

Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Transportation Policy Board

Thursday March 27th, 2014, 4:00 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 2:32

STAMPED BY Maria Vigil

RECEIVED BY [Signature]

CALL to ORDER

ROLL CALL

APPROVAL of AGENDA

APPROVAL of MINUTES: February 27th, 2014

A. MATTERS FROM THE PUBLIC

B. PUBLIC HEARINGS

1. Approval of a Recommendation for an Update to the Functional Classification of Roadways within the Santa Fe MPO Planning Area – *MPO Staff*

C. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

1. Presentation on the Status of the NE/SE Connectors Alignment and Corridor Study – *Santa Fe County Staff*
2. Presentation on the Status of the Amtrak Southwest Chief Train – *NMDOT Staff*
3. Presentation on the Pedestrian Master Plan Phase I – *MPO Staff*
4. Transportation Improvement Program (TIP) Project Updates – *MPO Staff*

D. MATTERS FROM THE MPO STAFF

E. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

F. MATTERS FROM THE NMDOT AND FHWA

G. ADJOURNMENT – April 24th, 2014.

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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SFMPO-TPB MEETING
March 27, 2014**

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C. MATTERS FROM THE MPO STAFF	Reported	9
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**MINUTES OF THE
SANTA FÉ MPO
TRANSPORTATION POLICY BOARD
March 27, 2014**

CALL TO ORDER

A regular meeting of the Santa Fé MPO Transportation Policy Board was called to order on the above date by Ms. Sandra Maes, Alternate for Vice Chair Mora, at approximately 4:00 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:

Commissioner Miguel Chávez, Chair, Santa Fé County [arriving later]
Ms. Sandra Maes for Governor Robert Mora, Vice-Chair, Tesuque Pueblo
Deputy Secretary Kathryn Bender, NMDOT
Councilor Patti Bushee, City of Santa Fé
Mayor Javier Gonzales, City of Santa Fé
Commissioner Liz Stefanics, Santa Fé County
Councilor Peter Ives, Alternate for Councilor Dominguez

MEMBERS ABSENT:

Commissioner Robert Anaya
Councilor Carmichael Dominguez, City of Santa Fe

STAFF PRESENT:

Mr. Mark Tibbetts, MPO Officer
Mr. Keith Wilson, MPO Planner
Mr. Erick Aune, MPO Planner

Also present: Ms. Rosa Kozub, NMDOT Bicycle/Pedestrian Liaison
 Mr. Dave Quintana, NMDOT
 Mr. Frank Sharpless, NMDOT
 Ms. Claudia Horn, Design Office
 Mr. Chuck Vigil, Santa Fé County
 Mr. Carlos Ruiz, Occam Engineering
 Mr. Jim Rubow, Citizen

APPROVAL OF AGENDA

Councilor Bushee moved to approve the agenda as presented. Commissioner Stefanics seconded the motion and it passed by unanimous voice vote.

APPROVAL OF MINUTES – February 27, 2014

Deputy Secretary Bender moved to approve the minutes of February 27, 2014 as amended with her correct title of Deputy Secretary. Ms. Maes seconded the motion and it passed by unanimous voice vote.

A. MATTERS FROM THE PUBLIC

There were no speakers from the public.

B. PUBLIC HEARINGS

1. Approval of a Recommendation for an Update to the Functional Classification of Roadways within the Santa Fe MPO Planning Area – *MPO Staff*

Mr. Wilson gave an update for the new members and handed out copies of the map showing classification of roadways in the MPO boundaries. He said the primary purpose was to identify roadways eligible for federal funding.

Commissioner Miguel Chávez arrived at this time and assumed chairing the meeting.

Mr. Wilson said the MPO-TCC reviewed the two changes. The first was to make west San Francisco Street a local street designation. The second was to change South Meadows Road to become a minor arterial out to NM 599. A couple of other changes from the working group were outlined by Mr. Wilson.

Councilor Bushee asked about the distinctions and Mr. Wilson explained them. He provided a hand out from the NMDOT FC Guidance Manual that described those distinctions [Attached as Exhibit 1].

Councilor Bushee asked what Agua Fria's classification was.

Mr. Wilson said it was a minor arterial.

Councilor Ives noted that Rodeo had significant traffic numbers.

Mr. Wilson said the volume dropped significantly where they were looking. He pointed out that the map included roadways not yet built but would in the next few years so they could be classified as well. The working group was also working on frontage roads. They recommended Highway 14 be classified as a

major collector.

Mr. Wilson said he was looking for a recommendation to submit to NMDOT with all the changes included.

Councilor Ives asked if, based on these changes, it would permit the MPO to receive more or less funding.

Mr. Wilson explained that there were various levels of funding but once they got down to minor collectors they were unlikely to be eligible for any federal funding. These changes would not make a huge impact on funding levels. Also NMDOT had to balance financial resources statewide.

Chair Chávez thanked Ms. Maes for getting the meeting started.

Councilor Bushee moved to approve the amended functional classification of roadways. Commissioner Stefanics seconded the motion.

Mr. Wilson asked the Board to finish with the public hearing first.

There were no speakers from the public regarding this matter.

Chair Chávez declared the public hearing portion closed.

Chair Chávez asked if the amendment from the TCC needed to be in the motion.

Mr. Wilson agreed.

The motion to approve with the amendment from TCC passed by unanimous voice vote.

C. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

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

Commissioner Stefanics thanked staff for spending time with her constituent who came last time with concerns. She had heard from some staff that there was available money and from others that there was not. So funding needed to be discussed as well.

Mr. Vigil introduced Mr. Carlos Ruiz, consulting engineer, Occam Consulting Engineers, to address any questions if necessary.

Mr. Vigil gave the history and showed a power point presentation which was included in the packet. He spoke about both NE and SE Connectors updates and commented on the studies done of the corridor and the alignment. Alternatives were mapped out and a matrix for proceeding was developed by Occam

[attached as Exhibit 2].

Mr. Vigil said the plan was to start the SE Connector in January 2015 and complete it by December 2015. Funding for the NE connector was planned for February 2018 and ending in October 2018.

Councilor Bushee asked she needed to understand what kind of roads those would be. She had concerns about Richards Avenue which was not very bike friendly. She asked if there was an advisory board of folks that helped with the input.

Mr. Vigil said they had a selection committee that helped them throughout this process. Mr. Wilson was also involved. They had biking on their radar knew that biking was important. The Santa Fé Community College was trying to find ways to minimize traffic on Richards. He added that they would incorporate bike lanes into the design.

Councilor Bushee suggested contacting Tim Rogers who would be helpful in terms of knowing the area and the master plan.

Mr. Wilson agreed to provide Mr. Vigil with information to contact Tim Rogers.

Mr. Vigil said they had one public meeting at Santa Fé Community College and would have another public hearing later.

Mr. Ruiz said the connectors would incorporate bike lanes, recreational trails etc...

Councilor Bushee the BTAC would love to be aware of this.

Mr. Vigil said they had been working with Colleen Baker and would try to get all the team players involved.

Councilor Bushee agreed to put it on the BTAC agenda. She left the meeting at this time.

Mr. Vigil said they would also incorporate this information into the website.

Commissioner Stefanics asked about the financing.

Mr. Vigil said for the NE connector, NMDOT would do the financing. The SE Connector had about \$5 million allocated.

Commissioner Stefanics asked if \$5 million would be enough. Mr. Vigil said they were cautiously optimistic that it would.

Commissioner Stefanics commented that the congressional delegation was always asking what they need. If they got to the point where more money was needed the Board needed to be alerted to that. They didn't seem to be doing well with capital outlay for the County with the State Legislature but they could work on getting more press for the issue.

Commissioner Stefanics added that the County had an ordinance that said that any rehab or new roads in the County must include bike standards and lanes. She believed staff met with some of the property owners to reassure them that they would not have to forfeit any of their personal property.

Mr. Vigil said they also met with Santa Fé Community College and others.

Commissioner Stefanics recalled she asked Mr. Vigil to meet with an individual.

Mr. Vigil agreed and did meet with Mr. Lovato. He came to Mr. Vigil's office who went through everything with him. His concern was what he was going to do with his property in the area.

Councilor Ives requested the key for color coding on the maps.

Mr. Vigil agreed to provide it.

Commissioner Stefanics asked if they acquired the funding for the NE Connector earlier whether it could be moved up on the timeline.

Mr. Quintana agreed they could once the County secured the right of way and environmental documentation.

Commissioner Stefanics asked if they would be creating a matching source of funds.

Mr. Quintana agreed and if the County wanted to rely on federal funding for this, it was the 2018 funding plan.

Chair Chávez requested an agenda change to consider item 3 next.

Councilor Ives moved to amend agenda to consider agenda item #3 next. Ms. Maes seconded the motion and it passed by unanimous voice vote.

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

Mr. Tibbetts introduced Ms. Claudia Horn, Design Office, as a consultant working on the Pedestrian Master Plan, Phase 1 for the MPO

Councilor Ives asked where it would go from here.

Mr. Tibbetts said they would go to Phase 2 and reach completion by the end of 2014.

Councilor Ives asked if this would come to Council for action and adoption

Mr. Tibbetts agreed.

Chair Chávez said it would be more consistent if they were going to invest in trails which they would have to plan for. The public was looking for that. There had been some public outreach.

Mr. Tibbetts agreed.

Chair Chávez thought it was more critical in the urban area.

Ms. Horn presented the Pedestrian Plan, Phase 1 [attached as Exhibit 3]. She began with the physical inventory and indicated that there would be maps on the MPO website.

Ms. Horn did a study on perception with surveys and 8 public meetings. The survey responses were dominated by constituents between age of 45 and 74.

Chair Chávez asked how the survey outreach was done

Ms. Horn said for the public meetings, they used newspaper ads, email blasts, MPO website, and radio forums. They worked with La Familia and gave them surveys and took surveys to senior centers. She felt they were widely distributed and the response period was open for 2 months to fill them out.

Councilor Ives asked if they had ethnicity for respondents

Ms. Horn said they did not ask for that. They did track location they got a widely distributed cross section including those who commuted from Albuquerque.

Ms. Horn said the lack of connectivity and safety were the primary concerns

Deputy Secretary Bender asked if it was possible when they identified the area they meant the entire area and not just a point. Ms. Horn agreed.

Mr. Tibbetts said they had advertisements on every city and RTD bus as well as trains so they made an effort as widely as they could. This was fodder for the MPO to go back on Phase 2 to identify specific projects.

Councilor Ives noted the responses were concentrated. He was not sure what "top twenty" meant.

Mr. Tibbetts said it referred to the volume and the top volume was St. Francis and Cerrillos.

Councilor Ives asked if the survey questions were geared to geographic areas

Ms. Horn said no - they were geographic neutral. In hindsight, it was difficult for people to enter the pedestrian realm. What they got out of Phase One was the mapping of sidewalks and the public perception. As they embark to the next phase they were going to be taking a more objective look at impediments, deficiencies, demand and potential. They would also put together a working group for ranking projects and prioritizing

Ms. Maes asked what she meant when she said "MPO area" for how far out of the city they were going toward the county boundaries.

Mr. Tibbetts said they were looking at schools and not exclusively at the urban area. They were finding a lot of individuals wanted to be involved.

Ms. Maes asked if Phase 2 would address individual communities outside of Santa Fé.

Mr. Tibbetts agreed - it could be anything within the MPO area

Ms. Maes asked what the responses were to the RTD busses and the percentage of those surveys coming back.

Ms. Horn wasn't sure but they did have a few people who came to the public meeting because of the ad on buses

Ms. Maes just wanted to know how it was getting around. She asked if the MPO would expect a resolution from Tesuque Pueblo.

Mr. Tibbetts said it would be anything that the policy board and TCC want to include.

Ms. Maes said since they were sovereign she was just looking at the possible need for a resolution to be produced and might need to start working on it now.

Chair Chávez thought a resolution or comments to Phase one and two. If a resolution seemed to be in order and knowing that in the future, it would provide everything needed to be in place.

Mr. Tibbetts said the JPA specifies that the four bodies all agree that the MPO adopts this plan: City, County, Tesuque Pueblo and DOT. Having a separate resolution was good but not required

Ms. Horn asked the members if there was someone they would like on the working group to let her know.

Mr. Tibbetts said he was looking at getting the content together that he could present to the Tribal Council.

Commissioner Stefanics asked him to clarify what was going to be done with this study.

Mr. Tibbetts said it would turn into a document master plan.

Commissioner Stefanics thought it could actually bump other projects to the side in terms of priority.

Mr. Tibbetts said they would be identified and vetted through the working group. It would be an inclusive process.

Commissioner Stefanics asked what the source of funds for this master plan was.

Mr. Tibbetts said the money available for pedestrian master planning was derived from the surface transportation, TAP funding, other limited funding and a lot of competition. Projects compete with roadway. The prioritization issue was up to policy decision makers. They were trying to get a prioritized list of projects.

Commissioner Stefanics was concerned that they become aware as they continued with the plan that when they say yes on something there could be only limited resources. By voting on something they may be putting something else aside.

Councilor Ives asked, in terms of the sidewalk and street maps, if they had to create the sidewalk data set.

Mr. Tibbetts they issued the city maps and identified by zooming in and identifying them.

Ms. Horn said that data set was entirely created. The City did not have any sidewalk information or comprehensive transit data. Her company created that.

Chair Chávez thanked her for the presentation.

2. Presentation on the Status of the Amtrak Southwest Chief Train – DOT Staff

Mr. Frank Sharpless made the presentation at the request of Commissioner Anaya. It was a status report that he presented. The track in question went from Hutchinson Kansas to Lamy New Mexico. The agreement was expiring soon and AMTRAK was trying to find a way to fund that service. In New Mexico it would put the stations in New Mexico in jeopardy, including Raton, Las Vegas and Lamy.

During his presentation, a quorum was lost when Commissioner Stefanics left the meeting.

Chair Chávez said it was a lot of good information.

Councilor Ives asked, if Amtrak was the only one still running, when the last time was that BNSF used it.

Mr. Sharpless said BNSF would not abandon line and would keep it as a relief route for the transcontinental line. Some have said BNSF would abandon it if Amtrak did not pay to use it. They had not heard. Other people could buy it or lease it. But 4 to 5 years ago, BNSF stopped running freight on that line. It was cheaper for them to use the transcontinental line.

Councilor Ives asked if they had been doing maintenance on the line and what that had consisted of.

Mr. Sharpless said generally when they owned the line they maintained it for class 4 because the current contract says that was required. After January 2016 they would drop to class 2.

Mr. Jim Rubow, from the public, said he had been following this for several years. It might be that the states couldn't step up and do it but if the pressure builds, Congress could do this, with not very much money. What was being lost was 100+ years of history. That line made New Mexico. If abandoned they would never get it back. Basically he strongly urged that letters be written and calls be made.

Deputy Secretary Bender said DOT met with Amtrak right after the legislature ended and asked them if they had spoken to Illinois, Arizona or other states on the route. They said he had not.

Councilor Ives asked if they had information that spoke to the economic impact on the three states and beyond.

Mr. Sharpless said it was a quick study but DOT had plans to do a more detailed report.

Chair Chávez asked Mr. Sharpless if it would be appropriate for this presentation to be updated on a regular basis. Mr. Sharpless agreed.

4. Transportation Improvement Program (TIP) Project Updates – MPO Staff

Mr. Wilson went through the list [attached as Exhibit 4] and highlighted some of the projects.

Councilor Ives thought it would be helpful if they had dates on the updates.

Mr. Wilson said he could do that.

D. MATTERS FROM THE MPO STAFF

The MPO staff were in the process of hiring a consultant to help with the MPO Master Plan.

E. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

There were no matters from the TPB.

F. MATTERS FROM THE NMDOT AND FHWA

Ms. Kozub reported they were currently updating the statewide plan - public involvement portion. They were having public meetings and she would provide a brief presentation at the May meeting.

Chair Chávez said that sounded good work and he would get with staff to get it on the agenda. He also would like to put it on the County website as well and identify dates and locations of the public hearings.

Councilor Ives asked if this was an update to an existing plan.

Deputy Secretary Bender agreed that they had a current plan. But this was the new plan. It was a two-year process. The importance of participation was that they had to roll into the statewide NMDOT long range plan. The funding element was dependent on plans and that was critical in that effort

Councilor Ives asked if there was a calendar of what was needed when.

Ms. Kozub said there was a broad timeline shown in the packet. The presentation she would give in May would include that information.

G. ADJOURNMENT

The meeting was adjourned at 6:00 p.m.

Approved by:


Miguel Chávez, Chair

Submitted by:


Carl Boaz for Carl G. Boaz, Inc.

NMDOT FC Guidance Manual

Arterials

- » Interstates – Highest Class of Arterials, higher speed limit, higher VMT, more travel lanes, more *mobility*
- » Principal Arterial (Other Freeways and Expressways) – Similar to Interstates, with travel lanes separated by physical barrier, high speed limits, high VMT
- » Principal Arterial (Other) – Serves major centers of Metropolitan Areas, high degree of *mobility*
- » Minor Arterial – Used for trips of moderate length, offer connectivity to higher Arterials

NMDOT FC Guidance Manual

Collectors

- » Major Collector – Connects large traffic generators to the Arterial network, longer than Minor Collectors, higher VMT, higher speed limits
- » Minor Collector – Located in under-served and clustered residential areas, lower speed limits, lower VMT than Major Collectors

Local Roads

- » Accounts for highest percentage of all roads in terms of mileage
- » Carry no through traffic movement
- » Used to provide access to adjacent land (higher accessibility, lower mobility)

One-page guide to Functional Classification

Last revised: Feb. 19, 2014

Excerpted from *New Mexico Department of Transportation (NMDOT) Functional Classification Guidance Manual* (Oct. 2013; revised Feb. 2014)

Classification	Description	Volume, Speed, Spacing*	Individual Route Length	Total Statewide Mileage**	Significance	Access	AADT		Lanes
							(Urban)	(Rural)	
1	Interstate	Highest	Longest	Lowest	Statewide	Divided	129k – 35k	34k – 12k	More
2	Principal Arterial – Other Freeways and Expressways	.	.	.	.	Divided/ Undivided	55k – 13k	18.5k – 4k	More
3	Principal Arterial – Other	.	.	.	Regional	Undivided	14k – 3k	6k – 1.5k	Less
4	Minor Arterial	.	.	.	.	Undivided	6.3k – 1.1k	2.6k – 300	
5	Major Collector	.	.	.	.		1.1k	1.1k – 150	
6	Minor Collector	.	.	.	.	Local	700 – 80	400 – 15	Fewest
7	Local	Lowest	Shortest	Highest	Local				

* “Spacing” refers to distance between roads of the same classification.

** Total statewide mileage will be reviewed and evaluated after all proposed reclassifications have been submitted.

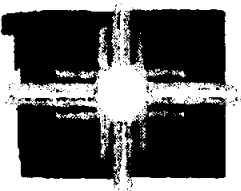
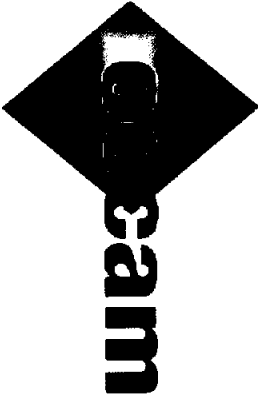
Additional information:

1. **Interstates:** maximum mobility, with access only at interchanges
2. **Principal Arterials – Other Freeways & Expressways:** second highest mobility – minimal interference to through movements
3. **Principal Arterial – Other:** form an integrated network without stub endings except where unusual geographic conditions exist in rural areas
4. **Minor Arterial:** lower level of travel mobility and a higher rate of access than the principal arterial system, moderate speeds
5. **Major Collector:** serve traffic generators, distribute trips between the arterial system and the local street network
6. **Minor Collector:** serves both land access and traffic circulation in lower density residential and commercial/industrial areas
7. **Local:** provide direct access to adjacent land, provide access to higher systems, carry no through traffic movement, tend to have lowest traffic volumes and speeds

For more details, read the *NMDOT Functional Classification Guidance Manual*, specifically Tables 3.1 through 3.4 (pages 3-3 to 3-8), and the General Rules on page 4-10 and 4-11.

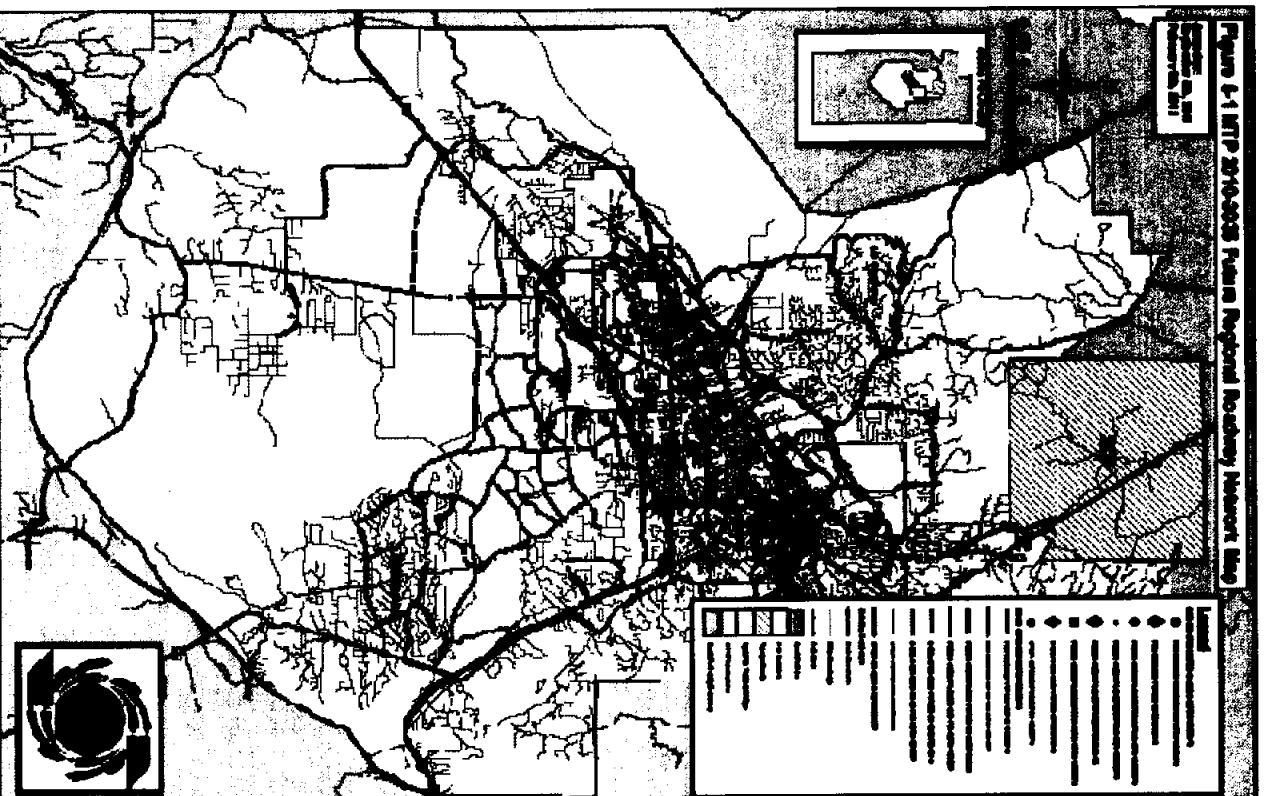


Northeast & Southeast Connectors Update



MDOT

Santa Fe Metropolitan Planning Organization

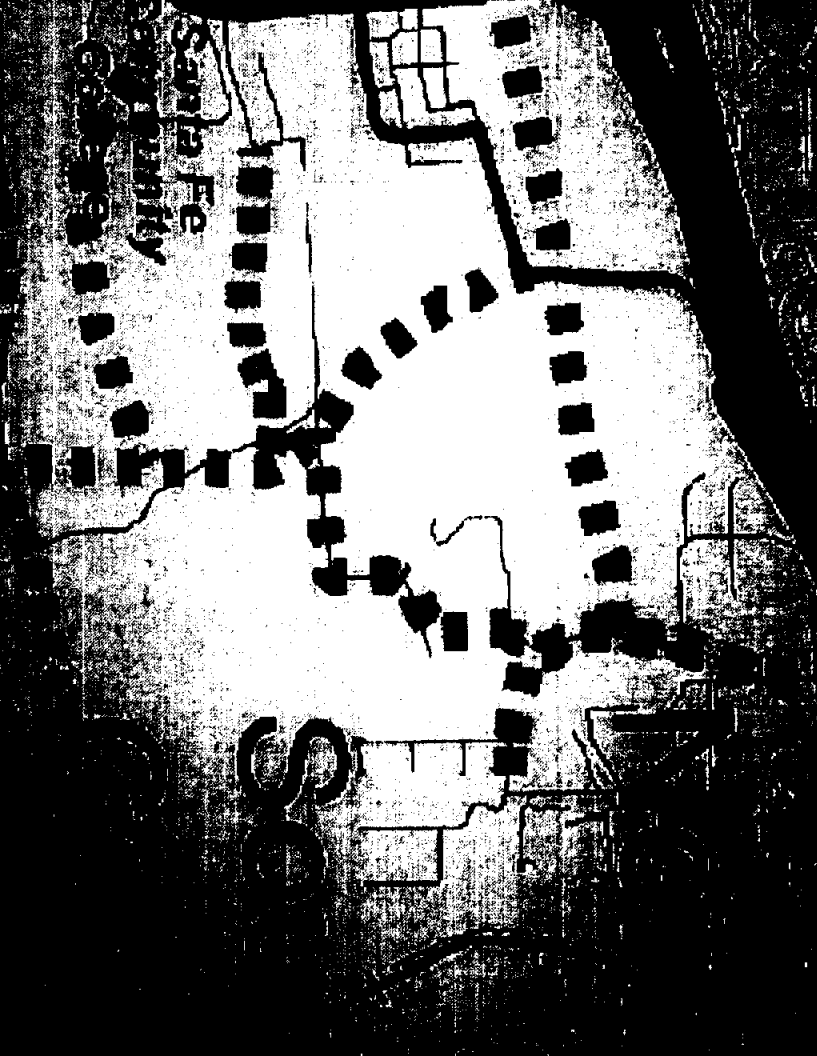


2000 NE/SE Connectors were identified as proposed primary roads within the Community College District Ordinance (2000-12)

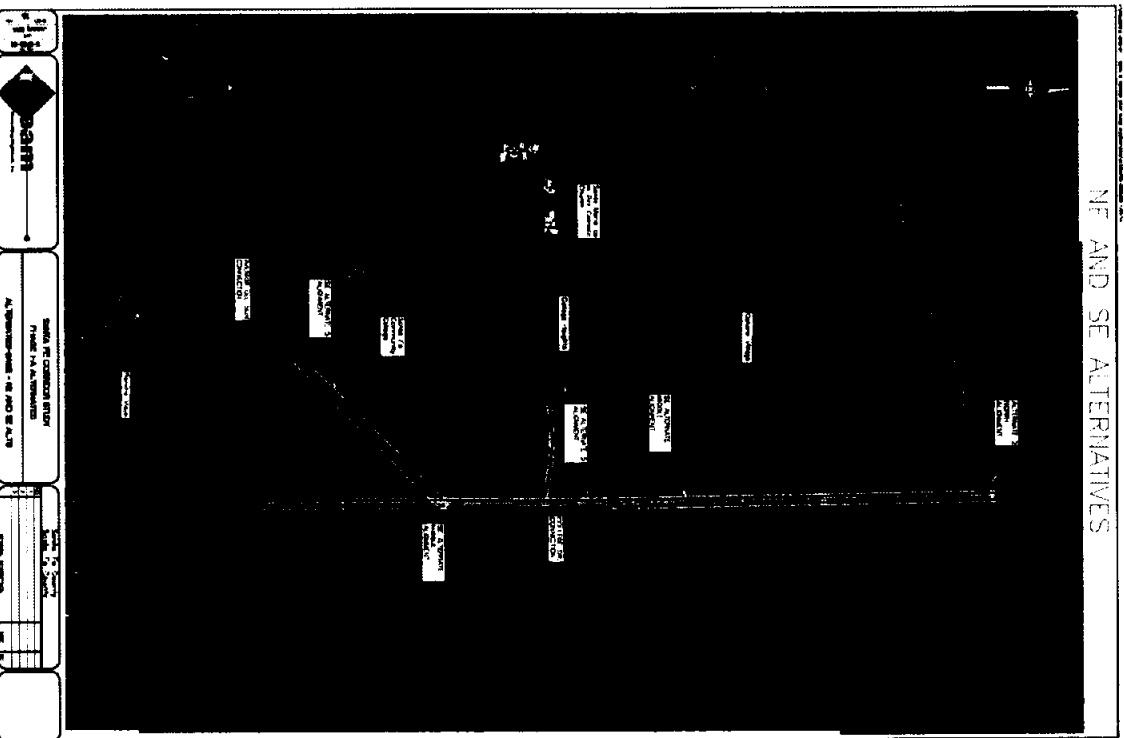
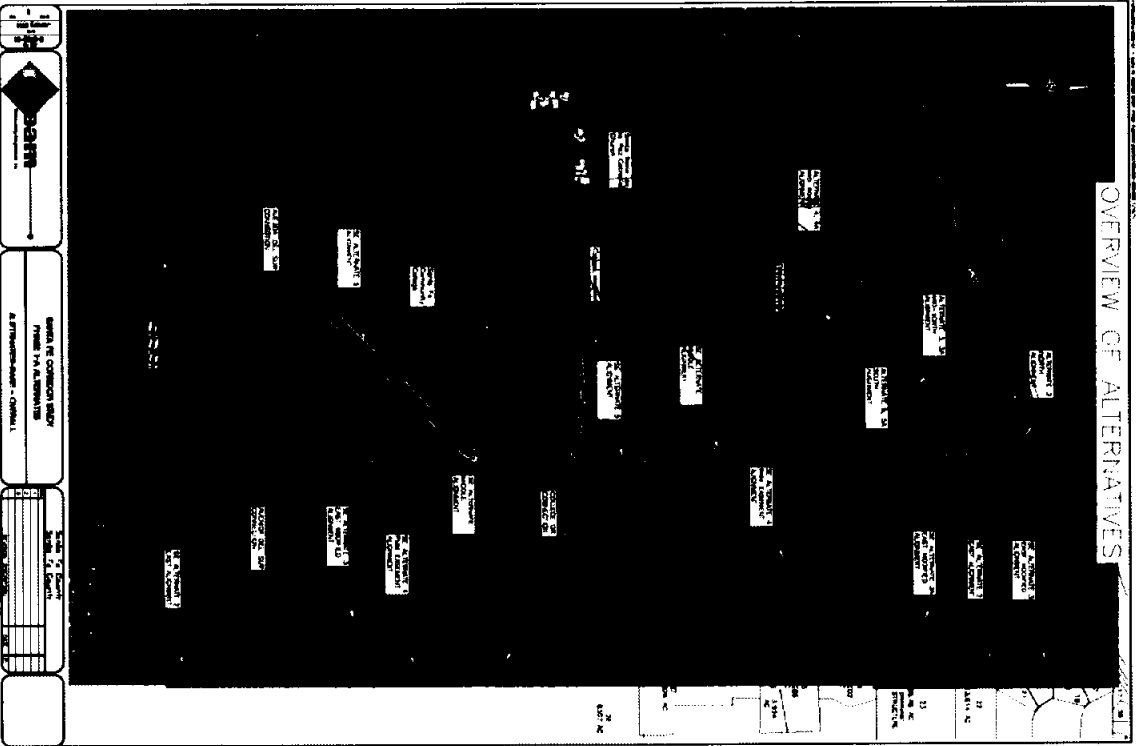
The NE/SE Connectors appeared in the MTP (Master Transportation Plan) in 2005.

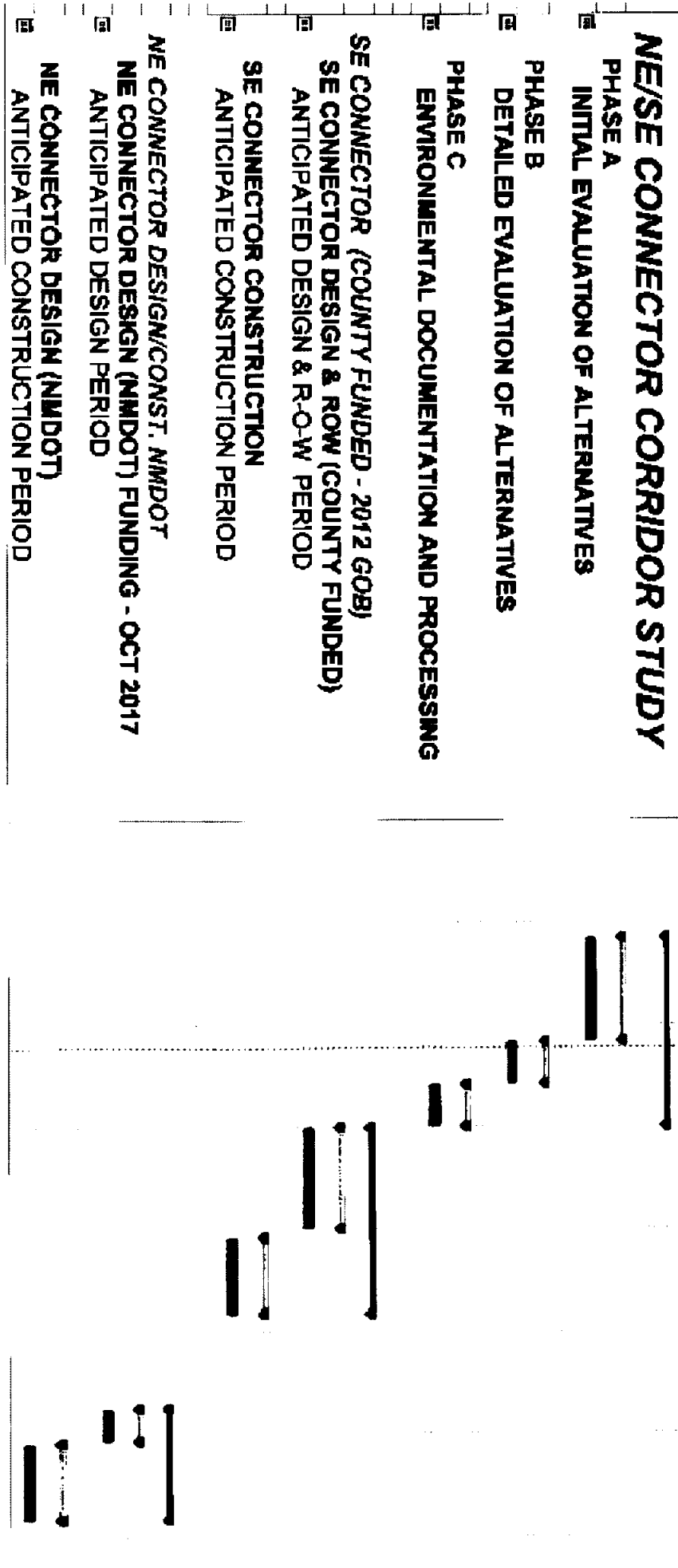
They were again included in the 2010 update.

Santa Fe
Community
College



Phase A Alternatives & Phase B Alternatives





Contact Information:

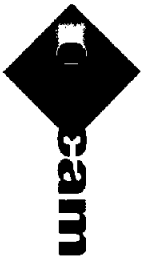


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TRANSPORTATION
MOBILITY FOR EVERYONE

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SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN PHASE I SUMMARY



Exhibit 3 MPO-TPB
March 27, 2014



PRODUCED FOR THE SANTA FE METROPOLITAN PLANNING ORGANIZATION

DESIGN OFFICE . AOS ARCHITECTS

SANTA FE MPO PLANNING AREA

Santa Fe, NM

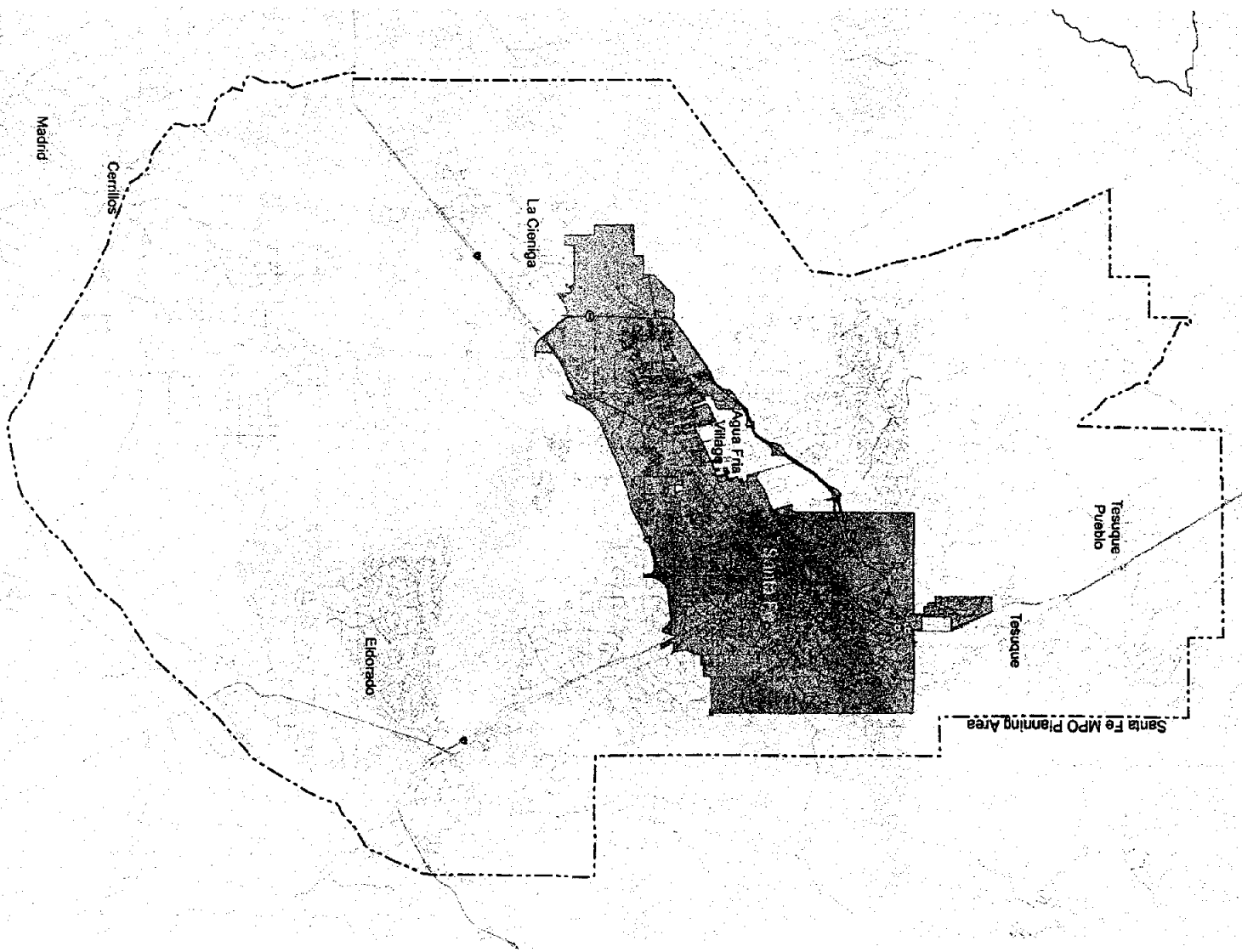
area = 52.5 sq. mi

population = 81,198 (2014)

Santa Fe MPO Planning Area

area = 426.6 sq. mi

population = 116,386 (2013)



STUDY AREA

Santa Fe, NM

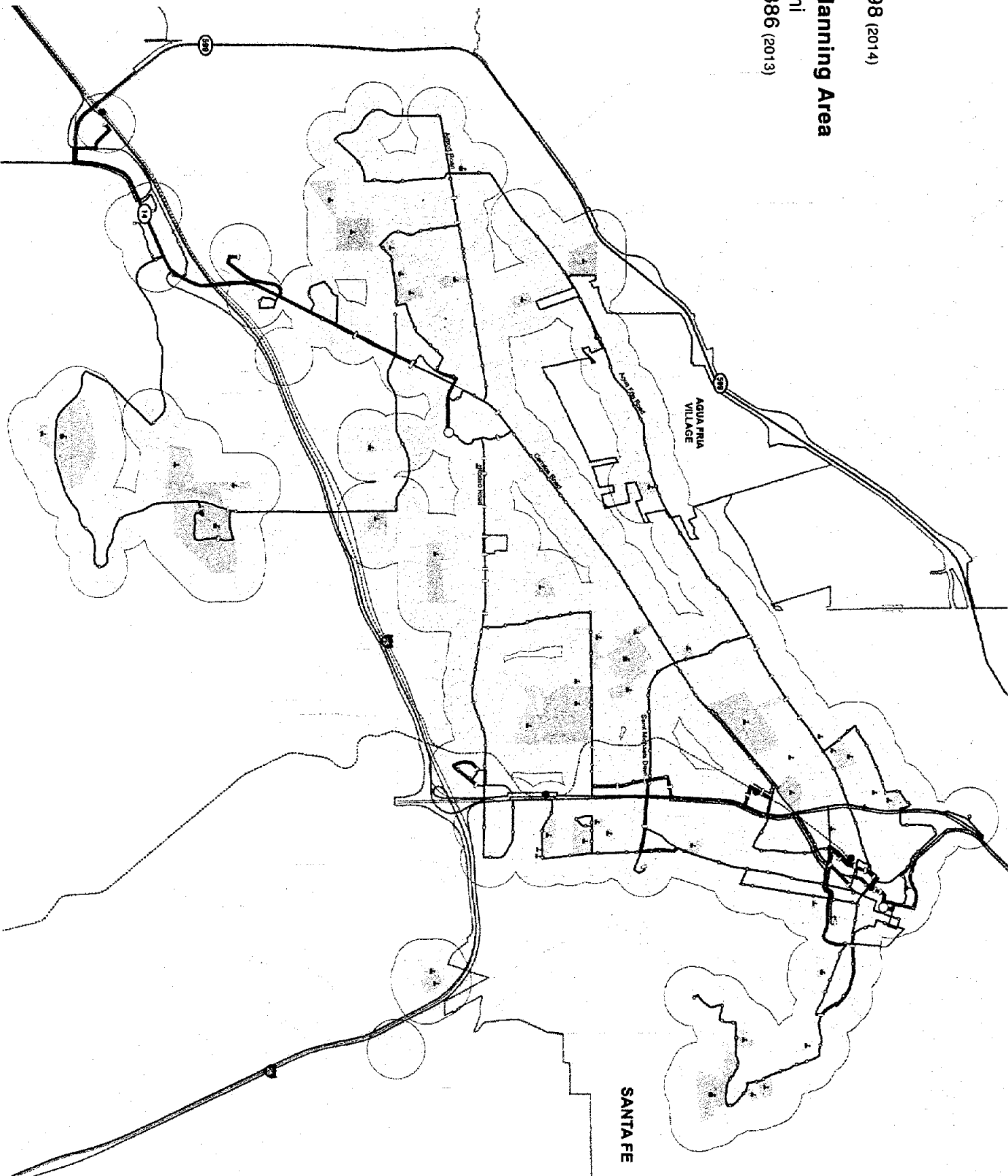
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Santa Fe MPO Planning Area

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Study Area

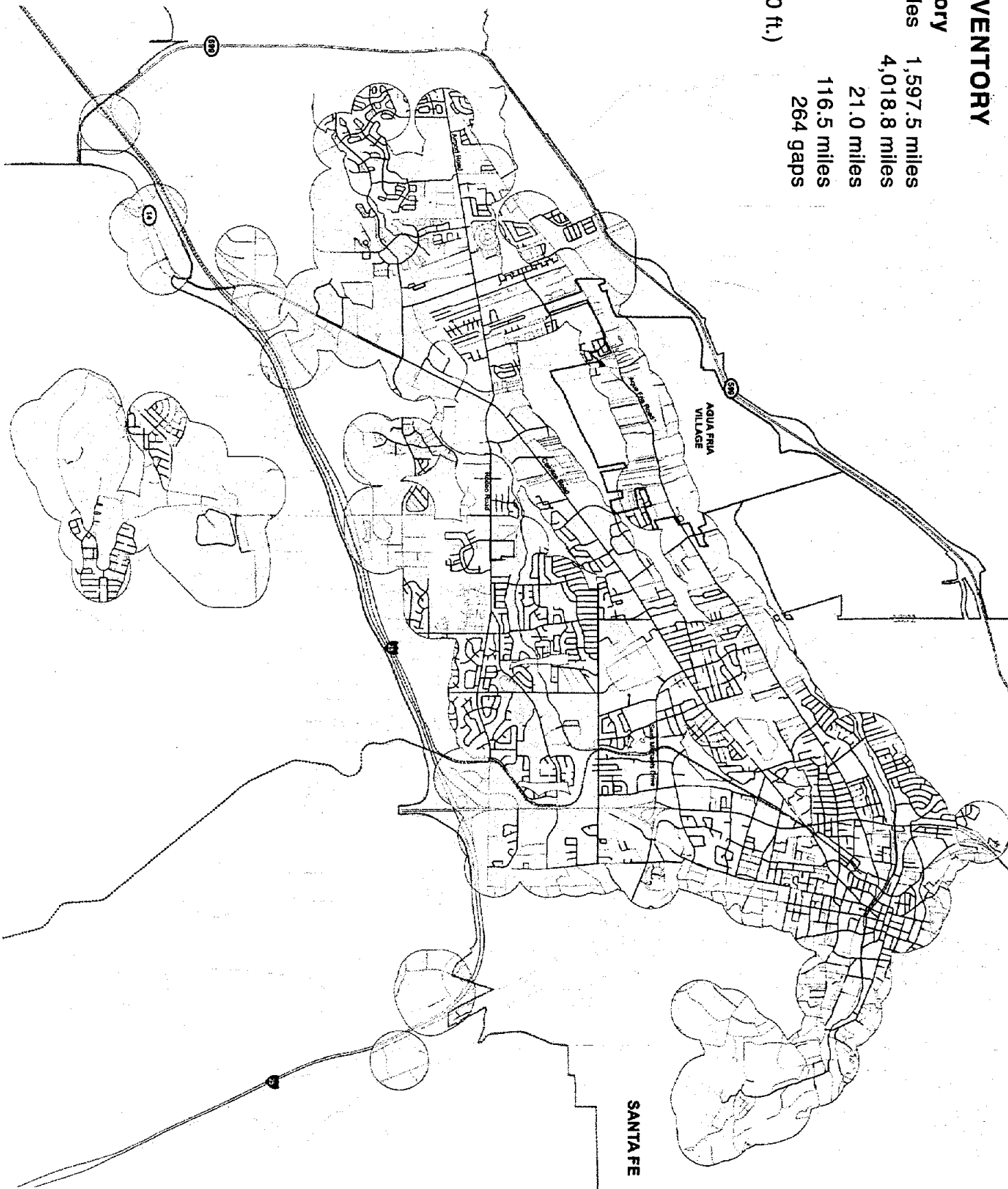
area = 29.1 sq. mi



SIDEWALK INVENTORY

Sidewalk Inventory

sidewalks both sides	1,597.5 miles
sidewalk one side	4,018.8 miles
major urban trails	21.0 miles
no sidewalk	116.5 miles
sidewalk gaps (average gap 200 ft.)	264 gaps



SURVEY SUMMARY

878 survey responses (english + spanish)

Modes of Transportation

- Car, Truck, or Motorcycle - 41%
- Walk - 30%
- Bicycle - 20%
- Bus or Train - 8%

Reasons for not using Alternative Modes of Transportation

- Approx. 20%, Already use alternative modes
- Approx. 80%, Do not use alternative modes
 - distance to work
 - need vehicle for business related travel
 - do not commute / retired

Current Walking Destinations

- Approx. 50%, walk around their neighborhood (2+ times/week)
- More than 25%, walk at least 1 time/week to
 - service provider
 - restaurant
 - store
 - home of family or friend
- Approx. 50% never walk to work/school

Pedestrian Improvements

- Primary Improvements
 - improve sidewalks
 - better connectivity
 - more destinations within walking distance
- Secondary Improvements
 - more comfortable pedestrian facilities
 - better crosswalks
 - better lighting

AGE + GENDER

