

# Santa Fe Metropolitan Planning Organization

*"Promoting Interconnected Transportation Options"*



## Santa Fe MPO Technical Coordinating Committee

**Monday March 24<sup>th</sup>, 2014, 1:30 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 3/18/14 TIME 8:23

PREPARED BY Keith Wilson

APPROVED BY [Signature]

- ◆ Call to Order
- ◆ Roll Call
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from February 24<sup>th</sup>, 2014.

#### 1. Communications from the Public

#### 2. Items for Discussion and Possible Action:

- a. Review and Recommendation on an Update to the Functional Classification of Roadways within the Santa Fe MPO Planning Area – *MPO Staff*
- b. Presentation on the Tribal/Local Public Agency Program Changes – *NMDOT Staff*
- c. Presentation on the Status of the NE/SE Connector Connectors Alignment and Corridor Study – *Santa Fe County Staff*
- d. Presentation on the Pedestrian Master Plan Phase I – *MPO Staff*
- e. Transportation Improvement Program (TIP) Project Updates – *MPO Staff*
- f. Update on the Highway Safety Improvement Program – *MPO Staff*

#### 3 Matters from the MPO Staff

#### 4. Matters from TCC Members

#### 5. Adjourn - Next TCC Meeting: Monday April 21<sup>st</sup>, 2014

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SFMPO-TCC MEETING  
March 24, 2014

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**MINUTES OF THE  
SANTA FÉ MPO  
TECHNICAL COORDINATING COMMITTEE  
February 24, 2014**

**CALL TO ORDER**

A regular meeting of the Santa Fé MPO Technical Coordinating Committee was called to order on the above date by Mr. Mark Tibbetts in the absence of Chair John Romero at approximately 1:30 p.m. in the Large Conference Room, 500 Market Station, Suite 200, Santa Fé, New Mexico.

**ROLL CALL**

Roll call indicated the presence of a quorum as follows:

**MEMBERS PRESENT:**

Tamara Baer, City of Santa Fé  
Joseph Gutierrez, City of Santa Fé  
Richard MacPherson, City of Santa Fé  
Sandra Maes, Tesuque Pueblo  
Vicky Lucero for Penny Ellis-Green, Santa Fé County  
Eric Martínez, City of Santa Fé  
Dave Quintana, District 5  
Ken Smithson, Santa Fé Trails

**MEMBERS ABSENT:**

John Romero, City of Santa Fé Chair [excused]  
Anthony Mortillaro, NCRD [excused]  
Robert Griego, Santa Fé County  
Adam Leigland, Santa Fé County

**STAFF PRESENT:**

Keith Wilson, Senior MPO Planner  
Mark Tibbetts, MPO Officer  
Erick Aune, MPO Transportation Planner

**OTHERS PRESENT:**

Carl Boaz, Stenographer  
Carlos Ruiz  
Colleen Baker, Santa Fé County  
Rosa Kozub, DOT Bicycle Liaison  
Yolanda  
Claudia Horn, Design Office

## APPROVAL OF AGENDA

Mr. Tibbetts had a few changes. He noted that the Presentation on the Tribal/Local Public Agency Program Changes needed to be postponed to the April meeting because the presenter had a family emergency. He also asked to move the presentation on the NE/SE Connector by Santa Fé County to the front of action items.

**Mr. Smithson moved to approve the agenda as amended. Ms. Baer seconded the motion and it passed by unanimous voice vote.**

## APPROVAL OF MINUTES - February 24, 2014

Mr. Smithson requested the following changes to the minutes:

On page 4, first sentence, it should read, "Mr. Smithson reported that Santa Fé Trails would resume operations at the Santa Fé Mall. On the second line, it should say, "Ms. Baer asked if they were discontinuing negotiations with the property owners at the Camino Entrada site."

Mr. Wilson noted that Rosa Kozub's name was misspelled.

Mr. Quintana asked for a change on page 3 where Jaguar Drive should be Jaguar/NM599 Interchange.

**Mr. Smithson moved to approve the minutes of February 24, 2014 as amended. Mr. Quintana seconded the motion and it passed by unanimous voice vote.**

### 1. COMMUNICATIONS FROM THE PUBLIC

There were no communications from the public.

### 2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

#### **c. Presentation on the Status of the NE/SE Connector Connectors Alignment and Corridor Study – *Santa Fe County Staff***

Mr. Carlos Ruiz was invited to make the presentation using a Power Point Presentation. The NE/SE connectors were identified as proposed primary roads within the Community College District Ordinance 2000-2 and appears in the MTP in 2005 and again in 2012. He showed them on the map of the area.

In February when this project was contracted, the alignment had four phases. Phase A alternatives and Phase B alternatives were shown. Going south the SFCC, Heights and Oshara Village were identified. The purpose was to relieve Richards Avenue traffic.

In Phase B, Mr. Ruiz said they worked on a matrix for ROW, geometry of potential alignment, time to travel estimates, etc. They moved those into Phase B and selected those alternatives and then would look at cross sections of arroyo crossings and try to estimate the costs in selecting one. For the NE connector, the selection was already made. Their focus was on Rabbit Road and Dinosaur Trail. They were now doing topographical mapping detail and environmental survey and geo-technical evaluation.

Phase C was the environmental assessment (EA) once the alternatives were studied and after findings of ruins, cultural artifacts, etc.

Chuck said they just finished Phase A in February. The report was submitted and distributed to the selection committee for review and comments and would be included in the report. Phase B was anticipated by mid-July and Phase C at the end of December, 2014.

The estimated design and ROW section would be done around January 2015; construction in February 2016 going out for bids and start of construction in April, 2016 for 8-10 months, depending on design.

Upon the NE connector, EA clearance and DOT would move on with improvements on Rabbit road to St. Francis intersection.

Funding for design was anticipated in October 2017 for the NE Connector and construction around October 2018. Mr. Quintana agreed.

The Committee briefly discussed the presentation.

**a. Review and Recommendation on an Update to the Functional Classification of Roadways within the Santa Fe MPO Planning Area – MPO Staff**

Mr. Wilson noted this had been on the TCC agenda for the last six months and gave a quick recap. It was a statewide issue but the State gives MPOs discretion to make recommendations to them on functional classifications. It started back in November and on January 16 the City and DOT met and then met with the County separately. Then proposed changes were developed on the 27<sup>th</sup> where they had identified the county and city responsibilities and comments from DOT.

The Update had been out for public review since March 10 with a public meeting on March 18<sup>th</sup>. Tesuque Pueblo submitted comments on Friday. The issue seemed to be based on Tesuque funding rather than a particular roadway.

He updated the Tesuque corrected boundary into the mapping for this project and future mapping.

Ms. Maes said Tesuque did it as a public document for the record so everyone would be correct on the boundaries from anyone.

Mr. Wilson asked if anyone wanted further details. He was looking for a recommendation for the TPB. Staff would follow the recommendations. The State could make changes to the update. He would document

any of those changes for the Committee.

Probably most significant change was west Alameda which was a principal roadway but didn't meet the criteria so it was changed to a minor arterial. Another was Old Pecos Trail as a minor arterial. NM 14 was a major rural collector and one of three routes between Albuquerque and Santa Fé. He explained that the previous categories had minor and major collectors. The roadway system expansion made it required for major or minor.

The criteria allowed inclusion of those roadways that were programmed but not yet built. Jaguar Road was weeks from construction and would be complete before this was finalized so Herrera Drive and Jaguar Drive would be included.

It had a September-October time frame to complete and submit and the State had 90 days to approve it.

Ms. Baer asked about Beckner Road.

Mr. Wilson said as it was now it was not completed and could not be identified as a connector. It could be added when fully constructed in the amendment process.

Ms. Baer noticed the map showed Mutt Nelson as connected to NM599.

Mr. Wilson said it just appeared that way since it was very close.

Mr. Martínez said he submitted other comments to Mr. Wilson after the group meeting and there were many where we could go either way. He wanted to get feedback on South Meadows which right now was classified as a minor arterial up to Airport Road and beyond that as a major collector. He was thinking with it connected all the way to 599 to make all of it a collector.

Mr. Wilson agreed they could make that recommendation to DOT as a possibility.

Mr. Martínez said the second one was San Francisco from Paseo de Peralta to Guadalupe which was now an urban collector. It was more of a local road function now and kind of a residential area.

Ms. Baer had no comment on that but on the first recommendation she said there was lots more traffic on South Meadows. The apartment complex was on hold.

Mr. Martínez didn't see asking for federal funds for improvement in the future.

Mr. Wilson said they met the threshold for volume now. But if the Committee wanted to downgrade it to local, he could add that.

Mr. Wilson added that they downgraded Sandoval to local.

Ms. Baer asked what the difference was with federal funding.

Mr. Wilson explained that a minor urban collector was eligible but local classification was not. The other option was HSIP.

Mr. Martínez said as an option that would be fine too.

Mr. Wilson said that would be the recommendation.

**Mr. Martínez moved to recommend the classification with the change of South Meadows to Jaguar as a minor arterial and designating San Francisco as local from Guadalupe to Sandoval. Ms. Baer seconded the motion and it passed by unanimous voice vote.**

**b. Presentation on the Tribal/Local Public Agency Program Changes – NMDOT Staff**

This item was postponed to the April meeting under Approval of Agenda.

**d. Presentation on the Pedestrian Master Plan Phase I – MPO Staff**

Mr. Tibbetts explained that part of the MTP was updated every five years. In 2008 the MPO called out the Bicycle Master Plan, the Pedestrian Master Plan and the Public Transit Master Plan. It seemed appropriate to expand and separate them out as well as getting direction from national.

We contracted with Design Office with Claudia Horn as principal on the Pedestrian Master Plan Phase 1. This started back in September-October 2013.

Ms. Horn said it really got started in July with data collection. They looked at the planning area for pedestrian use. A starting point for the MPO was to narrow it down - schools as well as transit as a starting point where pedestrians would be. There was a quarter mile buffer with these areas. The transit included the Rail Runner, Santa Fé Trails, Santa Fé Pick Up, Park and Ride buses and RTD buses. The area was 29 square miles as compared with 52 for the city boundaries.

To understand it on the ground they did a full study on sidewalks and urban trails. There were 1,597.5 on both sides, 4018.8 with sidewalks on one side. 116.5 with no sidewalks. There were 21 miles of major urban trails and 264 sidewalk gaps with an average gap of 200 feet.

They were taking public input in a series of 8 public meetings all across the city including Eldorado. They got 878 survey responses. The big take away was that compared to the city general population most of the respondents were predominantly 45-70 years old and predominantly women respondents. In summary there were 1,005 total comments. They tried to summarize locations of problem areas. The three categories were located with dots on the map for site specific issues and lines were runs where people just said Alameda, etc. They also had areas like Rancho Viejo, Tierra Contenta and Agua Fria with broad issues. 54% of the comments had to do with lack of connectivity and 44% with safety concerns. The rest were general maintenance and transit connections. The top 20 locations were not surprising - along St.

Francis Drive, near Cerrillos Roads at major employment centers and where there was density of traffic. That was definitely a hub to look at - St. Michael's Drive and the Rail Trail also.

Ms. Baer asked if she would end up with recommendations on sidewalks, etc.

Ms. Horn agreed. And they would model it on the Bicycle Master Plan which was very successful as a useable document. Staff has done a great job to get it integrated and funding allocated. So it would be similar to the Bike MP.

Mr. Tibbetts added that a street could be called a complete street but not as a pedestrian friendly environment. Because it might not be conducive for walkability such as right next to speeding cars. Having criteria helped prioritize for federal funding. Surface transportation included more than roadways and also trails - multi-modal. Interstates were usually the highest.

In terms of the MTP it was the guideline for distributing effectively transportation improvement projects. So if it would be a high benefit to the community it had a better chance of funding. They were trying to get to that point. Most would go to roadways but there was still a great need for other modes.

Ms. Baer asked if it would coordinate with Safe Routes To Schools. Ms. Horn agreed.

Mr. Martínez asked about the timeline.

Mr. Tibbetts said they planned for phase 2 by the end of the year because they wanted to fine-tune for the last six months to get the MTP in order. The MTP had performance measures in it still being developed and he expected them to roll out this year. They had already started on it.

The transit plan was close to getting under contract and they would probably have an update on that at the next meeting.

#### **e Transportation Improvement Program (TIP) Project Updates – MPO Staff**

Mr. Wilson said he didn't print out the list this time. He shared one on the projector screen. There was not much change since last month. He commented briefly on the list.

Mr. Martínez said the ROW mapping was in process right now and was to be done before appraisals and acquisition. He broke the form down into half of FY 13 at \$13.5 million and \$750,000 authorized for design. The remaining part would have a separate control number. He thought it would be best to look at those now and not get caught up short.

Mr. Martínez said City Council approved the designs for Guadalupe and Defouri bridges and they were moving forward.

Mr. Wilson said Safe Routes got \$100,000 more funding.



Mr. Martínez said they finally got the executed amendment and the notice to proceed with construction in the next couple of weeks.

Mr. Wilson said the retaining wall for the Rail Trail was scheduled for April completion.

Rail Trail Segment 4 would have a public meeting on April 1.

**f. Update on the Highway Safety Improvement Program – MPO Staff**

Mr. Wilson said in February they got new guidance on the HSIP going from an annual call for projects to a rolling call for projects. The next meeting was scheduled for May 2 and DOT wants applications by mid-April. Any local government must go through the MPO. He listed two received. He would touch base to see if they wanted that deadline. The next deadline would be August 1. He wanted to develop guidelines for the proposed projects to be reviewed by TCC.

Ms. Maes said she talked with the Tribal Council regarding the frontage road and might have something from them submitted.

Mr. Wilson said that proposal could go directly. The federal funds for that would mostly already be allocated. There might not be time for meeting the deadline this year. He asked those planning to submit to talk with him first.

**3. Matters from MPO Staff**

Mr. Tibbetts said they had lots of contracts in process and expected to have two contracts for Public Transit and Pedestrian Phase 2 and also hoping to have the MTP contract for update of the Public Participation Plan. He was also looking at traffic demonstration and model for the traffic count program and social media/outreach assistance. They were criticized in the last review on the Public Participation Plan and now we have the updated public participation plan. They were also looking at coordination of Bike to Work Week in a committee. Dan Burton was the national expert.

Mr. Aune was reviewing the Public Transit proposals and one proposal scored well. It was going to the City Finance Committee next month and would start in early May for just under a year.


**4. Matters from TCC Members**

There were no matters from TCC members.

**5. Adjournment – Next Meeting: April 21, 2014**

The meeting was adjourned at 2:50 p.m.

Approved by:

  
\_\_\_\_\_  
John Romero, Chair

Submitted by:

  
\_\_\_\_\_  
Carl Boaz for Carl G. Boaz, Inc