



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Technical Coordinating Committee

Monday March 23, 2015, 1:30 P.M.

City of Santa Fe Offices @ Market Station
500 Market Street, Suite 200, Santa Fe, NM
(Map: <http://tinyurl.com/l6keieq>)

AGENDA

CITY CLERK'S OFFICE

DATE 3/16/15 TIME 2:15pm

REVIEWED BY Mark Tibbetts

PREPARED BY Alicia Hartig

- ◆ Call to Order
- ◆ Roll Call
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from February 26, 2015

1. Communications from the Public

2. Items for Discussion and Possible Action:

- a. Request to change scheduled date of April TCC meeting from 04/20 to 04/27
- b. Review and Release for Public Review of the Draft Public Transit Master Plan– *MPO Staff*
- c. Review and Release for Public Review of the Draft Pedestrian Master Plan – *MPO Staff*
- d. National Historic Trails Presentation – *Steve Burns, NPS* (Has not yet confirmed)
- e. Metropolitan Transportation Plan 2015-2040 Update
- f. Transportation Improvement Program Updates – *MPO Staff*

3 Matters from the MPO Staff

4. Matters from TCC Members

5. Adjourn - Next TCC Meeting: Monday April 20, 2015

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SFMPO-TCC MEETING
March 23, 2015**

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APPROVAL OF MINUTES February 26, 2015	Approved as presented	2
1. COMMUNICATIONS FROM THE PUBLIC	None	2
2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION		
a. Meeting change to April 27, 2015	Approved	2
b. Draft Public Transit Master Plan Public Review	Deleted	2
c. Draft Pedestrian Master Plan Public Review	Discussion/ Held for more study	2-8
d. National Historic Trails Presentation	Not Considered	8
e. 2015-2040 MTP Update	Discussion	8-10
f. TIP Updates	Discussion	10
3. MATTERS FROM MPO STAFF	Discussion	10
4. MATTERS FROM TCC MEMBERS	None	10
5. ADJOURNMENT - Next Meeting: April 27, 2015	Adjourned at 3:31 p.m.	10

**MINUTES OF THE
SANTA FÉ MPO
TECHNICAL COORDINATING COMMITTEE
March 23, 2015**

CALL TO ORDER

A regular meeting of the Santa Fé MPO Technical Coordinating Committee was called to order on the above date by John Romero, Chair, 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:

John Romero, Chair, City of Santa Fé
Erik Aaboe, Santa Fé County
Tamara Baer, City of Santa Fé
Desirae Luján, City of Santa Fe
Richard MacPherson, City of Santa Fé
Anthony Mortillaro, NCRTD
Dave Quintana, NMDOT
Ken Smithson, Santa Fé Trails

MEMBERS ABSENT:

Vicki Lucero, Santa Fé County
Maria Lohmann, Santa Fé County
Adam Leigland, Santa Fé County
Sandra Maes, Tesuque Pueblo

STAFF PRESENT:

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

OTHERS PRESENT:

Carl Boaz, Stenographer
Jason Coffey, Urban and Regional Planner, NMDOT

APPROVAL OF AGENDA

Mr. Tibbetts asked the Committee to take the Transit Plan off the agenda.

Mr. Aaboe moved to approve the agenda as amended. Mr. Mortillaro seconded the motion and it passed by unanimous voice vote.

APPROVAL OF MEETING MINUTES FROM February 23, 2015

Mr. Smithson moved to approve the minutes from February 23, 2015 as presented. Mr. MacPherson 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:

a. Request to change scheduled date of April TCC meeting from 04/20 to 04/27

Mr. Tibbetts noted the TPB had approved the annual schedule and they opened the door for a change because they had to change their meeting to April 30 to allow time for public review for these maps. And until this time, it was open for allowing the 30-day period and TPB gave an extra week for public review. Also, 2/3 of the MPO staff will be gone on April 20th.

Mr. Aaboe moved to change in date for the MPO-TCC from April 20 to April 27, 2015. Mr. Quintana seconded the motion and it passed by unanimous voice vote.

b. Review and Release for Public Review of the Draft Public Transit Master Plan - MPO Staff

This item was removed from the agenda under Approval of the Agenda.

c. Review and Release for Public Review of the Draft Pedestrian Master Plan – MPO Staff

Mr. Tibbetts reported the final draft was completed last Friday. It was sent out to the TCC and understood members only had a day to review it. It is a tight schedule because of changes made toward the end. The draft is ready and has been read over and typos corrected. But for the most part it has been reviewed over the last 2 years with public input. It was presented as a preview at the TPB last week and got no negative comments.

Mr. Tibbetts said he was prepared to give the overview now if needed. It will be out for public review for the next 30 days as specified in the plan. They also had focus groups and input from different agencies so it is open for comments on the documents. The staff concern is to have a reasonable comfort level by TCC

before public release. There were concerns with the public transit plan. The pedestrian plan has had an open process over the last year. They all must be completed by August so Staff is trying to finish up the documents.

Mr. Smithson said he did have some concerns since the TCC hasn't had chance to review it and have to do the same thing with the Public Transit Plan. He asked for about ten days or two weeks to get our comments in after reviewing it.

Mr. Tibbetts said he could do that and he was not opposed but pointed out that this plan will never be perfect. The key thing is getting it presentable by this group. The public comments would be brought to the April TCC meeting. So it might change again. Last year the MTP changed radically at the last minute.

Chair Romero agreed that anything can change but the TCC has had only one presentation and this is the first time for the entire MP, even how it is formatted. We can take action after the presentation.

Mr. Tibbetts said this is a summary presentation but offered to do it page by page. He would like for the members to have a chance to read it first.

Mr. Tibbetts used a PPT to present the summary and recalled they got through chapter two at an earlier TCC meeting and listed them in phase 1 and phase 2. He showed the map with dots and described the rating process. Safety and connectivity were the biggest concerns. The improvement need shown was based on a "heat map" concept. The last section was feasibility.

Then he defined areas of critical concern which were along major corridors. In some areas, sidewalks existed but crosswalks were an issue like Zafarano and Cerrillos at Airport Road and those were raised by the public. Areas along lower Agua Fria were high for lack of a sidewalk, Airport Road was high for schools and St. Francis and St. Michael's for bicycles and pedestrian concerns.

Staff developed picture representations for each of the areas. Additional studies would be needed in those areas both for pedestrians and bicyclists as well as motorists for more of an integrated approach and a need for more in-depth study for all modes (multi-modal approach) for the future.

Chair Romero noted it has short, medium and long-range so he asked what the progression was here. He favored showing short first.

Mr. Tibbetts said it was a good point. Some may be short and some might just be maintenance with restriping.

Chair Romero pointed out that the short, if it is 1-5, the MTP has to match.

Ms. Baer said the MTP has a longer time frame so she wondered if it is appropriate.

Mr. Aaboe thought they might need to stretch the short-term items out for a longer time frame.

Mr. Tibbetts said when the project occurs, the pedestrian issues need to be addressed at that time and

incorporate the other improvements.

Chair Romero suggested, since low risk to high risk is shown on the map that it should differentiate between those between 1-3 and those between 3-5.

Mr. Wilson agreed there are projects that could be done in 1-3. There is more flexibility. Most all of them would not fall into a 30 year time frame.

Chair Romero said most of that in the MTP was done because of funding. He thought it needs to follow that progression and they should all be done in the next five years. He said this plan is for funding of projects.

Mr. Tibbetts disagreed. No funding is attached to this plan. Just like all reconstruction of Cerrillos Road, projects can be picked from the list and put into the scoping. This is showing needs. The ones with highest scores are the easiest to implement. They might not find their funding from the MPO. There are other sources of funding. Projects in the areas of critical concern are ones to study more. This needs to look at all the needs and opportunities in the areas of greater concern. The process is to help identify projects - not just pedestrians.

Chair Romero said the task should be to prioritize the projects.

Mr. Quintana said that is why it is important to get this document before submitting it for public review. On short, medium and long range prioritizing them it is a requirement. It is nice to know the priorities but stand-alone projects also need to be shown and those segments for enhancements as projects are developed. It might be important to have an 8-hour technical review with staff.

Mr. Tibbetts said the areas of critical concern are not where we want stand-alone projects. Those areas along corridors are mostly on state facilities. All this does is pinpoint specific areas called for by the public. Of the stand-alone projects, we took the top 20 and the rest of the 180 projects are in the appendix but not as high rated.

Mr. Quintana asked which comes first. If we wait for big projects, they are shown as long term.

Mr. Tibbetts asked how pedestrian would wait on those.

Chair Romero pointed out that the public is screaming for an interchange.

Mr. Tibbetts said that is not a stand-alone project.

Chair Romero agreed but it is based on public comment.

Mr. Tibbetts said the public comment was developed in five focus group meetings. The invitations went to about 20 in the core group and those that showed up prepared the weighting system and it was massaged by the focus groups. That was done throughout the summer. There was general agreement that they can't just do one thing. A sidewalk along St. Francis is where you need the technical analysis. The

public concern did go through the process to put it in some sort of defensible process. We ask that those projects be included together in the areas of the critical concern project. This plan doesn't lay out all the answers but identifies the areas of concern. The comments we will probably hear are what we left out and might have 500 projects and all can be identified and rated.

Chair Romero thought some would be identified as "to be studied." He asked what happens if they are not addressed in five years.

Mr. Tibbetts said the MPO could do a corridor plan to satisfy those critical concerns and then reframe those areas.

Chair Romero said connecting sidewalks is a good concern to address and could be stand-alone.

Mr. Aaboe suggested separating those that can be done alone from those that should be wrapped into the larger project.

Chair Romero agreed. It would be easy to sort them out. But if the project is on the plan it puts us in a tough spot.

Mr. Tibbetts said it is figuring out a way to prioritize the stand-alone projects vs. study projects. He added that the Pedestrian Plan includes a city-county committee. The groups would participate and study the priorities. Right now you get a request from a citizen to fix this or that and you could respond with what time frame it fits into. The committee would recommend policies and projects in it. Some projects would not even come to the MPO. It is difficult to make it match with the roadway MP. It is different from expanding or extending trails.

Chair Romero asked if this is supposed to be part of the MTP.

Mr. Tibbetts agreed.

Mr. Tibbetts said he could show the overlay on road improvements and show how they would fit together to see how it interfaces with other roadway projects.

Mr. Quintana felt the priorities would be important for public review.

Mr. Tibbetts said there are ten areas of critical concern. Every one of them has pages that zoom into the area and shows specific projects in the areas. The second area is rural projects and they coincide with county projects. The third category is school improvement projects. We looked at hazardous zones around schools where it was too dangerous to allow children to cross there. E.g. one at Rufina near a school - (Sweeney). Another was El Camino Real Academy which abuts the Cottonwood subdivision. Those are for schools to address. The next section is the significant (stand-alone) projects and there are 20 of them.

Mr. Coffey said as a bridge for the upper list, cross referencing doesn't change how it is prioritized but clarifies what exists.

Mr. Tibbetts agreed. We are not finished with the MTP yet. The roadway projects are the most

expensive and we need to make sure everyone is on the same page. This gives more reasons for doing the projects. This defines those projects more carefully and is why it is a sub-plan to inform the MTP and goes into greater detail.

Chair Romero concluded that on this list, the highest priority is the pedestrian crossing at Siringo and Pacheco Streets.

Mr. Tibbetts said it is if that is what is decided. These are recommendations based on public input and focus groups input. He commented on the bus stop there. It is a complicated intersection. Mr. Tibbetts felt it needed a cross walk. But it should be part of the St. Francis area of critical concern. And if there are projects in here that don't make sense, they can be changed.

Chair Romero said it would put him in a tight bind at Council to agree this is the top priority. If any of these have been vetted with a lot of study, those are okay. But not all of these have been.

Mr. Aaboe explained this is not a priority list but a location list. Mr. Tibbetts agreed.

Chair Romero thought maybe they did need an 8-hour session to do that. The MTP was brought to the TCC consistently. Every step of the way the TCC was involved. This looks like, "Here is the draft. Approve it."

Mr. Tibbetts disagreed and asked the Committee to keep in mind why this was changed to significant projects. Those 20 scored higher. Some might be the same score.

Mr. Mortillaro asked if crossing marking and striping are the same terminology.

Mr. Tibbetts agreed but would defer to Chair Romero.

Mr. Mortillaro asked if the project is it to put in new crossings or just maintenance of existing striping. He felt maintenance needs should not be on this list of critical needs.

Mr. Tibbetts agreed if it is just restriping, but it might need other types of signals in a mid-block crossing. It might be highly rated but also not expensive.

Mr. Mortillaro understood but for restriping, the City or County staff just need to get out there and do it and put it in the public works budget.

Mr. Tibbetts agreed but right now there are insufficient funds in the budget.

Mr. Mortillaro had concerns about how this document can be used. There is a difference between Long Range projects and a laundry list of things to do.

Chair Romero commented that when the City cut back the budget, staff prioritized the projects,

Mr. Smithson said he would rather have priorities. The plan could be a tool for staff or policy makers to

sort and filter them like an interactive spreadsheet and sort them in various ways. Maybe that is what should come out of this. We need to decide what we do about them. This whole discussion confirmed his view that this is not ready to go out to the public.

Mr. Tibbetts agreed that is a good suggestion. Every citizen wants their project to be acted on and be on a list like this. Maybe we should put all the projects in the appendix but have them sorted and prioritized and they would fall into a finer level of sorting with an idea on costs.

Mr. Aaboe said a crossing at an existing intersections is important to improve safety but not necessary to put in a rank-ordered list.

Mr. Tibbetts said people do want to see a prioritized list of projects.

Ms. Baer said she is hearing there is some disagreement on the way these are weighted. If they could develop metrics, it would be a much more credible way to consider them. She understood safety was a top priority and wondered if staff could have all the safety and all the connectivity, etc. categorized together. Maybe you could develop a new standard and say this is what makes it better.

Mr. Tibbetts said that was all the more reason to have more time for everyone to read through it and make comments on fine tuning. This is a Complete Street paradigm.

Mr. Tibbetts went on through the PPT. He explained that this summary just various ways to do block crossings.

Mr. Tibbetts suggested putting this off for two weeks for a meeting on April 6 all afternoon. There would still be enough time for a 30-day review for public input and still submit it in May. The MTP has to be done by September and this is just part of it. He would like this to be approved in May.

Chair Romero asked when the TCC would decide for it to go out to public review.

Mr. Tibbetts said it could be right now and, if not today, on April 6th. May 18th is the next meeting date. If we don't have consensus on April 6, we could meet on April 13th and still be okay and still get within the 30 days.

Chair Romero and Mr. Tibbetts discussed the date schedule. Mr. Tibbetts said it could be a workshop and not take action there.

Chair Romero asked if they would not release for public review until they had a workshop and bring back recommendations to the next meeting. He asked if that would give the consultant time to revise it.

Mr. Tibbetts reminded the Committee that there might be more revisions from the public. All we want to do now is getting it released to the public.

Chair Romero thought it would be best for the TCC to agree first before public review.

Mr. Quintana pointed out that revising the format would be a "can of worms." He agreed with Chair

Romero on at least agreeing on the format.

Mr. Tibbetts said changing the format would unravel two years' of work. They organized the recommendations to make the Committee more comfortable.

Mr. Quintana urged the Committee to not change the design guidelines.

Mr. Tibbetts agreed. Those are standard guidelines.

Mr. Aaboe thought the Committee should give itself a month before releasing it. If we can concentrate on a series of study we can get to a better project. So we would do that work during the month to make sure we agree on it.

Chair Romero said the Committee needs to do it in two weeks.

Mr. Tibbetts said the document is all about encouraging people to walk.

Chair Romero agreed but it should be an actual plan with projects and funding identified

Mr. Quintana reminded the Committee that they identified projects for putting in the MTP already. How to implement and get Santa Fé to be more walkable is this part. It may be in there and he had not read it yet but that is what he would be looking for.

Mr. Aaboe understood they would do the workshop and get it ready for the meeting on April 27th.

Chair Romero agreed.

Mr. Tibbetts said the public transit plan will take up much of June and if we don't do this in May we will have to call a lot of special meetings. He agreed that we need to do it right.

The TCC agreed to meet on Tuesday, March 31 for a workshop and release it to the public on April 27th or May 18th as a back-up at time to be determined.

Mr. Aaboe moved to hold this for further work. Ms. Baer seconded the motion and it passed by unanimous voice vote.

d. National Historic Trails Presentation – Steve Burns, NPS

Mr. Burns was not present at the meeting.

e. Metropolitan Transportation Plan 2015-2040 Update

Mr. Aune said they are going to work through chapters 5, 6 and 7. If members would like more detail, let him know. As we change the chapters, we will update everyone by email and at these meetings. If you want something more, it is at your pleasure.

Chair Romero asked if he could give the Committee a summary of the changes proposed rather than having to read through the whole document.

Mr. Wilson said Chapter 5 is about the future and plan of projects. That will be a change and how we do the evaluation process. By the April meeting we should have a good first draft and put it on the agenda and quickly go through the key elements in 1-4 and then go through Chapter 5. The tweaking is how we came up with consumer reporting.

Chair Romero asked, on the Bicycle MP, if they were going to refer to it or would this merge those projects into the MTP.

Mr. Wilson said there is a slightly different evaluation process so we thought when there is a bicycle or transit or pedestrian project, we would add symbols to that project to help with prioritization. So you would know.

Mr. Quintana asked if that would also be done in the Pedestrian Plan.

Mr. Wilson said no because that is stand-alone.

Chair Romero asked then if those portions are being inserted into the MP. Mr. Wilson agreed.

Ms. Baer said this is important for the Land Use aspect of the process. We need to know in the work what the General Plan says and need to know if the Bicycle MP is adopted as part of the General Plan. That part needs to be clarified in our minds and then stated in the document.

Mr. Wilson didn't think the Bicycle MP was in the General Plan.

Mr. Tibbetts said it was signed off by MPO, and the City and County representatives. That means all transportation planning is included in the language of the JPA and would apply to all signatories. We are consistent with General Plan but it is not adopted as part of the General Plan.

Ms. Baer thought by those approvals, it is part of the General Plan.

Chair Romero noted that the General Plan needs to be amended then to say that.

f. Transportation Improvement Program: Project Updates – MPO Staff

Mr. Wilson briefly updated the TIP list and commented that nothing major has changed.

Mr. Quintana will follow up on the state projects. He needed to get a final recommendation on language

and got that last week.

Mr. Wilson said the PIF's are due on the match is 15 to 20% but the applications should ask for all of it. It is reimbursable.

Mr. Quintana had asked for a special web site which was now waiting until June. It might be something we ask from NMDOT and this might need a special TCC meeting.

Mr. Wilson said we need TPB to take action on it.

Mr. Quintana agreed to give more information to Mr. Wilson tomorrow.

3. Matters from the MPO Staff

Mr. Wilson reported that the TPB approved and staff released the TIP amendments with extra money for the bridge for a 15-day review and there were no comments received.

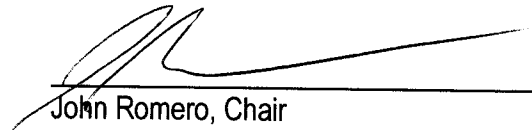
4. Matters from TCC Members

There were no matters from TCC Members.


5. Adjourn - Next TCC Meeting: Monday April 27, 2015

The meeting was adjourned at 3:31 p.m.

Approved by:


John Romero, Chair

Submitted by:


Carl Boaz for Carl G. Boaz, Inc.