

**SUMMARY INDEX**  
**SANTA FE MPO TECHNICAL COORDINATING COMMITTEE**  
**January 25, 2010**

<b>ITEM</b>	<b>ACTION TAKEN</b>	<b>PAGE(S)</b>
INTRODUCTIONS		
a. Call to Order	Convened at 1:30	1
b. Roll Call	Quorum Present	1
c. Approval of Agenda	Accepted as published	2
d. Approval of Minutes Jan 11, 2010	Postponed to next meeting	2
COMMUNICATIONS FROM THE PUBLIC	None	2
DISCUSSION AND POSSIBLE ACTION		
a. Santa Fe Corridor Studies		
1. NM599 Study	Discussion	2-3
2. St. Francis Drive Study	Discussion	3-4
3. I-25 Corridor Study	Discussion	4-6
4. Resolution 2006-65 - MTP Revision	Partially approved	6-7
b. Metro Transportation Plan	Not considered	7
MPO OFFICER REPORT	None	7
TCC MEMBER COMMUNICATIONS	None	7
ADJOURN - Next Meeting: Feb. 22, 2010	Adjourned at 3:45 p.m.	7-8

**MINUTES OF THE  
SANTA FE MPO  
TECHNICAL COORDINATING COMMITTEE  
MONDAY, January 25, 2009**

**INTRODUCTIONS:**

**a. CALL TO ORDER**

A meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by Mr. John Romero, Chair at approximately 1:30 p.m., on the above date in the Nambe Room, Community Convention Center, 201 West Marcy Street, Santa Fe, New Mexico.

**b. ROLL CALL**

Roll Call indicated the presence of a quorum as follows:

**MEMBERS PRESENT**

John Romero, Chair – City of Santa Fe  
Andrew Jandáček – Santa Fe County  
Shelly Cobau for Jack Kolkmeier – Santa Fe County  
Reed Liming – City of Santa Fe  
Robert Martínez – Santa Fe County  
Eric Martínez for Chris Ortega – City of Santa Fe  
Greg Smith – City of Santa Fe

**MEMBERS ABSENT**

Jon Bulthuis – Santa Fe Trails  
Phil Gallegos – NMDOT District 5  
Jack Valencia for Josette Lucero – NCRTD  
Larry Samuel – Tesuque Pueblo

**STAFF PRESENT**

Mark Tibbetts – MPO Officer [arriving later]  
Keith Wilson – Senior Planner

**OTHERS PRESENT**

Jeanette Walther – Bohannon Huston  
John Nitzel – CH2MHill  
Eric Wrage – Bohannon Huston  
Dan Anderson – CH2MHill

David Quintana – NMDOT  
Claude Morelli - NMDOT

**c. APPROVAL OF AGENDA**

No minutes were available.

**Mr. Smith moved to approve the agenda as amended without approval of minutes. Mr. Liming seconded the motion and it passed by unanimous voice vote.**

**d. APPROVAL OF MEETING MINUTES**

**1. January 11, 2010**

There were no minutes available to consider.

**1. COMMUNICATIONS FROM THE PUBLIC**

None.

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

**a. Santa Fe Corridor Studies**

**1) NM599 Interchange priority Study: Presentation of the Phase B Recommendation Priorities – Bohannon Huston & NMDOT**

Ms. Walther presented the draft report for Phase B Recommendation Priorities. They were planning the public information meeting for March 3<sup>rd</sup> and after that would file the report.

She explained that the factors they took into account included accidents, traffic volumes, projected traffic volumes, total cost, public input, Level of Service (LOS), and how well it improved circulation around 599. They ranked each factor separately and then combined scores. With the public input they received quite a number of emails and handed out forms for what they thought was most important and ranked them 1-10. She also took each factor out to see if it might change the ranking but found it didn't change the top three. In general number one was always one. #2 was always #2. So these were in order of importance.

Mr. Tibbetts arrived.

Ms. Walther said DOT was looking at solutions for CR 62 since there was no money for an interchange

there.

Mr. Eric Martínez asked if any criteria were weighted.

Ms. Walther said no; most of them were pretty straightforward. Basically, the ones at the top were the ones that should be constructed.

Mr. Wilson said as they moved to the next phase of the MTP, they would look at these for the plan.

Ms. Walther added that the ones that didn't exist now should be made ready for development. They were all on the list.

## **2) St. Francis Drive Corridor Study: Presentation of the Phase B Recommendations – Bohannon Huston & NMDOT**

Mr. Wrage presented the report for St. Francis Drive Corridor Phase B Recommendations. He asked for the committee's feedback on it. The draft study was completed last Friday. The intersections with Zia and Cerrillos were the main needs.

He explained that they divided it into three different segments - southern, central and northern. He talked about the scenarios that were developed. Impacts to St. Francis were not that significant. He reviewed the scenarios with the Committee. Because there were many scenarios, the team focused on connectivity at Zia Road, Guadalupe bridge replacement and possible grade separation at Cerrillos.

He recommended there be some kind of pedestrian improvements at Zia prior to opening of station.

On Guadalupe, the bridge off ramp would be replaced. They also looked at the arterial there - a left hand off ramp or a more traditional right hand ramp. The right hand was more expensive and would require a second bridge. Weaving was acceptable and there would be a major weave with a left hand ramp.

Cerrillos grade separation would require lots more right-of-way space and would have large utility impacts so they dropped any recommendation for it.

Access Control was a factor with the many drive ways and median cuts that cause congestion there.

They also considered the St. Michael's interchange and its auxiliary lane problems.

The recommendations also included the ITS System development on St. Francis.

The Preliminary Recommendation Summary showed short term, medium term and long term projects.

The next report to TPB would be on February 11.

Ms. Cobau asked if the study took Railrunner traffic into account.

Mr. Wrage said they did. The model did have an initial estimate of ridership. It was assigned to the station.

Ms. Cobau asked why they needed a left on St. Francis and could not just take traffic down to Paseo de Peralta. She also asked at Cerrillos what would happen if the intersection was left and the Railrunner taken off that intersection.

Mr. Wrage said that had not been looked at and he didn't know about grades. That was considered in Phase A but was cost prohibitive.

Ms. Cobau wondered if they could consider one being partially lowered and the other partially raised. She also asked about the current interchange design at St. Michael's.

Mr. Wrage said the maintenance created the pinch there.

Mr. Smith got confused with the orientation of the scenario maps and asked them to choose a common orientation on all the exhibits.

Mr. Wrage said that was a good point.

Chair Romero asked if Zia included a pedestrian crossing of St. Francis.

Mr. Wrage believed they would cross where the station was. There were more pedestrian crossings on St. Francis.

Chair Romero asked if the ITS in monitoring traffic would also be able to adjust signal timing based on traffic.

Mr. Wrage said that was more in the future but it could happen in the long term. The Regional Broadband Coalition had plans for an intense fiber optic system network. It made it through the first cut on stimulus money.

### **3) I-25 Corridor Study: Presentation of the Phase B Recommendations – NMDOT & CH2MHill**

Mr. Dan Anderson and Mr. John Nitzel presented. The Phase B Recommendations for the I-25 Corridor Study.

Chair Romero reminded them that they needed to keep Governor Miles and Camino Carlos Rey issues to the end.

Mr. Nitzel gave a background on the I-25 parameters and noted there had been only one study done



on this corridor. Safety, Access, System connectivity and travel demand were the key issues. They also considered multi-modal mobility, vehicle mobility, vehicular safety, pedestrian/bike safety, financial feasibility, environment and community consistency.

The Committee focused on the proposed off ramp change at St. Francis that would have two lanes in the off ramp from north I-25 onto St. Francis Drive with a signal. Mr. Anderson pointed out that it would eliminate three bridges.

Mr. Anderson said in adding a Richards interchange PMT asked them to analyze that movement a little bit more. They were looking at a 20 year projection.

Ms. Cobau pointed out there was no southern frontage road there.

Mr. Tibbetts thought by adding the auxiliary lane there, Rabbit Road would take care of frontage road considerations with improvements. Rabbit could be widened at less cost.

Mr. Anderson said they considered a roundabout there at the signal intersection. It could work in the future.

Mr. Nitzel said he agonized over having a T intersection there but it makes so much sense.

Chair Romero compared it with Los Alamos Traffic at Pojoaque where same thing was done.

Mr. Nitzel said the estimated cost of the St. Francis interchange improvements would be about \$19 million.

Chair Romero thought it would be good to have a budget for just doing the bridges. Or without auxiliary lanes.

Mr. Anderson said they would include that.

Mr. Nitzel explained the concepts for Cerrillos Road. (Explained the concepts).

Mr. Smith asked it then was lacking a left turn at Beckner.

Mr. Nitzel said that might be an option if not much got done. He explained the Michigan left turn concept (away from the intersection).

Mr. Anderson said that if this improvement was done, that kind of left turn wouldn't be needed.

Ms. Cobau said the Old Dinosaur Trail was a private road and they wanted to install speed bumps on it.

Mr. Anderson said they discussed Dinosaur Trail in connection with the overpass which since fell out of the priorities. He thought they could consider adding that piece there.

Mr. Nitzel discussed lengthening the auxiliary lane for north-bound I-25 at Old Pecos Trail.

Ms. Cobau said for the southbound I-25 to northbound 599 the frontage needed to be fully accessible.

Mr. Anderson agreed that right now there were conflicts in hitting that signal right away.

He said the Richards interchange was critical to open up access, especially with the auxiliary lanes and lessened the need for the over crossings.

Mr. Nitzel explained that the interchange was predicated on having four lanes on Richards.

Mr. Jandáček asked if that would also mean four lanes on Richards to the north.

Mr. Nitzel said it would be north and south.

Mr. Anderson said they wanted to know if the interchange would mitigate need for four lanes on Richards and the model result was no.

Mr. Jandáček asked if the model also included the SE Connector. Mr. Wilson agreed.

**4) City of Santa Fe Resolution No. 2006-65: A resolution reintroduced by Councilor Ortiz requesting the MPO delete the extensions of Governor Miles Road and Camino Carlos Rey from the Metropolitan Transportation Plan – MPO Staff**

Mr. Wilson said this was a city resolution and recommended to TPB that Governor Miles and Camino Carlos Rey extensions not be done. The TPB tabled it until the corridor studies were completed. So Councilor Ortiz asked that it be reintroduced. Everything had to come to the TCC first. Essentially all that was required was that these two extensions be removed from future roads network.

The Committee briefly discussed the implications involved.

Mr. Tibbetts pointed out that if an incident occurred between Cerrillos and St. Francis, they would have some problems in getting around it.

Mr. Quintana said they might have to use Rabbit Road.

Chair Romero said they would show improvements on the MTP that would need public funding and others that developers would have to fund.

Mr. Tibbetts said a note on the map said the ROW would be preserved for private use.

Mr. Smith clarified that preserving the ROW would mean that nothing else could be built there in the future.

Chair Romero added that if the MPO vacated it, all that ROW would be lost.

Mr. Liming said the neighbors' concern was that the area would turn into something very different. He felt the dead end didn't make sense.

Chair Romero said it would also violate the recommendations from ARTF.

**Mr. Liming moved to recommend to the TPB that the Governor Miles extension stay on the plan as a potential developer-built public roadway. Mr. Robert Martínez seconded the motion and it passed by unanimous voice vote.**

Mr. Anderson explained the Camino Carlos Rey extension and said it would have no impact to existing properties.

Chair Romero thought this, too, could be developer driven but he couldn't see a developer doing the \$30 million underpass there. It would need significant commercial development in a residential zoned area but he didn't see it as doable.

**Mr. Liming moved that TCC recommend to the TPB that the Camino Carlos Rey crossing of I-25 be removed from future plans. Mr. Smith seconded the motion and it passed by unanimous voice vote.**

**b. Progress Report on the Metropolitan Transportation Plan (MTP) – MPO Staff**

This matter was not presented.

**3. MPO OFFICER REPORT**

None.

**4. COMMUNICATIONS FROM TCC MEMBERS**

None.

**5. ADJOURN – Next TCC meeting: Monday February 22, 2010**


**Mr. Liming moved to adjourn the meeting. Mr. Robert Martínez seconded the motion and it**



passed by unanimous voice vote.

The meeting was adjourned at 3:45 p.m.

Approved by:

  
John Romero, Chair

Submitted by:

  
Carl Boaz, Stenographer