ask for it and some of the urban arterials will never need that much right-of-way.

Mr. Krest asked what the requirement for urban collectors is now. Mr. Sullivan said it was between 60 and 80 feet.

Mr. Christensen asked if Figure 1-B would be representing a two-lane urban minor arterial. Mr. Delmagori said 1-B would be modified to include the changes from 1-D. Mr. Christensen asked if 1-D would have the 100 foot right-of-way. Mr. Messenger said it would be nice to ask for the 100 foot right-of-way now instead of waiting until later. Ms. Westerling said rural sections would have a different right-of-way as compared to the urban sections. Mr. Lucero said that Butler and Dustin are both good examples of urban sections that need more right-of-way.

Mr. Christensen said he would like to see the bike lanes on Figure 1-B kept. Ms. Westerling said she did not want to see the bike lanes sacrificed either. Mr. Delmagori said the Technical Committee seemed to be in agreement that the 100 foot right-of-way needed to be kept for the Urban Arterial. Ms. Westerling said she would like to see all arterials taken to 100 foot right-of-way. Mr. Krest said the collectors need to be 60-80 feet and arterials to be 100 foot.

Ms. Baird said the minor arterials need to be at least 80 foot because of access issues. Mr. Lucero said the access off minor arterials is different. Ms. Baird said the minor arterials need to be 80 foot so the access can be controlled. Ms. Baird added the 80 foot would give the entities better planning options in the future. Mr. Sullivan said that in some cases the 80 foot right-of-way may be taking too much land for roads that won't ever develop out or meet the need of the right-of-way. Mr. Messenger said it would depend on the land use around the road.

Mr. Messenger said the 80 foot right-of-way could be used for non-urban areas and to keep the 100 foot right-of-way for the urban and commercial areas. Ms. Westerling said other routes may need the different right-of-ways. Mr. Christensen said rights-of-way need to be 80 foot for collectors on commercial or large residential roads, build-out should be used, but on an urban collector for residential should be 60 foot. Mr. Christensen said the Urban Principal Arterials need to be 100 foot. Mr. Delmagori said that Figure 1-B will fill the gap between the road sections. Mr. Christensen said he did not want to sacrifice the bike lanes. Ms. Westerling said if the bike lanes and other build-out facilities were wanted the entities should ask for the 100 foot right-of-way now instead of later. Mr. Lucero said that 1-C and 1-B need to be kept. Ms. Baird said collectors are to remain between 60-80 foot right-of-way and minor arterial is to remain at 80 foot right-of-way and be 1-B, while the principal arterial is to be 100 foot right-of-way. Mr. Christensen added that no form of transportation needs to be sacrificed. Ms. Westerling said she would like to keep the five and six foot sidewalks. Mr. Delmagori said that would be good to meet the ADA requirements.

Mr. Krest asked if Figures 2-A and 2-C would be kept. Ms. Westerling said 2-C would be the Urban Collector full build-out with an 80 foot right-of-way. Ms. Westerling asked if there would be parking on the collectors. Mr. Sullivan said there is parking on collectors now. Mr. Krest said it was the new roads and there should not be parking on the new roads. Mr. Christensen said if there was no parking on the Urban Collector on commercial roads the parking would be off street. Ms. Westerling said the requirement is off street parking for roads with an 80 foot right-of-way.

Action: Ms. Westerling made a motion and Mr. Lucero seconded the motion to have Figure 1-B be a 2-lane Urban Minor Arterial or 2 lane collector (commercial) with full build-out at an 80 foot right-of-way; 1-C be a 4-lane Urban Principal or Urban Minor Arterial with full build-out at 100 foot right-of-way; 2-A be a 2-lane Urban Collector (residential) with full build-out at a 60 foot right-of-way; and 2-C be a 2-lane Urban Collector (commercial or residential) with full build-out at a 80 foot right-of-way with the standards as described on the figures. The motion passed unanimously 4-0.

4. BUSINESS FROM:

- A. Chairman: None
- B. Business from Members: None
- C. Business from Staff: None

5. BUSINESS FROM FLOOR: None

6. ADJOURNMENT:

Ms. Westerling motioned and Ms. Baird seconded the motion to adjourn the meeting. Mr. Christensen adjourned the meeting at 11:55 a.m.

Secretary, Virginia Turney

Chairman, Steve Christensen