



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Transportation Policy Board

Thursday August 13, 2015, 4:30 P.M.

*City of Santa Fe Offices @ Market Station
500 Market Street, Suite 200, Santa Fe, NM*

(Map: <http://tinyurl.com/l6kejeq>)

AGENDA

CITY CLERK'S OFFICE

DATE 8/5/15 TIME 4:26pm

BY Mark Tibbitts

CO BY Shirley Lanning

CALL to ORDER

ROLL CALL

APPROVAL of AGENDA

APPROVAL of MINUTES: *June 25, 2015*

A. MATTERS FROM THE PUBLIC

B. PUBLIC HEARING

1. Approval of an Amendment to the FFY2016-2021 Transportation Improvement Program – *MPO Staff*
2. Approval of the Santa Fe Metropolitan Pedestrian Master Plan – *MPO Staff*

C. MATTERS FROM THE MPO STAFF

1. Presentation on Metropolitan Transportation Plan 2015-2040
2. Transportation Improvement Program Updates

D. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

E. MATTERS FROM THE NMDOT AND FHWA

F. ADJOURNMENT – Next Scheduled Meeting August 27, 2015

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6520, five (5) working days prior to the meeting date.

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MPO TRANSPORTATION POLICY BOARD
August 13, 2015**

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**MINUTES OF THE
SANTA FE
MPO TRANSPORTATION POLICY BOARD
Market Station
August 13, 2015**

CALL TO ORDER

The Santa Fe MPO Transportation Policy Board was called to order by Chair Carmichael Dominguez, at approximately 4:30 p.m., on August 13, 2015, at Market Station 500 Market Street, Suite 200, Santa Fe, New Mexico.

ROLL CALL

Members Present

Councilor Carmichael Dominguez, Chair
Commissioner Miguel Chavez, alternate
Tamara Haas, DOT
Councilor Peter N. Ives, alternate
Commissioner Liz Stefanics

Members Excused

Commissioner Henry Roybal, Vice-Chair
Commissioner Robert Anaya
Councilor Patti J. Bushee
Governor Robert Mora, Tesuque Pueblo

Others Present

Mark Tibbetts, MPO Officer
Keith Wilson, MPO Planner
Erik Aune, MPO Planner
Melessia Helberg, Stenographer

There was a quorum of the membership in attendance for the conducting of official business.

APPROVAL OF AGENDA

MOTION: Tamara Haas moved, seconded by Commissioner Chavez, to approve the Agenda as presented.

VOTE: The motion was approved unanimously on a voice vote.

APPROVAL OF MINUTES – JUNE 25, 2015.

The following correction was made to the minutes: Change “Stephanics” to “Stefanics.”

MOTION: Councilor Ives moved, seconded by Commissioner Stefanics, to approve the minutes as amended.

VOTE: The motion was approved unanimously on a voice vote.

A. MATTERS FROM THE PUBLIC

There were no matters from the public.

B. PUBLIC HEARING

1. APPROVAL OF THE FFY 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM (MPO STAFF)

A copy of the FFY 2016-2021 Transportation Improvement Program is incorporated herewith to these minutes as Exhibit “1.”

A copy of the Proposed Amendment for the FFY 2016-2021 Transportation Improvement Program is incorporated herewith to these minutes as Exhibit “2.”

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Public Hearing

There was no one speaking for or against the issue.

The Public Testimony Portion of the Public Hearing Was Closed

Mr. Wilson noted the FFY 2016-2021 Transportation Improvement Program was approved at the June meeting, to become effective October 1, 2015, but the procedures allow us to do amendments during the time frame between June and October 1, 2015. Mr. Wilson said there are 3 proposed amendments, noting they were reviewed by the TCC on Monday and were approved. Mr. Wilson noted during the public input process he received two communications from the public, which were questions about the DeFouri Street bridge schedule. He reviewed the proposed Amendments. Please see Exhibit "2," for specifics of this presentation

Commissioner Stefanics said the County is talking about moving up activity on #2, the SE Connectors. She asked if they were to do that, because of the bulk of the money needed from the County, would they need to come back for a new amendment.

Mr. Wilson said Item #2 is 100% County funding, and that would depend of the extent of the change in your funds within the fiscal years. So if you're moving up construction funds for funding years, all it requires is a request to him, and he can make that change administratively whenever you need it.

Commissioner Stefanics said they are having discussions because it's holding up [everything], so they've made it a caveat for their construction project. And, since the County has allocated the funds, some work is being done on whether or not it can be done sooner. She said the County is losing its Public Works Director. She is sure the County Manager will keep you informed on the formal action, and informal.

Mr. Wilson said on the front end, when we programmed the funding timeframes, we sat with the County Engineering staff, but it can be tweaked, and given it doesn't include federal funds, they can do that fairly simply.

Commissioner Stefanics asked how long will the bridge repair renovation will take

Mr. Wilson said about 6 months to construction. He said the DeFouri Bridge is going to be removed and they will drop in a new one, so that section of road will be closed for a period of time, and they do have a detour plan which will, for the duration of construction, allow left turns from Agua Fria onto Guadalupe, because a lot of people that use the DeFouri Bridge *[inaudible because of noise overlay]*.

Commissioner Chavez asked for an explanation of the Interstate Pavement Maintenance line item and the scope and location of that line item.

Mr. Wilson said this is from a pavement overlay, so it basically covers the whole Interstate portion within our jurisdiction, from Waldo Canyon to Cañoncito. He said they may not do all of it, because some is being incrementally done already.

David Quintana said there are continued projects on the Interstate just to keep the pavement going, so it is just identifying a sum of money to be sure we do have a project going that is based on the MPO area.

Commissioner Chavez said then you will identify sections that need maintenance in the next fiscal year.

David Quintana said it would be in out years 2020-2021. He said if the funding isn't needed, we could also allocate it somewhere else.

Mr. Wilson said the next steps in this process will be to the State Transportation Commission and then to the Federal Highway and Transit Administration.

Commissioner Chavez said this is an action item, and the request is for approval of the amendment by the MPO Policy Board, and Mr. Wilson said this is correct.

MOTION: Commissioner Chavez moved, seconded by Councilor Ives, to approve the Amendment to the FFY 2016-2021 Transportation Improvement Program as presented by the MPO Staff.

VOTE: The motion was approved unanimously on a voice vote.

2. APPROVAL OF THE SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN (MPO STAFF)

A copy of *Santa Fe Metropolitan Pedestrian Master Plan* is incorporated herewith to these minutes as Exhibit "3."

Public Hearing

There was no one speaking for or against the issue.

The Public Testimony Portion of the Public Hearing Was Closed

Mark Tibbetts said the TCC approved the Plan, noting they did make an amendment to the Plan. He said the Plan has been a little more than two years in the making. It was called out in our

current Metropolitan Transportation Plan which was approved by this Board in 2010. He said the Bicycle Master Plan has been done, and you recently approved the Public Transit Master Plan, and this the third piece of the Metropolitan Transportation Plan [MTP] update. He said you will be seeing the MTP update in two weeks for review and approval. He said we are required to have an MTP by our federal designation, which requires a long range transportation plan, so federal funds can be appropriated and applied for improvements. He said the TIP and the MTP are pretty much linked. He said what we intentionally want to do is to have this Pedestrian Plan, the Bicycle Plan and the Transit Plan as components of the MTP.

Mr. Tibbetts reviewed the revisions to the Metropolitan Transportation Plan. Please see Exhibit "3" for specifics of this presentation. He noted Claudia Horn, Design Office, who did the majority of the work couldn't be here this evening, commenting that her contract has expired.

Mr. Tibbetts said they defined areas which pretty much corresponded to the major corridors. He said Guadalupe went through a road diet, they shrunk it down somewhat for the driving lanes and put in more pedestrian crossings, and improved the sidewalks. The piece north from Guadalupe to Sanctuario all the way to Paseo has been a huge headache for many pedestrians for years. He said they just finished a road safety audit. The proposed improvement is to have a similar road diet on the southern section of Guadalupe. He said this already is in the next stage of development in terms of getting funding for design from the HSIF – Highway Safety Improvement Program federal funds – for design and construction. It has bumped that up into a priority area.

Mr. Tibbetts said one thing to be clear on this is that the intention, as Ms. Horn said, was to look at a broader pedestrian realm – move these issues to where people are living, working, going to schools. It focused on schools and bus stops initially in the planning area, and included areas in the County as well, but those were called out specifically, such as areas around the Agora in Eldorado, the Community College along Richards, areas along Bishop's Lodge Road.

Commissioner Chavez asked about the Agua Fria, West Alameda and 599 Corridors. '[

Mr. Tibbetts said, pointing to the slide, "This little leg down here actually goes from South Meadows all the way to Airport Road. These areas we're looking at high demand and deficient infrastructure, and also underserved areas. We had a working group last summer, at least 25 people were invited to that, and it was to try to develop criteria. It mentioned we were trying to look at underserved populations as well as deficiencies in infrastructure and destinations such as grocery stores, especially on Airport Road and down below. That's why that southwest area was marked up as much as some of the big corridors, Cerrillos, St. Francis, South Capitol and upper Cerrillos – anything north of the St. Francis/Cerrillos intersection. The traffic still moves very fast and it is a main entryway to the downtown."

Commissioner Chavez said he recalls one request “that came out of left field for lack of a better term,” and he doesn’t know where it fits in the equation, which is Lopez Lane, pedestrian and bicycle improvements on Lopez Lane.

Mr. Tibbetts said it is in the Plan. He said City Public Works was under pressure to come up with a weighted plan to spend \$500,000 in Sidewalk Funds. He said out of the 150 locations, they called out 40 locations, applied the criteria and presented a priority list of missing sidewalks, but Lopez Lane was on the list. He said they can massage those through the criteria, and see where they potentially may tie into other improvements or a nearby development – getting the developer to add it into the improvements because it is adjacent – things like that.

Commissioner Chavez said an extensive public outreach has been done, and didn’t know if this section was part of the public outreach process.

Mr. Tibbetts said it came in as a part of public input and all the public input has been included in that process, noting it is in a spreadsheet.

Commissioner Chavez said then it’s a matter of where it is on the priority list and whether or not we have funding, and Mr. Tibbetts said yes.

Commissioner Chavez said it seems there isn’t anything that has been overlooked.

Mr. Tibbetts said they tried to be thorough, noting the caveat in red. He said this how they fell out in ranking for the corridors – where there is the most activity of pedestrians, danger and safety issues. He said these areas didn’t represent a complete evaluation of the Santa Fe Metropolitan planning areas, and additional areas may be considered necessary by the participating agencies.

Mr. Tibbetts said from the get-go the study looked at schools and bus stops, and incorporates a little less than 60% of the City, but did get parts of the County wherever there are schools and bus stops. He said in the future as specific projects, location and things arise, we now have a process to rate the requests. He said this gives a little more flexibility that the main areas of critical concerns are still identified, but the language allows adding things in the event of an emergency.

Councilor Ives said there is one small area across from St. Michael’s on Siringo, there is a 100 yard section where there is no sidewalk, although it exists to the east and west of the segment where there are no sidewalks.

Mr. Tibbetts said that is an example, noting there are plenty of these around schools, such as the new ones, where there are no sidewalks, such as El Camino Real Academy which doesn't link to the Cottonwood Subdivision, which requires 6 buses to bring kids from the Subdivision to the school because it is in a hazardous area where there are no sidewalks. He said hopefully this Plan will address some of those things.

Mr. Tibbetts Schools said there is another area mentioned near the Agora in Eldorado where it is dangerous to cross. He has talked with Adam Leighland about whether putting a roundabout there.

Chair Dominguez said that is like Calle Po A Pi.

Chair Dominguez asked when they measured demand, what does that mean.

Mr. Tibbetts said a lot of that is going to be based on anecdotal and was put in because it wasn't quantifiable as an observation.

Chair Dominguez said so that demand correlates with this piece right here.

Mr. Tibbetts said yes. He said it was more looking at an immediate issues and still maintaining that these 10 areas need to be addressed and to develop projects.

Chair Dominguez said the South Capital Complex is the highest demand, as an example. It is pretty obvious by visiting and simple observation that would be a high score and a high demand. So how were those scores created. Was it visual observation.

Mr. Tibbetts said the scoring was done by proximity to destination. At South Capitol there is a grocery store, Trader Joe's, restaurants, and a lot of the improvements in that area will be more State oriented because they're totally surrounded by State facilities, and the roads are State with the exception of Cordova and Alta Vista. He said Cerrillos borders that complex. He said when Dan Burton was here, they walked from the turnoff to the Railyard Railrunner stop, and proceeded to just across the street at the corner of the shopping center where Trader Joe's is. He said in that short distance, there were 38 points of improvements identified.

Chair Dominguez said then you went through that exercise to come up with that score.

Mr. Tibbetts said that was coincidental. He said the study was done looking at the number of destinations, the points where pedestrian trips would be incurring and deficiencies. He said along Cordova Road there are gaps where there are no sidewalks just before it hits the rail racks, and there are no sidewalks on Cerrillos across from the School for the Deaf in front of the

cemetery. There are a lot of gaps and obstructions with a lot of pedestrian activity, so that's what bumped-up its score.

Mr. Tibbetts recapped that the next steps are to start initiating planning study in the areas is a critical concern, education programs and policy recommendations, resources to provide standards that are best practice and forming a pedestrian advocacy committee so a lot of things can be addressed and try to come up with a funding source to do the improvements, collecting data and developing a more clear process. He said performance measures are the big push and to come up with more baseline data, and not so anecdotal.

Responding to the Chair, Mr. Tibbetts said staff is requesting approval of the plan. He said, "Just for the record, the comments are in your packet, over a dozen comments. All of those were in favor of doing this. Some pointed out their particular issues. One was finding more consistent funding, noting one comment was incorporated in the Plan.

Commissioner Stefanics in looking at the comments and areas of critical concern, she thinks there is a disconnect when people cross the street and safety and it's pervasive, and is no specific intersections, but all over and "kind of like an attitude." She asked if there is any way of addressing that in this plan.

Mr. Tibbetts said the Plan talks about everything in terms of crossings, and it is a huge issue. He said they were trying to address the design recommendations such as striping and refuge islands, ramps, the type of signage, and active things with flashing beacons and such. They are looking at crossings at the Rail Trail on St. Michaels, for example.

Commissioner Stefanics asked if this needs to have more serious penalties and consequences so people will pay attention. The red light cameras kept people from running red lights. She asked if we need something specifically from the City and the County in terms of cutting off pedestrians in a cross-walk.

Mr. Tibbetts said that is an issue, citing his personal experience in witnessing this downtown. He said what we can do is education and enforcement. He said the Pedestrian Advocacy Committee is the first step in moving toward a more complete streets mentality, slowing traffic and being more courteous. He said this is just a start to how to start addressing some of these issues. He said this Plan really calls out the issues and the need for safer crossings and education. He said staff wants to work implementing all 3 plans, once approved. He said he is requesting approval of the Plan.

MOTION: Commissioner Stefanics moved, seconded by Commissioner Chavez, to approve the Santa Fe Metropolitan Pedestrian Master Plan as presented by staff.

VOTE: The motion was approved unanimously on a voice vote.

C. MATTERS FROM THE MPO STAFF

1. PRESENTATION ON METROPOLITAN TRANSPORTATION PLAN 2015-2040

Mr. Tibbetts said they weren't planning a presentation, but a report on some public open houses, noting they have had two. The first one was "here," and they had a lot of graphs and charts and information pieces. He said the MTP has a lot of graphics and more information to get people aware of the issues. He said there were 10-12 people attending the first open house, and the comments were mostly verbal, noting it was a good range of people attending. The second open house was at the Community College in Room 412 just off the culinary area, and they did get some passers by. The third was the next day on August 11th at the Southside Library in combination with the Housing and Community Development, with a section for the MTP. However the attendance was poor, about 5-6 people. He said unless you have a major development or perceived as a negative addition to the City, it is hard to get a plan where a lot of people will comment.

Councilor Ives said then people tend to come out when there's something bad happening.

Mr. Tibbetts said Eric Aune has done a lot of work trying to engage La Familia and other organizations to bring reconnection to the issues.

Councilor Ives asked if additional meetings are planned.

Mr. Tibbetts said no. He said they met today on a bus stop assessment and sidewalk connectivity project. He said it was the same group of people, and it was a great connection to the Pedestrian Plan, because they're going to be looking at connections from pathways to the bus stops, the condition of sidewalks, obstructions, and such to bus stops. It is being expanded to 1/4 on all sides of the bus stop to destinations. He said they really can't get into things such as a bus stop by a shopping center, for example, which is privately owned, and to get there they only accommodate the bus, with a lot of driveways and no pedestrian pathways. He said sidewalks are the responsibility of the owners. He said once we get an assessment, perhaps they will have some information they can present to the property owners that it would be beneficial if they provided some sort of a direct access, and just to improve the bus stops. He said it is trying to tie these

plans together, and they're already doing that. He said they have the last bit of excess funding that it has taken 3 years to spend down, noting the last big project is the assessment.

Councilor Ives said he did a walk around downtown yesterday with David McQuarie and the Mayor's Committee on Disability to look at various sidewalks. He said it would be good to look at these plans against the location of seniors centers where people with mobility challenges live within the City. It would be great as a means of prioritizing our spending.

Commissioner Stefanics has said the County has the data on seniors right now, noting the County GIS is done by precinct in the County.

Councilor Ives said it would be good to pull it into a data layer to use as part of the process in looking at bus stops, where we're prioritizing sidewalks, to use for those with the greatest challenges as a priority.

Mr. Tibbetts said in the presentation this morning and they presented 20 pages of fields of the GIS data base that could be created to do this. He said that will be in the transition the City is going to be required to develop. The concern was that we are gathering the same information for the bus stops, and maybe a little lighter on pathways, but they can be relationally connected.

Councilor Ives said it would be fascinating to look at high traffic volume areas without improvements necessary for pedestrians and those with mobility challenges to access them. He thinks it is something we can address as a policy matter in terms of the Land Use Code, and to look at moving those where there is no accessibility.

2. TRANSPORTATION IMPROVEMENT PROGRAM UPDATES

Mr. Tibbetts said Mr. Wilson reviewed this information earlier in the meeting.

Mr. Tibbetts said the only real update on TIP project are the amendments and that the interchange on Jaguar/599 is moving forward and close to completion.

Mr. Quintana said he doesn't know when that interchange will be completed, but once the connection to Jaguar is made, we can open the interchange.

Chair Dominguez said the interchange bridge will be done soon, but connection to Jaguar is sometime into the future.

D. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

Commissioner Chavez asked about the interim improvements for 599 and County Road 70.

Mr. Quintana said they have reviewed all of the comments received at the public meetings, and it is 50-50 evenly split, between keeping it open until the interchange is done, and half were split between the other options, but most preferred the option where you can get a left turn off 599 onto the side street. He said it is a matter of making a decision as to whether they want to move forward with closing the intersection. They are moving forward with designing Option 4, where they allow left-hand turns. They are looking for funding for it to accelerate some of the work on the interchange.

Commissioner Chavez said he is somewhat surprised that the public comment would produce those results, noting we were reacting to the fatality and there seemed to be a lot of passion around it. However, it doesn't relate to a more extreme application to prevent that from happening in the future. He sees a disconnect or contradiction, so we'll have to discuss what the preferred option would be. He isn't comfortable with leaving it at status quo, because it will be only a matter of time where we will see another fatality before the interchange is built, although he truly hopes that won't be the case.

Commissioner Stefanics said her experience is that federal funds aren't going to be available readily to do a large project. She said there were two things she could do on Richards Avenue in the County with small amounts of money. She said perhaps we can do something on small money to address the health and safety of constituents while we are waiting for federal funds.

Commissioner Chavez asked if there are funds for interim improvements, separate from the interchange.

Mr. Quintana said not at this time. He said it would be fairly inexpensive to just put a cable barrier and close the access. However, there were comments about keeping it open because it would defeat the purpose of the Siler Road extension if we close it, adding minutes to a commute. He said they are developing a project with hopefully safety funds to implement Option 4 that allows the left turn in. It is a matter of getting that project designed and done, noting they are close to doing that. They need a little more survey work because they want to include some auxiliary lanes discussed at public meetings off the side road. The bottom line is that project would be a little more expensive, several hundred thousand dollars, noting if we use State funds we won't have those until July. He said if we go for safety funds it will be a little more difficult because the program is tied up right to 2017. He said closing it all together with a cable barrier would generate a lot of heart burn.

Commissioner Chavez said it's not a real crisis, but he wants to keep it on our radar to see if there is an interim solution on which we can all agree and then seek funding.

Chair Dominguez asked the Board to look at the calendar, noting we have another meeting in two weeks.

Mr. Tibbetts said that meeting is to review and approve the MTP.

Commissioner Stefanics said she won't in attendance, but if you have a quorum, you should go ahead with the meeting.

Mr. Tibbetts said they moved the SWMA to that same day at 5:00 p.m., so we might want to consider having our meeting earlier. He said the only thing on the agenda will be to review and approve the Plan.

Commissioner Stefanics said if the meeting is scheduled at 3:00 p.m., she can attend at 3:00 p.m., but she would have to leave by 4:00 p.m.

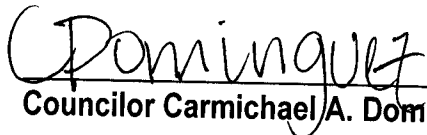
Chair Dominguez said to keep the meeting date on August 27th, and asked the staff to take a poll of the availability of the members at the regular time and then at 3:00 p.m.

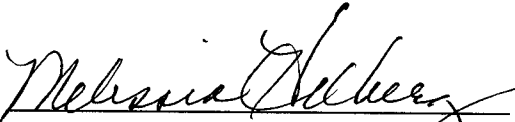
E. MATTERS FROM THE NMDOT AND FHWA

There were no matters from the NMDOT and FHWA.

F. ADJOURNMENT – Next scheduled meeting August 27, 2015

There was no further business to come before the Board, and the meeting was adjourned at approximately 5:40 p.m.


Councilor Carmichael A. Dominguez, Chair


Melessia Helberg, Stenographer

Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

ROADWAY PROJECTS				
Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status
S100070	NM599/Jaguar Drive Interchange & Ext of Jaguar Drive Construction of a New Interchange and connecting Roadways	NMDOT D5	\$9,593,000 100% Privately Funded [FFY 2013]	UNDER CONSTRUCTION Scheduled for Completion Summer 2015. Note: Interchange will not open until Jaguar Connection is completed
S100120	North-East/South-East Connectors Location Study Study following NMDOT Location Study Procedures. NE Connector from St Francis to Richards Ave. SE Connector from the NE Connector to eastern edge of Windmill Ridge Subdivision, also including extensions of College Dr., Avenida Del Sur and Sunshine Mesa	Santa Fe County	\$500,000 \$427,200 (Federal) \$72,800 (County) [FFY 2012]	STUDY IN PHASE B - Preferred Alignments have been selected. Awaiting Final Phase A/B Report NE Connector – ROW Funding added with Amendment 8, Construction Funding in FFY2018 SE Connector – ROW & Design Funding added with Amendment 8, Construction Funding in FFY2018
S100130	Cerrillos Road Reconstruction Phase IIC Camino Carlos Rey to St Michaels Drive Design, ROW Acquisition and Reconstruction. Improvements include construction of an underground storm water drainage system and multi-modal facility upgrades for vehicles, pedestrians, transit and bicycle use.	City of Santa Fe	\$11,000,000 \$9,398,400 (Federal) \$1,601,600 (State) [FFY 2013, 2014 & 2015]	Public Input Meetings Held 11/21/13 & 04/23/14. Project Website: www.cerrillosroad.com DESIGN 98% COMPLETE (pending utility coordination) Right of Way Acquisition by NMDOT ongoing. PS&E anticipated Late August 2015. Construction Expected to Start Early 2016.
S100140	I-25 at Cerrillos Interchange Interchange Improvements, Bridge Replacement/Rehabilitation	NMDOT D5	\$20,999,999 \$17,839,040 (Federal) \$3,160,959 (State) [FFY 2014 & 2015]	Diverging Diamond Interchange Preferred Alternative. Construction underway June 6, 2015 Construction Expected to take 17 months. http://santafeddi.com/
S100160	I-25 at Canoncito Interchange Bridge Replacement, Drainage and on and off Ramp Improvements	NMDOT D5	\$8,400,000 \$7,176,960 (Federal) \$1,223,040 (State) [FFY 2013]	UNDER CONSTRUCTION Scheduled for Completion June 2015
C5111204	Old Santa Fe Trail Bicycle Lanes Design Project for the addition of Bike Lanes to the existing Bike Lanes from El Gancho Way to 150' South of Mountain Cloud Zen	Santa Fe County	\$129,692 100% State MAP Funded [FFY 2012]	Public Input Meetings Held 03/20/13 & 04/17/13. ROAD DESIGN COMPLETED FINALIZING RIGHT OF WAY ACQUISITION APPROVALS
L500056	Design of Guadalupe St & Defouri St Bridge Improvements Design of Rehabilitation or Replacement of these two Bridges over the Santa Fe River	City of Santa Fe	\$230,000 \$150,000 (State MAP) \$80,000 (City) [FFY 2013]	Public Input Meetings held 01/31/13 & 10/3/13. CITY COUNCIL APPROVED BRIDGE DESIGN Design Complete Construction Funded, Expected to start Early 2016
S100220	Santa Fe County Pavement Preservation Program To Conduct Chip Seal and Fog Seal Pavement Preservation Treatment on 56.59 miles of Santa Fe County roads, of which 44.61 miles are located within the MPO Planning Area Boundaries	Santa Fe County	\$821,860 \$657,488 (Federal) \$164,372 (County) [FFY 2013]	Approximately half of work completed in 2014. Remainder of the work to be completed during the Summer of 2015.

Exhibit "1"

Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

Control Number	Project Title/Description	Lead Agency	Project Cost/ Funding	Status
5100791	I-25 & US285 Bridge Rehabilitation Bridge Rehabilitation on I-25 Bridges 7175, 7176, 7178, 5530, 8637, 8638 & US285 Bridge 8782 within the MPO Area and I-25 Bridges 7949 & 7950 outside the MPO Area	NMDOT D5	\$937,000 \$800,573 (Federal) \$136,427 (State) [FFY 2013]	CONSTRUCTION UNDERWAY AUGUST 2014
S100270	Pedestrian Signal Head Upgrade Upgrade all 415 pedestrian signal heads at 58 intersections to countdown type. This countermeasure is related to reducing pedestrian related crashes.	City of Santa Fe	\$300,000 \$277,920 (Federal) \$22,080 (State) [FFY2015]	Finalizing Cooperative Agreement with NMDOT Implementation expected Late 2015/Early 2016
S100300	US84/285 Bridge Maintenance Project Bridge Maintenance on US84/285 Bridges 9311,9181, within MPO Area	NMDOT D5	\$232,026 \$198,243 (Federal) \$33,783 (State) [FFY 2014]	Let for Construction in April 2014
S100310	I-25 Bridge Maintenance Projects Bridge Maintenance on I-25 Bridges 7372, 7373 within the MPO Area	NMDOT D5	\$1,203,406 \$1,028,190 (Federal) \$175,216 (State) [FFY 2014]	CONSTRUCTION ACTIVITIES UNDERWAY JANUARY 2015
S100320	I-25 & I-40 Bridge Maintenance Projects Bridge Maintenance on I-25 Bridges 7175, 7176, 8637, 8638 within the MPO Area and I-40 Bridges 7150, 6653, 8855 outside MPO Area	NMDOT D5	\$557,149 \$476,028 (Federal) \$81,121 (State) [FFY 2014]	AWAITING CONTRACT AWARD
S100340	NM466 (St Michaels Drive) Pedestrian ADA Improvements	NMDOT D5	\$323,629 \$276,509 (Federal) \$47,120 (State) [FFY 2016]	FUNDED IN FFY2016 Preliminary Project Development Underway
S100350	Guadalupe Street Bridge (#6487) Off-Ramp Rehabilitation (Bridge Deck Replacement)	NMDOT D5	\$1,500,000 \$1,281,600 (Federal) \$218,400 (State) [FFY 2017]	FUNDED IN FFY2017 Preliminary Project Development Underway
S100370	Agua Fria/Cottonwood Drive Intersection Safety Improvements Design, ROW Acquisition and Construction of a Roundabout at the Intersection of Agua Fria St/Cottonwood Dr	City of Santa Fe	\$1,200,000 \$1,111,680 (Federal) \$88,320 (State) [FFY2015 & FFY2017]	Finalizing Cooperative Agreement with NMDOT for Design Construction funded in FFY2017
S100380	I-25 Bridge Preservation Project Bridge 7374 & 7375 at I-25 MP 288.3 scope is to remove asphalt, replace joints and overlay.	NMDOT D5	\$1,036,400 \$885,500 (Federal) \$150,900 (State) [FFY2015]	Adding \$600,350 in funding to reflect additional preservation work and updated Final Engineers Estimate.
S100420	FR-2098 Arroyo Hondo Bridge Preventative Maintenance Project Bridge Deck Overlay	NMDOT D5	\$312,000 \$266,573 (Federal) \$45,427 (State) [FFY2017]	FUNDED IN FFY2017 Preliminary Project Development Underway
TRANSIT & RAIL PROJECTS				
TS00040	Southside Transit Center Improvements Multi Modal Center Improvements	Santa Fe Trails	\$735,000 \$588,000 (Federal) \$147,000 (City) [FFY 2013]	Contract awarded for design March 2015. Estimated completion of construction February 2016. Shelters that will be placed onsite have been fabricated and are being stored.

Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

Control Number	Project Title/ Description	Lead Agency	Project Cost/Funding	Status
TS00050	Santa Fe Trails: STG Transit Bus Replacement Funding to Replace transit buses that have or will soon meet their useful service life	Santa Fe Trails	\$2,400,000 \$1,920,000 (Federal) \$480,000 (City) [FFY 2013]	ALL BUSES DELIVERED AND IN SERVICE
S100181	Santa Fe Southern Railroad Line At-Grade Crossing Upgrades Upgrade of at-grade crossings to MUTCD Standards on the Santa Fe Southern Railroad Line between the intersection of Cerrillos and St Francis and Lamy Station	NMDOT Transit/ Rail	\$70,000 \$64,848 (Federal) \$5,152 (State) [FFY 2015]	PROJECT COMPLETE
TS00080 TS00081 TS00082 TS00083	Santa Fe Trails: FTA Section 5339 Funding Funding for Capital Projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus related facilities. Specific Projects to be identified.	Santa Fe Trails	\$187,500 [each year] \$150,000 (Federal)[each year] \$37,500 (City)[each year] [FFY 2014, 2015, 2016, 2017]	FFY 2013 and 2014 funds combined into one agreement with NMDOT for Phase 2 of transit passenger shelter project. Estimated completion: October 2015. (Note: FFY 2015 funds have not yet been awarded by NMDOT)
NON MOTORIZED PROJECTS				
S100040	Santa Fe Rail Trail Construct Multi-use Trail and Trail Facilities from Spur Trail (MP 11.5) to Avenida Vista Grande (MP 6.5)	Santa Fe County	\$1,063,934 \$390,269 (Federal) \$130,089 (County)[FFY 2013] \$407,681 (Federal) \$135,894 (County)[FFY2014]	Unobligated FFY2013 Funds reprogrammed to FFY2014. CONSTRUCTION STARTED SEPTEMBER 2014. EXPECTED COMPLETION BY JULY 2015
W500030	City of Santa Fe Safe Routes to School Pedestrian enhancements including sidewalk, crossing and traffic calming improvements of selected streets around K-8 schools in the City of Santa Fe	City of Santa Fe	\$600,000 100% Federal Funded [FFY 2013]	CONSTRUCTION COMPLETE – FINALIZING CLOSEOUT
S100041	Santa Fe Rail Trail Retaining Wall Construction Construction of a Retaining Wall and Slope Stabilization along the eastside of the Santa Fe Rail Trail in the vicinity of the I-25 Overpass	City of Santa Fe	\$220,000 \$165,000 (Federal) \$55,000 (City) [FFY 2013]	CONSTRUCTION COMPLETE – FINALIZING CLOSEOUT
S100280	Santa Fe River Trail – Connections and Improvements Multi-use Trail connections, crosswalks and trail widening, from Camino de Chelly to Defourin St.	City of Santa Fe	\$300,000 \$250,000 (Federal) \$50,000 (City) [FFY 2015]	Public Input Meeting Held May 1, 2014 90% Design Meeting held June 19, 2014 PS&E HELD OCT 14. AWAITING COOP AGREEMENT APPROVAL FROM NMDOT Construction Schedule TBD
S100281	Santa Fe River Trail/E. Alameda St Pedestrian Improvements Design and construction of pedestrian improvements including new sidewalk, retaining structures and handrail along East Alameda Steet and the Santa Fe River.	City of Santa Fe	\$455,000 \$59,808 (Federal) \$10,192 (City) [FFY 2014] \$328,944 (Federal) \$56,056 (City) [FFY2015]	Design funded in FFY2014 Construction Funded in FFY2015 DESIGN COMPLETED AWAITING COOP AGREEMENT APPROVAL FROM NMDOT FOR CONSTRUCTION Construction Schedule TBD
S100282	Santa Fe Rail Trail – Segment 4 Construction of a natural surface Multi-use Trail parallel to the Santa Fe Southern Railroad from Avenida Vista Grande to Avenida Eldorado	Santa Fe County	\$471,213 \$96,798 (Federal) \$374,415 (County) [FFY 2015]	Public Input Meeting held 04/01/14 AWAITING COOP AGREEMENT APPROVAL FROM NMDOT Construction Schedule TBD

Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

Control Number	Project Title/ Description	Lead Agency	Project Cost/Funding	Status
S100283	Gonzales Community School Bike and Pedestrian Safety Improvements & Bike Rack Purchase Construction of a Multi-Use Trail from Camino de las Crucitas into the Gonzales Community School and Purchase of Bike Racks to be placed at some elementary/middle/community schools	Santa Fe Public Schools	\$173,242 100% Federal Funded [FFY 2015]	Public Input Meeting held 04/01/14 PS&E HELD Aug 21, 2014. FUNDING OBLIGATED AUG 2015 AWAITING NOTICE TO PROCEED Construction Schedule TBD
S100390	Acequia Trail/Railyard Crossing Construction Construct a Multi-use Path Grade Separated Crossing (Underpass) of St Francis Drive (US 84/285)	City of Santa FE	\$3,820,000 \$3,263,808 (Federal) \$556,192 (City) [FFY 2015]	DESIGN COMPLETE, PS&E Scheduled for Aug 20, 2015 Construction Schedule: TBD
S100410	El Camino Real Buckman Road Retracement Project (NM FLAP TRAIL 77000(1)) Design and Construction;; Segment 1 - 5ft natural surface recreational trail from USFS Headquarters Trail to USFS Dead Dog Trail (9.6 miles). Segment 2 - 10ft Multi Use Trail from Santa Fe River Greenway Trail to USFS Headquarters Trail (4.7 miles).	Santa Fe County	\$3,311,095 \$2,829,000 (Federal) \$482,096 (County/City) [FFY2015, FFY2016, FFY2017]	PROJECT AGREEMENT AND SCOPE OF WORK FINALIZED. Design Phase underway June 2015

FFY2016-2021 Transportation Improvement Program Summary

PROPOSED AMENDMENT

ROADWAY PROJECTS

Page	STIP CN	Project	PROGRAMMED FUNDS					INFORMATIONAL YEARS	
			FFY2016	FFY2017	FFY2018	FFY2019	4yr Total	FFY2020	FFY2021
1	S100121	NE Connector (I-25 Frontage Rd) from Richards to St Francis Dr	\$ 419,000	\$ -	\$ 3,232,644	\$ -	\$3,651,644	\$ -	\$ -
2	S100122	SE Connector from NE Connector to Richards Ave	\$ 985,000	\$ -	\$ 5,790,000	\$ -	\$6,775,000	\$ -	\$ -
3	S100230	NM14 ADA Feasibility Study and ROW Acquisition. MM53 to MM56	\$ -	\$ -	\$ 250,000	\$ 1,000,000	\$1,250,000	\$ -	\$ -
4	S100250	Interstate Pavement Preservation	FUNDING MOVED FROM FFY2019				\$0	\$ 6,000,000	\$ 4,000,000
5	S100340	NM466 (St Michaels Dr) Pedestrian ADA Improvements	\$ 232,629	\$ -	\$ -	\$ -	\$232,629	\$ -	\$ -
6	S100350	Guadalupe Street Bridge (#6487) Off Ramp Rehabilitation	\$ -	\$ 1,500,000	\$ -	\$ -	\$1,500,000	\$ -	\$ -
7	S100370	Agua Fria St/Cottonwood Drive Intersection Safety	\$ 50,000	\$ 1,000,000	\$ -	\$ -	\$1,050,000	\$ -	\$ -
8	S100420	FR-20989 Arroyo Hondo Bridge Preventative	\$ -	\$ 312,000	\$ -	\$ -	\$312,000	\$ -	\$ -
9	S100430	NM599/US84-285 Ramp Modification	\$ -	\$ 395,819	\$ -	\$ -	\$395,819	\$ -	\$ -
10	S100440	St Francis Dr/St Michaels Dr Interchange Improvements	\$ 250,000	\$ -	\$ -	\$ 500,000	\$750,000	\$ -	\$ 5,500,000
11	S100450	Bridge Preventative Maintenance (US 84/285 and NM502) \$810,000 in MPO	\$ 2,209,300	NEW PROJECT TO BE ADDED			\$2,209,300	\$ -	\$ -
12	L500219	Defouri Street & Guadalupe Street Bridges Project	\$ 1,259,543	NEW PROJECT TO BE ADDED			\$1,259,543	\$ -	\$ -
		TOTALS	\$ 5,405,472	\$ 3,207,819	\$ 9,272,644	\$ 1,500,000	\$19,385,935	\$ 6,000,000	\$ 9,500,000

TRANSIT & RAIL PROJECTS

Page	STIP CN	Project	PROGRAMMED FUNDS					INFORMATIONAL YEARS	
			FFY2016	FFY2017	FFY2018	FFY2019	4yr Total	FFY2020	FFY2021
13-18	TS00024 - TS00029	Santa Fe Trails: FTA Ridefinders Funding	\$ 84,004	\$ 84,004	\$ 84,004	\$ 84,004	\$ 336,016	\$ 84,004	\$ 84,004
19-24	TS00082 - TS00087	Santa Fe Trails: FTA Section 5339 Bus and Facilities	\$ 203,500	\$ 203,500	\$ 203,500	\$ 203,500	\$ 814,000	\$ 203,500	\$ 203,500
25	TS00100	Santa Fe Trails: FTA Section 5307 & 5340	\$ 7,982,361	\$ 7,982,361	\$ 7,982,361	\$ 7,982,361	\$ 31,929,444	\$ 7,982,361	\$ 7,982,361
26	TS00110	Downtown Transit Center Sheridan Ave Improvements	\$ 2,340,824	\$ -	\$ -	\$ -	\$ 2,340,824	\$ -	\$ -
		TOTALS	\$ 10,610,689	\$ 8,269,865	\$ 8,269,865	\$ 8,269,865	\$ 35,420,284	\$ 8,269,865	\$ 8,269,865

NON MOTORIZED PROJECTS

Page	STIP CN	Project	PROGRAMMED FUNDS					INFORMATIONAL YEARS	
			FFY2016	FFY2017	FFY2018	FFY2019	4yr Total	FFY2020	FFY2021
27	S100410	El Camino Real Buckman Road Retracement Project	\$ 3,686,000	\$ -	\$ -	\$ -	\$ 3,686,000	\$ -	\$ -
		TOTALS	\$ 3,686,000	\$ -	\$ -	\$ -	\$ 3,686,000	\$ -	\$ -

Exhibit "2"

NOTICE OF PUBLIC COMMENT PERIOD
on DRAFT AMENDMENT TO THE FFY2016-2021 Transportation Improvement
Program
Public Comment Period 07/22/15 – 08/05/15

The proposed Amendment includes the following changes:

Federal Fiscal Year 2016

New Project to be Added

**CN:S100450 – Bridge Preventative Maintenance (US 84/285 and NM502) \$810,000 in MPO
Federal Funds = \$1,887,626; State Match = \$321,674; Project Total = \$2,209,300**

New Project to be Added

**CN:L500219 – Defouri Street & Guadalupe Street Bridges Project
State MAP Funds = \$80,000; City Match = \$26,667; City Non Match = \$1,152,876; Project
Total = \$1,259,543**

Federal Fiscal Year 2020 & 2021

Proposed change in Funding years (total funding unchanged)

CN:S100250 – Interstate Pavement Maintenance

\$6,000,000 moved from FFY2019 to FFY2020

Federal Funds = \$5,126,400; State Match = \$873,600

\$4,000,000 moved from FFY2019 to FFY2021

Federal Funds = \$3,417,600; State Match = \$582,400

Project Total = \$10,000,000

The Public Comment Period runs from **July 22, 2015 through August 5, 2015**. The MPO Technical Coordinating Committee will review submitted public comment and make a recommendation on the proposed amendment at their next meeting on August 10 and the MPO Transportation Policy Board will hold a Public Hearing on the proposed amendment at their meeting on August 13, 2015

The Santa Fe MPO's public participation process satisfies the public participation process for the Santa Fe Trails' Program of Projects.

For more information, if you have questions, or wish to submit written comment, please contact:

Keith Wilson, MPO Senior Planner

kpwilson@santafenm.gov or 505-955-6706

Written comments can also be mailed to:

Keith Wilson, MPO Senior Planner

P.O. Box 909

Santa Fe, NM87504-0909

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

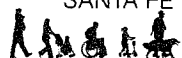


Exhibit "3"



SANTA FE METROPOLITAN PLANNING ORGANIZATION

DESIGN OFFICE . AOS ARCHITECTS



SANTA FE METROPOLITAN **PEDESTRIAN MASTER PLAN**

DRAFT : July 2015

PEDESTRIAN MASTER PLAN OVERVIEW

chapter 1

INTRODUCTION

PROJECT BACKGROUND

NATIONAL TRENDS

SANTA FE TODAY

PURPOSE

VISION / GOALS

chapter 2

PLAN DEVELOPMENT

PLAN DEVELOPMENT PROCESS

EXISTING CONDITIONS

COMMUNITY INPUT

PEDESTRIAN ANALYSIS

chapter 3

PLAN RECOMMENDATIONS

chapter 4

PEDESTRIAN POLICIES

chapter 5

DESIGN TOOLBOX

chapter 6

IMPLEMENTATION



PEDESTRIAN MASTER PLAN PROJECT SCORING FACTORS

SAFETY How will the proposed project increase safety for all users? Does it alleviate a known issue?

- 4 Will resolve major identified safety issue (4+ crashes)
- 3 Will resolve a documented safety issue (1-3 crashes)
- 2 Will resolve an identified safety issue (3+ public comments)
- 1 Will resolve an undocumented safety issue (2 or fewer public comments)

SAFETY How will the proposed project increase safety along or across an existing roadway?

- 4 Will address a safety issue along or crossing a higher speed (40-45 mph) / high volume roadway (15,000 - 40,000 ADT)
- 3 Will address a safety issue along or crossing a medium speed (25-40 mph) / high volume roadway (15,000 - 40,000 ADT)
- 2 Will address a safety issue along or crossing a medium speed (25-40 mph) / medium volume roadway (5,000 - 15,000 ADT)
- 1 Will address a safety issue along or crossing a low speed (<25 mph) / medium volume roadway (5,000 - 15,000 ADT)
- 0 Will address a safety issue along or crossing a low speed (<25 mph) / low volume roadway (less than 5,000 ADT)






CONNECTIVITY How well will the proposed project improve the connectivity of the pedestrian network?

- | | Sidewalk Connection | Crossing / Intersection |
|---|---|---|
| 4 | Fills a major gap or creates a more convenient connection (missing connection along a collector roadway or higher classification) | Creates a new crossing at a major roadway |
| 3 | Creates a new connection or fills a minor gap (missing connection along a neighborhood / residential street) | Creates a new crossing at a minor roadway |
| 2 | Upgrades an existing sidewalk / path or introduces sidewalk to a new residential area (maintenance improvement, widens sidewalk, restripes crossing, etc) | Upgrades an existing crossing (restriping, new pedestrian activated signal, etc.) |
| 1 | Will have minimal impact on network connectivity | Has minimal impact on network connectivity |

DEMAND How will the proposed project increase access in a pedestrian use area? *

- 4 Will improve access within an area of high pedestrian use
- 3 Will improve access within an area of medium pedestrian use
- 2 Will improve access within an area of low pedestrian use
- 1 Will minimally change or improve pedestrian access

IMPROVEMENT NEED Does the proposed project fall within a designated Area of Critical Concern?

- 5 Falls within a designated Area of Critical Concern 
- 4 Has composite score of 4000 - 4480 (High) 
- 3 Has composite score of 3500 - 4000 (Medium High) 
- 2 Has composite score of 3000 - 3500 (Medium) 
- 1 Has composite score of < 3000 (Low) 

FEASIBILITY Is the project in an area that can easily be developed by the City / County / State?

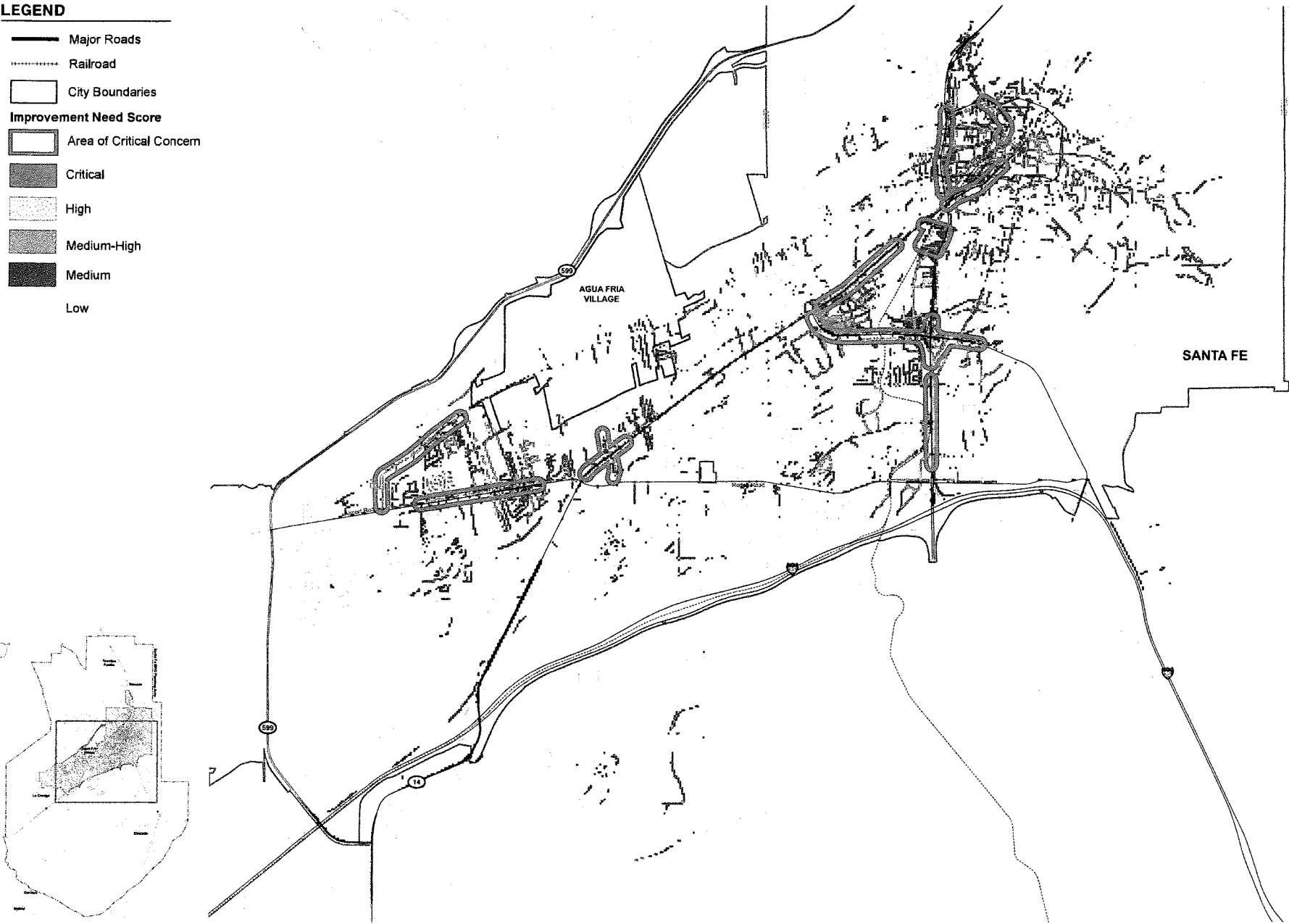
- 4 Land is owned by the City / County / State / publicly owned or within the Right-of-Way
- 3 Land has jurisdictional conditions (i.e. County land within FEMA flood plain or Federal Funding is used)
- 2 Land is privately owned
- 1 Land is privately owned and has jurisdictional conditions



PEDESTRIAN MASTER PLAN HEAT MAP

LEGEND

- Major Roads
- Railroad
- City Boundaries
- Improvement Need Score
 - Area of Critical Concern
 - Critical
 - High
 - Medium-High
 - Medium
 - Low



PEDESTRIAN MASTER PLAN AREAS OF CRITICAL CONCERN

AREAS OF CRITICAL CONCERN		RATING SCORES ²							PROPOSED STUDY AREA	
LOCATION	# LOCATIONS ¹	SAFETY Crashes	Road Type	NETWORK Segment / Crossing	DEMAND	ACC ³	FEASIBILITY	SCORE (Average)	LOCATION	DISTANCE
South Capitol Complex	10	3.6	2.6	3.0	3.0	5.0	4.0	21.2	South Capitol Complex	1/4 sq. mi.
Mid-Cerrillos Corridor (Llano St. - Baca St.)	4	3.0	3.0	3.5	2.3	5.0	4.0	20.8	Mid-Cerrillos Corridor (Llano St. - Baca St.)	1.00 mi.
St. Francis / Guadalupe Neighborhood (Cerrillos Rd. - Paseo de Peralta / Crucitas)	5	3.4	3.6	2.4	2.4	5.0	4.0	20.8	St. Francis / Guadalupe Neighborhood (Cerrillos Rd. - Paseo de Peralta / Crucitas)	1.00 mi.
St. Michaels Drive Corridor (Cerrillos Rd. - Hospital Dr.)	11	3.1	3.9	2.4	2.5	5.0	4.0	20.8	St. Michaels Drive Corridor (Cerrillos Rd. - Old Pecos Trail)	1.75 mi.
Lower Cerrillos Corridor (Zafarano Dr.: Rodeo - San Ignacio Rd.) (Cerrillos Rd.: Rodeo - Vegas Verde Dr.)	2	3.0	3.5	2.5	2.5	5.0	4.0	20.5	Lower Cerrillos Corridor (Zafarano Dr.: Rodeo - San Ignacio Rd.) (Cerrillos Rd.: Rodeo - Vegas Verde Dr.)	0.50 mi. 0.60 mi.
South St. Francis Corridor (Rodeo Rd. - Siringo Rd.)	6	2.7	3.3	3.3	2.0	5.0	4.0	20.3	South St. Francis Corridor (Rodeo Rd. - Siringo Rd.)	0.75 mi.
Upper Cerrillos Corridor (St. Francis Dr. - West Manhattan Dr.)	7	2.4	3.0	2.4	2.7	5.0	4.0	19.6	Upper Cerrillos Corridor (St. Francis Dr. - West Manhattan Dr.)	0.65 mi.
North Guadalupe Corridor (West Alameda St. - Paseo de Peralta)	5	3.4	2.4	2.0	3.0	5.0	3.8	19.6	North Guadalupe Corridor (West Alameda St. - Paseo de Peralta)	0.50 mi.
Airport Road Corridor (Calle Atajo - Paseo del Sol)	5	2.4	2.4	2.8	2.2	5.0	4.0	18.8	Airport Road Corridor (Calle Atajo - Paseo del Sol)	1.50 mi.
Lower Agua Fria Street Corridor (South Meadows Rd. - Airport Rd.)	5	2.0	1.8	2.6	2.0	5.0	4.0	17.4	Lower Agua Fria Street Corridor (South Meadows Rd. - Airport Rd.)	1.00 mi.

NOTES:

¹ Indicated improvement locations are based on analysis and public input.

² See rating scoring sheet for score criteria. Scores reflected on this spreadsheet are averages of individual improvement location scores.

³ All improvement locations on this spreadsheet are within Areas of Critical Concern.

Improvement locations and rating scores are subject to evaluation and will likely be adjusted when these areas are analyzed in greater depth.

*These areas do not represent a complete evaluation of the Santa Fe Metropolitan Planning Area. Additional areas may be considered as deemed necessary by the respective agency.

For budgeting purposes, a figure of \$35,000 - \$70,000 per 0.50 miles of project area can be used to conduct a more in-depth planning study and determine a precise list of improvements needed within the areas of critical concern.



PEDESTRIAN MASTER PLAN SCHOOL AREA IMPROVEMENTS

Ramirez Thomas School - Area Improvements

Ramirez Thomas has the highest number of students that live within the 1 mile walk zone who attend the school with 389 of 478 students, or 81% of students in the walk zone. Many of these students, however, do not walk to school because area roadways do not feel safe and there is a culture of parents driving their children to school.

Sidewalk and landscape buffer improvements along Ruffina Street, a busy connector roadway north of the school property, would help improve walkability. In addition, paving and adding sidewalks and safe crossings across Calle Po Ae Pi to the west of the school would help connect to residential areas south and west of the school.

Other School Area Improvements

Improvements to the pedestrian environment around schools should be studied on a site by site basis, looking both at internal circulation networks and access points as well as connections to sidewalk and trail networks. Multiple points of access from area neighborhoods should be provided to school grounds for students to increase options for walking, without affecting school safety.

Some improvements to area schools include the following:

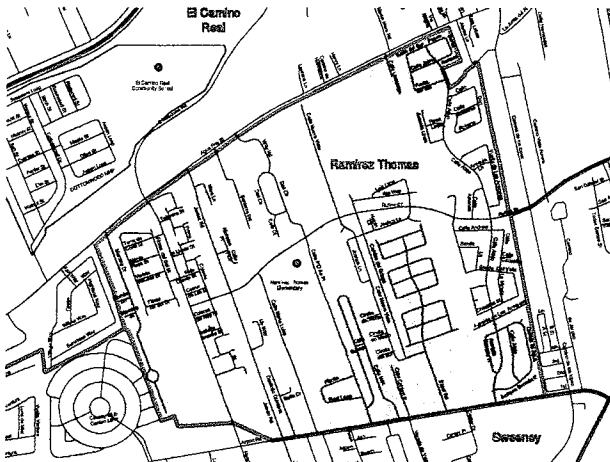
- crossing markings / striping
- intersection improvements
- sidewalks with landscape buffers and good pedestrian visibility
- pedestrian education programs geared toward school children
- enforcement of lower speeds in school zones

School Bus Stop Area Improvements

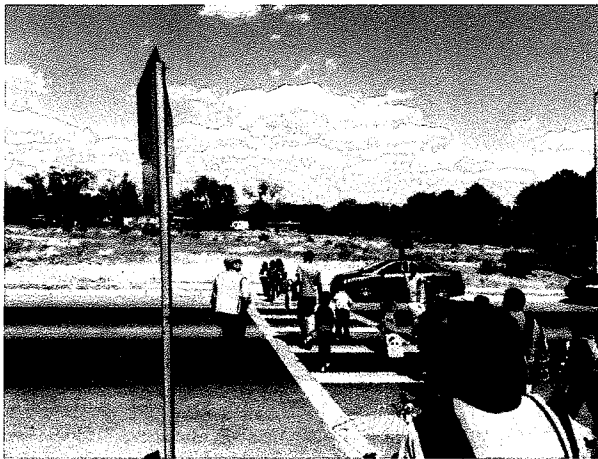
Students living outside the walk zone of their school and attending their designated school are served with school bus transportation from remote school bus stop areas. The locations of these stops are determined by the school district and oftentimes vary from year to year. Pedestrian connections to these stops should be present for the safety of the students.

An analysis of these remote school bus stops should be conducted that takes into consideration pedestrian safety issues, parent pick-up / drop-off configuration, and ridership numbers. A joint effort between the school district and the municipality of that jurisdiction would be beneficial to for the implementation of any site specific improvements.

Figure 3.16: Ramirez Thomas Elementary School - Ride Zones



Sweeney Elementary School - Crossing Guard at pick-up time



School Bus Stop locations should be safe for pedestrians



PEDESTRIAN MASTER PLAN RURAL IMPROVEMENT LOCATIONS

Richards Ave (Rodeo Rd - Chili Line)

Although Richards Avenue serves as a 'Principal Urban Arterial' roadway connecting Rodeo Road to the SF Community College, providing access to area public and private schools, and Rancho Viejo subdivisions, there are no sidewalks or parallel paths on either side of the road. Sidewalk connections and crossings at intersections and mid-block across Richards Avenue should be installed.

Santa Fe Community College Trail Connections

Trail connections between transit stops, residential areas, and area destinations are missing between the Santa Fe Community College / Rancho Viejo area and adjacent Eldorado and Arroyo Hondo areas.

Bishops Lodge Rd (Tesuque Village Rd - Murales Rd) Eldorado

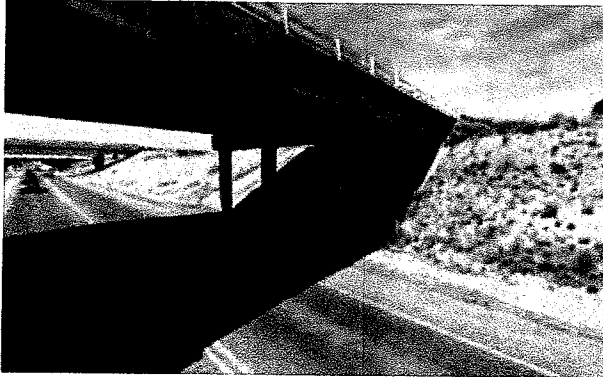
The stretch of rural roadway from Murales road by Ft. Marcy Park to Tesuque Village has unimproved shoulders of varying widths for pedestrians. While posted speed limits vary from 25 - 45 mph and some pedestrian signs have been installed, walking alongside this roadway is uncomfortable for pedestrians. With no clearly defined pedestrian zone, vehicles frequently use the shoulder area for additional parking and obstruct informal pedestrian paths.

This route is used before Easter by pilgrims walking to the Santuario de Chimayo.

A low density residential subdivision with a growing commercial center, Eldorado has trails that connect to area destinations but lacks a complete network. The following pedestrian issues have been identified:

- Agora Shopping Center / Avenida Vista Grande crossing improvements for visibility and safety trail / sidewalk connections
- Trail/sidepath along Caliente Road connecting Avenida Eldorado and Avenida Vista Grande
- Avenida Azul trail connections

Richards Avenue



Bishops Lodge Road



Eldorado - Avenida Vista Grande near Agora



PEDESTRIAN MASTER PLAN NEXT STEPS

Initiate planning studies in Areas of Critical Concern, educational programs, and policy recommendations

- Areas of Critical Concern (*Chapter 3*) need additional analysis and planning to assess project scope and costs for multi-modal transportation improvements. There are also specific locations of critical concern that have been rated and categorized, including in rural and school areas that need project development.
- A series of pedestrian-related policies have been recommended to facilitate the implementation of more walkable environments. (*Chapter 4*)
- Education and outreach programs will help communicate the benefits of walking, existing laws, and encourage walking. (*Chapter 4*)

Allocate resources to ensure the consistent application of standards that are pedestrian friendly and that reference best practices in pedestrian-oriented design

- The Design Toolbox (*Chapter 5*) represents some of the best practices for designing pedestrian friendly facilities

Form a pedestrian advocacy committee

- The plan recommends a committee be formed to provide input and guidance on pedestrian related issues. Without a focus on their specific issues, pedestrians are marginalized. Members should be comprised of residents both within and outside City limits representing a diverse cross-section of the community and include representation of accessibility challenged individuals.

Pursue additional funding to help finance the design and construction of sidewalk and pedestrian project improvements on a regular basis

- A clear funding strategy will help secure funding for prioritized improvements. Since funding is often competitive and limited, establishing a road map to implement projects and allowing for flexibility to implement in phases can help with securing funds.

Collect data, establish performance measures, and evaluate progress

- In order to generate a more comprehensive analysis of pedestrian improvement needs, additional data collection is needed. As the Pedestrian Master Plan is adopted and project improvements are made, progress should be tracked against established performance measures. Performance measures are also useful for evidence-based decision making and forecasting.



PEDESTRIAN MASTER PLAN PUBLIC COMMENTS (JULY 6 - AUGUST 6)



STAFF MEMORANDUM

Date: August 10, 2015
From: MPO Staff
To: Transportation Policy Board Members
Re: **August 13, 2015 Transportation Policy Board Meeting Agenda**

This memo provides information on each of the items contained on the agenda for the August 13, 2015 Transportation Policy Board Meeting.

B. PUBLIC HEARING:

1. Approval of an Amendment to the FFY2016-2021 Transportation Improvement Program

THIS IS AN ACTION ITEM

The amendment was recommended for approval by the Technical Coordinating Committee (TCC) at their meeting on August 10th. There was Public Review from July 22nd to August 5th. No comments were received.

Staff recommends approval of the TIP amendment.

The proposed Amendment includes the following changes:

Federal Fiscal Year 2016

New Project to be Added

CN:S100450 – Bridge Preventative Maintenance (US 84/285 and NM502) \$810,000 in MPO

Federal Funds = \$1,887,626; State Match = \$321,674; Project Total = \$2,209,300

New Project to be Added

CN:L500219 – Defouri Street & Guadalupe Street Bridges Project

State MAP Funds = \$80,000; City Match = \$26,667; City Non Match = \$1,152,876;

Project Total = \$1,259,543

Federal Fiscal Year 2020 & 2021

Proposed change in Funding years (total funding unchanged)

CN:S100250 – Interstate Pavement Maintenance

\$6,000,000 moved from FFY2019 to FFY2020

Federal Funds = \$5,126,400; State Match = \$873,600

\$4,000,000 moved from FFY2019 to FFY2021

Federal Funds = \$3,417,600; State Match = \$582,400

Project Total = \$10,000,000

More information on the TIP can be found on the MPO Website at the following link:

<http://santafempo.org/documents/tip/>

2. Approval of the Santa Fe Metropolitan Pedestrian Master Plan

THIS IS AN ACTION ITEM

The Pedestrian Master Plan (PMP) was reviewed by the Technical Coordinating Committee (TCC) and recommended for approval with an amendment at their meeting on August 10th. The amended Plan will be discussed at the meeting. The 30 day public comment period was from July 6 to August 6. Several comments were received. Copies will be available at the meeting. There were also two open houses for public comment on both the PMP and the Metropolitan Transportation Plan (MTP), one on August 4th at the Market Station Offices and another on August 6th at the Santa Fe Community College. A few written comments were received related to the MTP update. *Staff recommends approval of the recommended draft plan.*

C. MATTERS FROM THE MPO STAFF

1. Metropolitan Transportation Plan 2015-2040 Update

There will be a presentation of the draft plan and a report on the open houses for public comment held on August 4th and 6th. Upcoming dates related to the MTP update include:

- Aug 11th Public Input Open House – SFCC
- Aug 18th Public Review is closed
- Aug 19th-21st MPO Staff, with FHU assistance, drafts responses to public comments
- Aug. 24th MPO Staff reviews responses to public comments and if comments are addressed to the satisfaction of the TCC the TCC is asked to recommend approval to the TPB
- Aug. 27th TPB is invited to approve plan
- ALTERNATIVE: If TCC needs more time for review/discussion a special hearing discussion with TCC is scheduled for Sept. 7th, if a recommendation for approval is submitted a special meeting with the TPB commences on Sept. 10th.
- DEADLINE ALTERNATIVE: TCC approves on Sept. 21 and TPB approves on Sept. 24th

2. Transportation Improvement Program (TIP) Updates

MPO Staff will have the updated table available at the Policy Board meeting and will provide updates on each of the projects if requested.

**MINUTES OF THE
SANTA FE
MPO TRANSPORTATION POLICY BOARD
Market Station
June 25, 2015**

CALL TO ORDER

The Santa Fe MPO Transportation Policy Board was called to order by Chair Carmichael Dominguez, at approximately 4:45 p.m., on June 25 2015, at Market Station 500 Market Street, Suite 200, Santa Fe, New Mexico.

ROLL CALL

Members Present

Councilor Carmichael Dominguez, Chair
Commissioner Henry Roybal, Vice-Chair
Tamara Haas, DOT
Commissioner Liz Stephanics
Councilor Peter N. Ives, alternate for Mayor Gonzales

Members Excused

Commissioner Robert Anaya
Mayor Javier Gonzales
Councilor Patti J. Bushee
Governor Robert Mora, Tesuque Pueblo

Others Present

Mark Tibbetts, MPO Officer
Keith Wilson, MPO Planner
Erik Aune, MPO Planner
Elizabeth Martin for Melessia Helberg, Stenographer

At the time the meeting was called to order, there was not a quorum of the membership in attendance. The Chair said the Committee can receive reports, and he will move first to Item A, and then to Items D(1), D(2) and D(3), until there is a quorum. With the arrival of Councilor Ives there was a quorum of the membership for the conducting of official business, and following the completion of discussion under Item D(3), the Board completed the balance of the Agenda.