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**SANTA FE MPO TRANSPORTATION POLICY BOARD**  
September 9, 2010

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Roll Call	Quorum Present	1
Approval of Agenda	Approved as presented	1
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1. 2010-2035 MTP Update	Discussion	2-3
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**MINUTES OF THE  
SANTA FE MPO  
TRANSPORTATION POLICY BOARD  
September 9, 2010**

**CALL TO ORDER**

A regular meeting of the Santa Fe MPO Transportation Policy board was called to order on the above date by Commissioner Vigil at approximately 4:15 p.m. in the Board Room, Santa Fe Public Schools Administration Building, 610 Alta Vista, Santa Fe, New Mexico.

**ROLL CALL**

Roll call indicated the presence of a quorum as follows:

**MEMBERS PRESENT:**

Mayor David Coss, Vice Chair [arriving later]

Councilor Patti Bushee

Mr. Larry Samuel for Councilman Mark Mitchell

Councilor Ron Trujillo

Commissioner Virginia Vigil

Mr. Lawrence Barreras for Deputy Secretary Max Valerio, DOT

**MEMBERS EXCUSED:**

Commissioner Liz Stefanics, Chair

Commissioner Michael Anaya

**STAFF PRESENT:**

Mr. Mark Tibbetts, MPO Officer

Mr. Keith Wilson, MPO Planner

**OTHERS PRESENT:**

Phil Gallegos, NMDOT

Greg White, NMDOT

Jon Bulthuis, Santa Fe Trails

**APPROVAL OF AGENDA**

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

## **APPROVAL OF MINUTES B August 12, 2010**

**Councilor Bushee moved to approve the minutes of August 12, 2010 as presented. Mr. Barreras seconded the motion and it passed by majority voice vote with Councilor Trujillo abstaining.**

**Commissioner Vigil put Matters from the Public after the Presentation and asked Mr. Wilson to be brief in the presentation.**

### **B. ITEMS FOR DISCUSSION**

#### **1. Presentation of the Draft 2010-2035 Metropolitan Transportation Plan – MPO Staff**

Prior to the establishment of the quorum, Mr. Tibbetts had shared some of this presentation with the Board members who were present.

Mr. Tibbetts continued his presentation. He pointed out the criteria used for the projects of the plan. He shared some of the major elements of the plan. The draft plan had previously been shared with the members of the Board.

Mayor Coss arrived at this time.

Mr. Tibbetts stressed that there was less emphasis on vehicles and that lots of factors went into the decreasing use of vehicles in Santa Fe. Since both city and county depended heavily on GRT for infrastructure improvements, there would not be much increase in those projects for roadways. The financial part of the plan is very conservative for the next five years. The projects were listed in the weighting list.

For bike and trails they were looking to create action plans on those. There were lots of improvements since 2005 with the rail runner coming up, expansion of Santa Fe Trails and onset of NCRTD, Park and Ride – many big changes in the last five years.

Mr. Wilson showed a power point presentation and summarized the highlights. He pointed out they were going through the public review period now.

In the power point, he defined the MTP, showed the boundaries of the MPO area and the theme of the plan – moving the Santa Fe Region forward with a sustainable, interconnected Complete Street Network that aims to provide safe and secure access for all users.

Mr. Wilson went through the population and employment data and other demographics. He identified existing multimodal systems and projected future demands, pointing out the congested areas. The Sustainable Transportation Toolbox was explained.

He shared the policies and areas of emphasis for future planning of which the MTP was the first step in the process. Then he reviewed the “financially constrained” requirements and shared revenue estimates over next 25 years.

From public input, changes could be made to the plan. Then it would be submitted to DOT, approved by TPB and sent to Federal Highway Administration.

Councilor Bushee asked about the listing for Richards Avenue Extension, commenting that it seemed to have no end. She asked how that project could be removed.

Mr. Tibbetts said it came about from a study initiated by a state senator. The MPO was requested by NMDOT to do that study, looking at the St. Francis corridor that was near capacity. The white paper was on its feasibility. One scenario was to Cerrillos and one was further north, all the way to 599. It was better to wait on the impact of the Siler Road crossing. That would be considered if Siler Road reached capacity.

On the other hand, the connection to Cerrillos was shown to have impact on surrounding neighborhoods on Campanas, Consuelo and Camino Carlos Rey from Rodeo Road to get to Cerrillos. It was shown in the white paper to have benefit and to mitigate existing congestion.

Councilor Bushee asked if all it took was one legislator. She asked who paid for the white paper and further study.

Mr. Tibbetts it was a congestion and connectivity study right now. Any ranking was dependent on funding. The TIP was already up to 2014 and this time frame was up to 2020. The TPB also directed staff to do this study. It was put in as a study (listed in blue) and not even as a project. The white paper was paid for by DOT out of the corridor studies budget for I-25 and St. Francis. He added that the local network must be established before the feds would approve an interchange. The growth in that area and existing issues need to be addressed.

Councilor Bushee asked if additional studies would be paid by DOT. Mr. Tibbetts didn't think so but it might get federal monies.

Councilor Trujillo asked for a copy of the white paper and to know who initiated it.

Mr. Tibbetts agreed to get that to them.

## **A. MATTERS FROM THE PUBLIC**

Ms. Barbara Levin commended the Board on the report structure. She noted that there were just some issues in it she would like to see changed.

She noted that public input was required. She had attended 10- meetings and had not seen a single public comment incorporated in this document.

She said the Candlelight neighborhood should not be diverted for a destination right across the street at Zia. No official action had taken place on the TOD project for Zia. She believed Zia was Transit Adjacent Development.; Las Soleras was a true TOD.

On page 23, the concept of a walkable community was already tied to TOD. The Candlelight Association supported traffic signals without supporting mixed use development.

Page 79 said Zia would be mixed use and they objected to that statement.

Las Soleras was being developed as TOD. Candlelight was not opposed to infill but to what they believed was happening. She submitted her written statement for the record [attached as Exhibit A].

Present was Mr. Steve Coca, 117 Camino Consuelo, president of SW Bellamah Neighborhood Association who opposed the extension of Richards Avenue. He said the extension would destroy their neighborhood that had kids and elderly. It would not make the area walkable or safe. In the future if there was an interchange at Richards they would have freight coming through and that was not acceptable in a 50 year old neighborhood. Some were original home owners. The TPB would hear more from them at the public hearings.

He wanted to ask someone on the Board to propose an amendment to remove any reference to the Richard Extension from the draft. He invited MPO TPB members to call him and shared his phone number with them.

Present was Mr. Richard Wood who lived north of Zia and west of St Francis in the Candlelight neighborhood. His concern was the traffic on Zia and looked for anything in the plan that would help. Any dev of Zia station would just make it worse.

The most congestion was from the west. The way people were able to get from Rodeo Road north was either by Rodeo or Zia. None of the options were good arteries at all because there were no other good extensions. The only thing that had the potential was the Rodeo extension. Everybody in homes south of Rodeo were all funneled onto Rodeo Road. There was no other way to get them north. Zia was already a failed intersection at St. Francis Streets.

Councilor Bushee asked if he meant Richards extension not Rodeo extension. Mr., Wood agreed.

Ms. Vetteha, 2300 West Alameda at the commons, said she just heard about this recently and wanted to make two points. One was that in the plan she didn't hear that pedestrians and bikeways were part of this but separate. It was wonderful to have Siler Road but it made it more dangerous to bikers and pedestrians. There was a railing but no shoulder. It just dropped off and had a rocky surface. So she hoped for more cooperation from people who were actually going somewhere – multi modal – not just for cars.

Commissioner Vigil said the river extension for bicycles went from Frenchy's Field to Camino Alire. She asked if bicyclists were using it.

Ms. Vetteha said some going shopping and some to work. They usually got off and walked that particular stretch.

Councilor Bushee said they were looking at major bikeways but agreed that commuting was important. It was true that you could commute on the River Trail but on Alameda – both east and west it was an effort.

Ms. Vettahu said she heard an ugly rumor about Alameda being designated as a major arterial. They needed a safe walkable community there.

Commissioner Vigil thanked her for providing all the data for the project at Camino Carlos Rey. The

County planned a three way stop at San Isidro. Common sense dictated one thing that sometimes didn't unfold there.

There were no other speakers from the public .

Commissioner Vigil invited the public to submit written statements as well. She asked when the next public meeting would be ::

Mr. Wilson said the next public meetings were next Tuesday and Wednesday.

### **C. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD**

Councilor Bushee asked if the plan had a correlation with population and aging.

Mr. Wilson agreed. He said people who were much older could not bicycle or walk. But before that, older people tended to both walk and bike. These presentations were strictly for roadways. They would address the bikeways and trails later.

Councilor Bushee pointed out that this was given to the City by the Governor to finish the corridor study first and then deal with bicycle and pedestrians for St. Francis.

Mr. Wilson clarified that the study did identify that in the study. It would be part of the bikeway master plan. They hoped to complete that in the next six months.

Councilor Bushee said she had hoped it would be part of this plan.

Mr. Tibbetts said that intersection was specifically excluded from that study. He understood it was because of the complexity of that intersection.

Councilor Bushee said the Council was told to wait until the corridor study was done.

Mr. Tibbetts said that project was still in the STIP. Complete Streets looked at bike and pedestrian safety. But that project needed more study.

Councilor Bushee wanted to see a short term project on the list.

Mr. Tibbetts said he knew Public Works looked at it by putting the trail through there. He had walked it and bicycled it there.

Councilor Bushee said she would bring that forward.

Councilor Trujillo asked Mr. Barreras where they were on that study. It was started five years ago.

Mr. Gallegos said the studies were complete and recommendations had been made but they excluded that intersection. They had proposed a grade separation and the impacts were so huge that it needed its own study for options.

Councilor Trujillo thought the ADA requirements would affect that too.

Mr. Gallegos recalled that early on the proposal was to have a pedestrian overpass but found it would require such a long ramp that it couldn't be done. The costs and complexity were great.

Mr. Wilson also pointed out that the Acequia Trail crossing had an overpass and a tunnel option. Whether a bridge or tunnel, there were environmental concerns and they needed to know what was under that roadway. That analysis had to be done before going to the next step.

Councilor Trujillo said they needed to hear an *interim report*.

Mr. Wilson said there would be an interim plan to connect through the vacant land and push a signal to cross.

Mr. Gallegos said pursuant to the DOT minimum standards for road median they would have to coordinate the design for proper clearances. St. Francis was a national highway.

Councilor Trujillo announced that he worked for DOT but not on design so there was no conflict for him.

#### **D. MATTERS FROM THE MPO STAFF**

There were no matters from the MPO Staff.

#### **E. COMMUNICATIONS FROM THE NMDOT AND FHWA**

There were no communications from the NMDOT or FHWA.


#### **F. ADJOURNMENT B Next meeting: Thursday, October 14, 2010**

The meeting was adjourned at 5:20 p.m.

Approved by:

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Liz Stefanics, Chair

Submitted by:

  
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Carl Boaz, Stenographer