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SFMPO-TPB MEETING
November 10, 2011

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**MINUTES OF THE
SANTA FÉ MPO
TRANSPORTATION POLICY BOARD
November 10, 2011**

CALL TO ORDER

A regular meeting of the Santa Fé MPO Transportation Policy Board was called to order on the above date by Board Chair David Coss at approximately 4:00 p.m. in the Santa Fé City Council Chambers at City Hall, 200 Lincoln Avenue, Santa Fé, New Mexico.

ROLL CALL

Roll call indicated the presence of a quorum as follows:

MEMBERS PRESENT:

Mayor David Coss, City of Santa Fé, Chair
Commissioner Virginia Vigil, Santa Fé County, Vice Chair
Commissioner Robert Anaya, Santa Fé County
Councilor Patti Bushee, City of Santa Fé
Commissioner Liz Stefanics, Santa Fé County

MEMBERS ABSENT:

Deputy Secretary Katherine Bender, NMDOT
Mr. Ryan Swazo-Hinds, Tesuque Pueblo [excused]
Councilor Ron Trujillo, City of Santa Fé

STAFF PRESENT:

Mr. Mark Tibbetts, MPO Officer
Mr. Keith Wilson, MPO Planner
Mr. Tim Rogers, Consultant

Others included Claude Morelli, Tony Mortillaro and David Quintana.

APPROVAL OF AGENDA

Mr. Wilson listed some changes.

Commissioner Anaya moved to approve the agenda as amended. Commissioner Stefanics seconded the motion and it passed by unanimous voice vote.

APPROVAL OF MINUTES

September 8, 2011

Commissioner Stefanics moved to approve the minutes of September 8, 2011 as presented. Commissioner Anaya seconded the motion and it passed by unanimous voice vote.

A. MATTERS FROM THE PUBLIC

Mr. Dan Stone was present to inquire about a point he brought up last time about working with DOT on extending the mounting and dismounting of trains at the Santa Fé Depot. He said they could stack 3 trains of up to four cars at the Railyard. One argument for it was that the buses could find a place to park on Manhattan. He asked if the City would be willing to reconfigure the space of track one and its usability at the downtown Railyard so three trains could park there and eliminate the "deadheads" moving back and forth through the city. They could park in town rather than out on I-25. It would help residents by cutting down the number of trains passing through the city.

He said that Lucky Varela said he needed a plan in order to appropriate money for that to be done.

Chair Coss said they would look into it.

B. PUBLIC HEARING

1. Approval of an Amendment to the FFY 2012-2015 Transportation Improvement Program

Mr. Wilson said in the packet was a table of the projects for TIP. The amendment was the last one for Acequia Trail crossing of St. Francis. This was a design for \$400,000 using city funds. It was a regionally significant project and added to the TIP because the FHWA wouldn't sign off on the Environmental Assessment (EA) until it showed on the TIP. That would allow it to get a control number and get the EA. It went through the 30-day review and no comments were received.

There were some minor administrative changes for the I-25/Cerrillos Road interchange and it had a new control number to differentiate it from the design control number.

Councilor Bushee asked if the \$400,000 had already been expended in design.

Mr. Wilson didn't believe so. There was about \$1.2 million still assigned to this project.

Councilor Bushee was concerned that the last parks bond update revealed that project had been eliminated by taking money from it to pay salaries for city staff. She was not sure that the City Manager hadn't already grabbed that money. She wanted to be sure there was still money for it.

Chair Coss believed there was money for it.

Chair Coss said they should look at what Mr. Stone said. The City couldn't put the Acequia Trail there.

Mr. Wilson explained that before it was signed off, there had to be a public meeting as part of the EA.

There were no public comments.

Commissioner Stefanics moved to approve the amendment with the condition that we understand that one item might be removed if funding was not available. Councilor Bushee seconded the motion and it passed by unanimous roll call vote with Commissioner Anaya, Councilor Bushee, Mayor Coss, Commissioner Stefanics and Commissioner Vigil voting in favor and none voting against.

C. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

1. Approval of the 2012 Meeting Schedule

Mr. Tibbetts said the schedule was discussed in September with the Board. He prepared the meeting schedule to have the key dates they needed to convene (around the TIP amendment dates). April was added for the new work program. Most DOT documents were due in April. So he would try to aggregate the Board agendas to meet these times. If they had no quorum, they would have to call a special meeting to meet the deadlines. The schedule would still keep monthly TCC meetings. This would be published with city and county calendars.

Commissioner Vigil moved to approve the 2012 meeting schedule. Councilor Bushee seconded the motion and it passed by unanimous voice vote.

2. Approval of an Amendment to the 2010-2012 Unified Planning Work Program

Mr. Tibbetts explained that the projects had not changed but the budget had changed and was on one separate sheet. The Santa Fé MPO received additional federal funding that was unobligated from the past that was being redistributed. For this MPO it was \$85,000 that required a local match and was incorporated into our UPWP (2 year program). Most of it was bicycle planning, pedestrian planning etc.

The Bicycle MP was in process he had a draft to present. They were currently working on coordination of the transit plan. He expected these consultant-assisted projects to be initiated in the next quarter.

He added in yellow where they were right now. They had \$880,000 for two years and had expended a little over \$300,000 to date. They wanted to first spend the older monies that possibly would expire. There was a 3 year time frame to spend them in light of possible reductions. Right now they were on a continuing resolution through March, 2012. This plan had been reviewed by NMDOT and seemed to be acceptable to

them.

Commissioner Stefanics asked how many MPO staff they had now.

Mr. Tibbetts said there were two and the MPO got support from the City that helped a lot, especially from the GIS Dept. The City provided the local match and staff also got lots of administrative assistance from the City.

Commissioner Stefanics suggested if some funds might be lost, the Board could look at staff costs at the very end.

Commissioner Vigil noted on the second page it had the task and the estimated staff time and cost. She asked him to explain why there were different task designated numbers and how they divided the work load between both of them.

Mr. Tibbetts said they didn't have real discrete separation. He worked on Transit and both of them worked on ITS. The bikeways project was assigned to Mr. Wilson as was Zia. Mr. Wilson also did the traffic demand model. It was broken up according to their skill levels and they contracted with consultants to help. That was successful with the long range planning. Some was delegated through on-call services so they could get it all done.

Commissioner Vigil asked what the other services category included.

Mr. Tibbetts said it was printing, software, equipment for traffic counts, publishing, newspaper ads and public notices.

Commissioner Vigil asked if this got reported to DOT. Mr. Tibbetts agreed.

Commissioner Vigil asked if this spreadsheet was in the form they requested.

Mr. Tibbetts said DOT relied upon the staff to come up with the process to be used on it.

Councilor Bushee moved to approve the UPWP Plan. Commissioner Stefanics seconded the motion and it passed by unanimous roll call vote with Commissioner Anaya, Councilor Bushee, Mayor Coss, Commissioner Stefanics and Commissioner Vigil voting in favor and none voting against.

3. Presentation of the Preliminary draft of the Bicycle Master Plan

Mr. Wilson introduced Tim Rogers. A task in the UPWP was to develop a Bicycle MP. Ten months ago they had Mr. Rogers come to address it. He had been working on it with a citizens' work group and getting feedback and then they would bring it back next year for final adoption. There was a copy handed out to the members and Mr. Wilson invited feedback.

Mr. Rogers thanked the Board for having him make the presentation. He presented his work six months earlier on the background and approach. He reviewed the aspects of the plan and then went to the recommendations. The citizens' advisory group had been crucial in development of it. They had monthly meetings to discuss the plan and had three community rides including one in the county. A lot of their language was integrated into the plan. He showed the bullets of their concerns.

Part III was assessment of existing conditions and started with the map that focused on trails, on-road facilities, guidance, bicycle parking, transit and maintenance.

Part IV had recommendations to improve bicycle infrastructure. He went through the recommendations with the Board.

Part V was on Education, Encouragement and Enforcement. Part VI had the Implementation Plan with 4 sections on the process of getting the plan adopted and implemented. It also identified short, medium and long range projects and funding mechanisms.

He hoped to complete the MP for public review with a public comment period in December and make revisions in January and present to the TCC in January for Board approval in February. The vision was to complete the expanded bikeway system with roads that had good bike lanes.

Commissioner Stefanics asked him to make sure there was a formal presentation to the County Commission prior to consideration by the TPB. Mr. Rogers agreed.

Councilor Bushee asked if the extended map was still within the city limits.

Mr. Rogers said it showed the metropolitan area as a whole. The tan area within the map was the city limits.

Councilor Bushee wanted more connectivity beyond the city limits.

She said they were looking forward to the IMBA conference next October and found out we were short of bike racks. The City now required all new city facilities to have bike racks because they would be flooded soon with a bunch of people who ride mountain bikes. She hoped racks could be on the map.

Mr. Wilson said the map was 98% complete and they only needed to add to the back side before going to print. It goes out to end of Rancho Viejo and encompassed all of 599 and La Tierra trails. There was an inset for Eldorado and Galisteo Basin. His goal was to have it printed by end of the year. They were getting quotes for printing right now and called it the 2012 bikeway trails map.

He had been working closely with Eric Martínez through the team process to make sure developers were incorporating trails in their development. The most recent was the Pavilion project on the west side of 599, the village project in Tierra Contenta with an underground route under 599 connecting into the SWAN Park and Las Soleras.

Councilor Bushee asked if the map could be made of more weatherproof material.

Mr. Wilson said it was too costly to do that but he could look at doing a few. They were looking for key locations for posting of the map.

Councilor Bushee thanked staff for looking out for the long term. She appreciated that and the details and making the connections.

Commissioner Anaya felt sometimes Complete Streets was in direct opposition to long range plans. Neighbors on Hwy 14 didn't want the extended shoulders. They needed to truly communicate with the public on them. Widening a road would lead to higher speeds. It was really helpful to see the priorities where they could get ahead of the discussions with communities.

Councilor Bushee had not seen them build the trails so they were not multi-use Complete Streets.

Commissioner Anaya said if the Board would discuss Complete Streets with people on Highway 14 it would be helpful. There were other benefits to keep speeds down that residents liked. In urban areas there were big concerns but it was different in rural areas.

Commissioner Stefanics noted that it took almost two years for the community to come to any agreement to allow renovations to move ahead. If you look at Rancho Viejo and Eldorado you would see pathways that were separated from the road. With higher highway speeds it becomes very dangerous for bikes. In terms of safety having separated bike lanes was better.

Commissioner Anaya said it would be good to consider off-road trails in Rancho Viejo. They just had to figure out how to do it.

Commissioner Stefanics asked about the Arroyo Hondo trail.

Mr. Rogers said Arroyo Hondo and NM Central trails were the only ones they were looking at for bicycle transportation. Trails were almost never adequate solutions to on-road biking. NM 14 had sufficient shoulders now except that some of them were not level. The national association said we should never look at trails as substitutes for on-road biking. A trail along a road was a particularly poor substitute in most cases because every time you cross a driveway or intersection was more hazardous. This was not just his statement but the engineering guidance.

Paths along roads were not the way to get to a bicycle friendly alignment. Trails should be independent of roads. In the plan they had only one path along a road and it was along Richards where the Petchesky Ranch was purchased.

This was the discussion they needed to have more of with the County and he hoped to continue the dialogue.

Commissioner Vigil said another section of the county to focus on was the portion of the Santa Fé River Trail such as at San Isidro. The challenges were huge. She was sorry Santa Fé didn't do what Colorado Springs did with their river.

The County had in every subdivision required approval for open space and trails over the past seven years. Las Campanas and Rancho Viejo Master Plans had open space and trails as a critical component and were separate from COLTPAC. The overriding issue as she saw it was about connectivity. Even with 599 there was a lot of potential and she was speaking from the district she represented. Each district had its own unique issues to deal with. There was a lot trail network out there and a lot of potential network in developments that had been approved. That was what COLTPAC had been struggling with - connectivity.

The County had some unique challenges like Agua Fria historic villages. They were very disappointed that there were not trails in the last phase there. The River Trail was going to be huge and would complete the loop around the city we've been looking for. She would like to see more work on connectivity.

Mr. Rogers appreciated that comment. Agua Fria had no space for bike lanes. Complete Streets focused on future roads. They had a limited number of retrofits - one was Old Santa Fé Trail to El Gancho Road. The only other one for the County was on Rancho Viejo Boulevard in front of Amy Biehl School. The space was already there. The road was actually Avenida del Sur. They were not talking about adding miles and miles of shoulders.

Councilor Bushee suggested getting the rest of the ROW for the new Siler Road and either going out to Las Campanas or her route going toward Rufina and out to the county. That was one urban area that needed some ROW.

Councilor Bushee felt the whole educational component was where they needed to address things like riding on the sidewalk.

Chair Coss noted that the City had \$14 million in the bonds consideration of parks and trails. On Monday Finance would meet and it was open to BTAC recommendations.

Mr. Wilson said the recommendations of BTAC were included. Mr. Rogers was at the last BTAC meeting.

4. TIP Project Updates:

Mr. Dave Quintana shared a three hand outs and used a Power Point to present these five project updates.

- **NM475 Roadway Improvements Old Taos Highway to Artist Rd**

The scope included pavement replacement and rehabilitation, ADA upgrades, permanent signing and striping to include sharrows for bicyclists where appropriate. Funding of \$1.5 million was programmed for 2012. They might be able to provide a 3 foot lane on Paseo. District 5 anticipated fully funding this project. Construction would begin after Fiestas in 2012 and be completed during the summer of 2013. The public

meeting last night at the library was a slight turnout and he anticipated more of them.

The project goes from Old Taos Hwy down Paseo to Bishop's Lodge Road. It was limited to the state's portion and would not go east of Washington on Paseo. If the city could raise \$200,000, they could go on to Otero Street and Washington to Federal.

They would identify the major issues with this project. It would be built in two phases. Phase 1 would reduce Paseo to one lane each way, detouring up Old Taos Hwy and over to Bishop's Lodge with limited access at Artists Road and Kearney to residents in that area. They would be closing Bishop's Lodge Road there. If they incorporated any city property they would need to have it included by February.

Mr. Tibbetts excused himself from the meeting at this time.

Mr. Quintana said with Phase 2 they would close northbound on Washington but and require a left turn left at Federal to get on Paseo and pedestrian detouring.

- **Jaguar/599 Interchange**

Mr. Quintana knew the Board was aware of the history of this private/public partnership. NMDOT would provide oversight of quality assurance. It was in final design with construction in summer or fall of 2012.

Commissioner Vigil asked how far it was from CR 62.

Mr. Quintana said it was about 2.5 miles. The design would conform to PASHTO. The developer was proposing a community-let art design.

- **I-25/Cerrillos Road Interchange**

Construction would be under a separate control number. Phase B and C would be done in fall of 2012. The first public meeting would be on November 16 at Genoveva Chávez Community Center. Construction would begin in late 2013. The budget was \$4.7 million.

There were two design alternatives - a tight diamond and a diverging diamond. The tight diamond would have roundabouts. The underpasses were structurally deficient having been built in the 1960s.

With roundabouts they could keep the free southbound lane open from Cerrillos to I-25 and the same with northbound. It would allow elimination to two bridges. This could now be a potential thoroughfare for a bike/equestrian trail.

The diamond with signals also eliminated the bridges.

The split diamond would be the first one in New Mexico. This configuration eliminated crossing through traffic.

Commissioner Stefanics asked if no one would lose any of the ingress/egress that was there now.

Mr. Quintana agreed. The split diamond was probably more conducive to pedestrian traffic in this area. He liked this one. It was interesting design and relatively safe. He was not fond of roundabouts because of potential future pedestrian traffic.

- **NM599/CR62 Interchange**

This was new interchange construction that came out of the priority study a couple of years ago. They identified \$7.78 million funding for the project. It would have a diamond design with roundabouts. They would let the contract in February 2012 and it should be complete by spring 2013. They had two public meetings - April and October. He showed the detours needed in construction of it. There would be limited access to 599 in this area during construction.

Commissioner Vigil asked if the bridge would allow bicycles. Mr. Quintana agreed.

Commissioner Vigil said the County wanted to honor Sgt. Leroy Petrie and supported that. This actual bridge would be perfect to dedicate to his honor. Commissioner Anaya brought that forward and she wondered if the TPB would support it.

Mr. Quintana said the artwork might be difficult. Jaguar might be easier because artwork had not begun yet. He was not sure they could still do it here.

Commissioner Vigil assumed the Jaguar interchange would be in the same sort of category. If not, she asked what options they might have.

Mr. Quintana thought there was an opportunity. They might have to do something that would be retrofitted or done during construction.

Commissioner Vigil moved to approve naming that bridge [at CR 62] the Sgt Leroy Petrie Bridge and the recommendation be given to the State Transportation Commission and it be given a change order to make the dedication prominent. Councilor Bushee seconded the motion.

Commissioner Stefanics suggested that if not accepted that the next immediate bridge on that highway be considered. Jaguar was still coming. She asked what time schedule would be needed.

Mr. Quintana said right now it would be ideal to do it there given that the whole corridor was Veteran's Memorial Highway.

Commissioner Stefanics explained the only reason she was suggesting it was that the TPB would not meeting again until February. The one on 62 would have to be a change order.

The Board members briefly discussed the motion.

Mr. Quintana agreed. It might be too late to incorporate into the final design plans and maybe even as an addendum.

The motion passed by unanimous roll call vote with Commissioner Anaya, Councilor Bushee, Mayor Coss, Commissioner Stefanics and Commissioner Vigil voting in favor and none voting against..

Councilor Bushee excused herself from the meeting at this time.

- **I-25/St. Francis Interchange**

Mr. Quintana said this was a bridge rehabilitation project with deck replacement, railing upgrade and construction of bridge approaches. They would let the contract in December and it should be substantially completed by November 2012. Funding was \$7.3 million with GRT revenue.

They would need to close the northbound I-25 to northbound St. Francis to do it. There would be limited closure from March 15 to July 1 (after the legislative session). The contract would have a \$14,000 disincentive for each day over 55. After July 1 the closure would be just at night. The detour would be about 4 extra miles.

Commissioner Stefanics thought they would have to do some major education efforts and would have angry people. It would be a big deal.

Mr. Quintana said they allocated \$30,000 for public outreach and working on weekly and Sunday articles in all the papers as well as spots on public channels and radio stations.

Commissioner Anaya asked him to come to the Board of County Commissioners with quick bullets on the agenda. That might help too. Mr. Quintana agreed.

5. Update on the status of the Federal Transportation Bill Preauthorization

Mr. Wilson said he covered the update in the email he sent out on it.

D. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

There were no matters from the SFMPO Transportation Policy Board.

E. MATTERS FROM THE MPO STAFF

There were no matters from the MPO Staff.

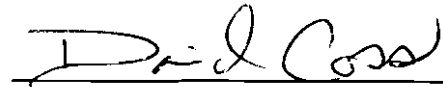
F. COMMUNICATIONS FROM THE NMDOT AND FHWA

There were no communications from the NMDOT or FHWA.

G. ADJOURNMENT – Next meeting, Thursday February 9, 2011.

The meeting was adjourned at 6:25 p.m.

Approved by:



David Coss, Chair

Submitted by:



Carl Boaz, Stenographer