



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Technical Coordinating Committee

Monday, April 22nd, 2019, 1:30 P.M.

City of Santa Fe Offices @ Market Station

500 Market Street, Suite 200, Santa Fe, NM

(Map: <http://tinyurl.com/l6kejeq>)

AGENDA

- ◆ Call to Order
- ◆ Roll Call
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from February 25th, 2019

1. Communications from the Public

2. Items for Discussion and Possible Action:

- a. Amendment 7 to the 2018-2023 TIP: Release for 15 Day Public Review
- b. Transportation Improvement Program (TIP 2020 – 2025) Project Review, Ranking and Release for 30-Day Public Review– *MPO Staff*
- c. Recommendation for Approval of Amendment to the 2015-2040 Metropolitan Transportation Plan Table 7.1 “Regional Roadway Priorities”: Including New City of Santa Fe Roadway Project – Camino Monte del Sol (between Cruz Blanca and Old Santa Fe Trail) \$120,000 for repaving and addition of shoulders – *MPO and City Staff*
- d. 2019 Bicycle Master Plan Review and Release for 30-Day Public Review
- e. Update on Transportation Improvement Program projects – *MPO Staff*

3 Matters from the MPO Staff

4. Matters from TCC Members

5. Adjourn - Next TCC Meeting: Monday, May 20th, 2019

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activity or service.*

**SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
CITY OF SANTA FE OFFICES @ MARKET STATION
500 MARKET STREET, SUITE 200
MONDAY, FEBRUARY 25, 2019, 1:30 PM**

1. CALL TO ORDER

The meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by Keith Wilson, Chair, at 1:30 pm, on Monday, February 25, 2019, at the City of Santa Fe Offices @ Market Station, 500 Market Street, Suite 200, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT

Keith Wilson, Santa Fe Trails, Chair
Edward Escudero, Pueblo of Tesuque
Brett Clavio, Santa Fe County
Tony Mortillaro, NCRTD
Dave Quintana, NMDOT
John Romero, City of Santa Fe
Noah Berke, City of Santa Fe
Diego Gomez, Santa Fe County
Paul Kavanaugh, Santa Fe County
Kathleen Mortimer, City of Santa Fe
Sarah Anderson, City of Santa Fe
(2 vacancies)

MEMBERS ABSENT

OTHERS PRESENT

Councilor Carol Romero-Wirth
Erick Aune, Senior Planner, MPO
Joseph Moriarty, NMDOT, Planning Liaison
Brad Fisher, NMDOT
Jessica Griffin, NMDOT
Elizabeth Martin, Stenographer

3. APPROVAL OF AGENDA

MOTION A motion was made by Mr. Romero, seconded by Mr. Mortillaro, to

approve the agenda as presented.

VOTE The motion passed unanimously by voice vote.

4. APPROVAL OF MINUTES

Mr. Romero said on page 6, it was Romero at finance instead of Padilla.

Mr. Moriarty said the date on first page is incorrect.

MOTION A motion was made by Mr. Quintana, seconded by Mr. Escudero, to approve the minutes as amended.

5. COMMUNICATIONS FROM THE PUBLIC

None

6. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

A. SELECTION OF 2019 CHAIR AND VICE CHAIR POSITIONS

MOTION A motion was made by Mr. Romero, seconded by Mr. Quintana to reelect Mr. Wilson as Chair.

VOTE The motion passed unanimously by voice vote

MOTION A motion was made by Mr. Romero, seconded by Mr. Kavanaugh, to reelect Mr. Quintana as Vice Chair.

VOTE The motion passed unanimously by voice vote.

B. RECOMMENDATION FOR APPROVAL OF AMENDMENT 6 TO THE 2018-2019 TRANSPORTATION PROGRAM (TIP)

Mr. Aune said the information on this item is in the packet. He reviewed the information.

MOTION A motion was made by Ms. Mortimer, seconded by Mr. Romero, to recommend approval of Amendment 6 to the 2018-2019 Transportation Program to the Policy Board.

VOTE The motion passed unanimously by voice vote.

C. SCORING AND RECOMMENDATION FOR APPROVAL OF AMENDMENT TO THE 2015-2040 METROPOLITAN TRANSPORTATION PLAN TABLE 7.1 "REGIONAL ROADWAY PRIORITIES"; INCLUDING NEW CITY OF SANTA FE ROADWAY PROJECT - CAMINO MONTE DEL SOL (BETWEEN CRUZ BLANCA AND OLD SANTA FE TRAIL) \$120,000 FOR REPAVING AND ADDITION OF HOLDERS.

Mr. Aune said the City of Santa Fe, via email, contacted him about this potential new project. He talked with John Romero about the process to move this into the MPO projects. He is asking you to formally amend the MTP to include this specific project. The details of the project are in the packet. After reviewing the process we are asking you to consider the scoring of it and release it for 30 day public review. Then it comes back to you for formal engagement. Then we will invite the Policy Board to formally amend the MTP in April.

Mr. Aune reviewed the information including the scoring.

Chair Wilson said this meets the regionally significant determination. Is that why it is going in the MTP.

Mr. Aune said it is a collector road and adds to the regionally significant roadways. The road itself is local.

Mr. Mortillaro asked why not include the repair of the drainage as well at the same time as you do this work.

Mr. Romero said the drainage issue at that location currently is an issue we have to deal with the property owner on regarding the pipes. The only other way to do that would be to trunk it to who knows where so we are only looking to add shoulders. We constantly get complaints about this road. It is on the MTP so it is noted and kept track of.

Mr. Mortillaro asked does the drainage issue add to the degradation of the road. Will you have a repeat problem later on.

Mr. Romero said the road was never build to a wide section. The asphalt is deteriorating and the drainage does effect that, but not the shoulders.

Chair Wilson said so the drainage will be taken care of under a separate project.

Mr. Mortillaro said it seems you would want to do a repair and not have continued

degradation.

Mr. Quintana asked are there any structures to widen.

Mr. Romero said he did not know. The main scope is to add shoulders and widen lanes, but there is no specific drainage project that would alter the course of the current drainage.

Mr. Moriarty asked the point scale is 1 to 20 so 20 is the maximum.

Mr. Aune said yes.

Chair Wilson said this section of roadway is one of our routes and our buses do struggle with the width of the lanes.

Councilor Romero-Wirth said she is new to MPO and sits on the Policy Board. She was told if she came to this meeting it would be helpful to what she doing on Policy. It was a constituent of hers who most recently complained about this road. This is one of the ways into the neighborhood that feeds into several schools and other campuses. It has been a problem for years. The traffic as this area has developed has increased. It is an ongoing problem. If there is a way to get this in the queue and to get it improved it would be important.

Mr. Berke asked does this project include pedestrian walkways. There are no sidewalks there. People have to walk in the street.

Mr. Romero said we are just widening the road and adding shoulders. In order to add pedestrian facilities, that is a lot bigger situation.

Councilor Romero-Wirth said there is not room for sidewalks. Historically when it came about it never contemplated the growth in that area. The road was not sized right from the beginning.

Mr. Romero asked would it be helpful if Erick went over the scoring.

Mr. Aune reviewed the scoring which was included in the packet.

Mr. Escudero said he is familiar with this intersection. There is not a lot you can do. It is in a hole. When it is icy it is very dangerous. He suggests that you up the safety and security to a 15.

Mr. Kavanaugh asked do we know the scope of work.

Mr. Romero said we are in the initial phases right now. He thinks it will be repaving.

Mr. Romero said this may seem like a maintenance project, but we felt it was a bit different. We need to reconstruct it. We want to make sure it is on an list and not forgotten about. Next time we generate revenue for the City we can say we picked from the list for projects.

MOTION A motion was made by Mr. Escudero, seconded by Mr. Mortillaro, to up the score for safety to 15 and to approve the release of this amendment for 30 day public review.

Mr. Quintana asked once you get money is the intent to put it in the STIP. If it is regionally significant it could be considered.

Mr. Romero said he understood that regionally significant projects go on the TIP.

Mr. Quintana said it does not necessarily have to. For keeping track and significant importance it makes sense to keep it on the MTP.

Mr. Romero said that is a good discussion to have. He will go over it with Erick and all the projects and come back with the ones to go on TIP.

Chair Wilson said if it is regionally significant it can be tracked on the MTP.

Ms. Griffin said it can't program into the TIP unless it is funded.

Mr. Romero said that is a good point.

Mr. Quintana said we do have a two year planning window for the TIP. Is there an option for them to do that.

Chair Wilson said we will sort that out when funding is identified. Right now this is for public disclosure.

Mr. Romero asked should Arroyo Chamisa be put in. That it is funded for the study phase.

Mr. Quintana said it should be included.

Mr. Romero said we will call it the Arroyo Chamisa Study. This is preliminary.

Mr. Mortillaro said in the recommended action it says Camino Monte del Sol, but the map says Camino Monte Sol.

Mr. Romero said Camino del Monte Sol is correct.

VOTE The motion passed unanimously by voice vote.

Mr. Aune said within the next two days he will get this as a notice in the paper and on our website that we are in the 30 day public review. Then it will come back to you. He appreciates Councilor Romero-Wirth being here. This will not be on Policy Thursday night, but will be after the public review.

D. 2020 METROPOLITAN TRANSPORTATION PLAN UPDATE KICK-OFF NOTES - MARCH 1, 2019

Mr. Aune said he wants to thank Joseph Moriarty for asking the question. We have limited staff resources and will have consultant resources. Technically the kick-off is in June. In accordance with regulation we must begin the process 18 months ahead of time which is March 1st. He is going to draft an outline of how public participation will look to fulfill those regulations. We have a solid plan that will not require complete and total update. Largely the document as it rests is valuable. There are also elements we are going to bring into the update further detailing the performance aspect. He is looking today for your support to put a flag in the ground that we are open to any comment as of March 1st.

MOTION A motion was made by Mr. Romero, seconded by Mr. Quintana, to recommend to the Policy Board that they take the formal action of officially kicking off the 2020 Plan update on March 1st.

Mr. Clavio asked where is the participation component kicking in.

Mr. Aune said the current participation plan of the MPO has specific guidance of how we do this. We will not have a consultant until mid to later summer. We have a full year to work through that process. We would like to get staff on board to take a lead on this project. We want to be formal in the commitment.

Mr. Clavio said he just wants to make sure the public and participating entities have enough time to load that program up.

Mr. Aune said there will be a substantive participation plan. We can use the one we have now for guidance. We have in the budget funds for a significant public participation process. This is a primary purpose.

Mr. Quintana said so basically you are internally letting everyone know we are starting the internal process. Starting the clock so to speak.

VOTE The motion passed unanimously by voice vote.

E. UPDATES ON PROGRESS OF DRAFT 2019 BICYCLE MASTER PLAN

Mr. Aune said a draft outline of completion schedule is in the packet. He reviewed the information.

F. UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS

Mr. Aune said he attended a kick-off meeting for the NE/SE connector project. It is moving forward. The Guadalupe recent project meetings seem to be on track.

Mr. Romero said we are on track working towards 60% design. DOT can comment on intersection improvements.

Mr. Quintana said we are good with it. Getting trucks through was looked at and it is okay. We are going to do repaving of Paseo through that intersection. We might just leave the ramps out of it and pave through the intersection in the interim. A lot of complaints are coming in on Paseo.

Mr. Romero said it does not get rid of the free rights, but moves the crosswalk from the blind side of them.

Mr. Romero said on the Agua Fria/South Meadows improvement project, we have gone through an analysis. The public meeting will be tomorrow night at 6:00 pm at the Camino Rael School. It looks like we will go with an signalized intersection. We could not make a roundabout work. We are adding right and left turn bays.

Mr. Clavio said the Avenida del Sur kick-off meeting is tomorrow at 10:00 am at Santa Fe County. He invited everyone to attend if they are interested. This is the conceptional engineering phase. It opens up the southern part of the Community College area.

7. MATTERS FROM MPO STAFF

Mr. Aune said he is working with Bruce Isenhardt on an Intelligent Transportation System for architects. He has been having interviews with some of you as it relates to this. March 21st will be a full workshop as to those results. He suggested we are thinking that due to time constraints on everyone, an entire day would be hard to commit to. He is working on a alternative. We are reframing that workshop into a series of further input sessions and then will get together for a two hour session of next steps. He will email out the information to everyone. If you can not make it we will have a webinar.

Mr. Aune said he appreciates everyone's patience in the absence of having a full staff.

8. MATTERS FROM TCC MEMBERS

Chair Wilson said he will not be there for the March meeting so Dave will Chair.

Mr. Aune announced there will be on March meeting.

Mr. Moriarty said the TAP applications scoring committee is meeting mid March and doing a final analysis and will send out a notice of awards at the end of March or early April. There will be a grant management training on May 14th and 15th for MPO staff. CFR-200.

Ms. Griffin said it will be more on the financial side of doing federal funding.

Mr. Quintana said the District has been requested to provide project priorities for upcoming legislative dollars. The biggest is pavement preservation projects on Paseo, St. Michaels and NM 599. Also 1-25 is a priority for State dollars.

9. NEXT MEETING APRIL 22, 2019

10. ADJOURN

There being no further business before the Committee the meeting adjourned at 2:30 pm.

Keith Wilson, Chair

Elizabeth Martin, Stenographer



Santa Fe MPO Staff Report

Technical Advisory Committee:

April 22, 2019

Matter of Approval: Formal Amendment 7 to the Santa Fe MPO TIP

RECOMMENDED ACTION: Release for 15 Day Public Review of Amendment 7 to the Santa Fe MPO 2018-2023 TIP

To date we have not received any formal amendments. If before the TCC meeting on the 22nd, staff will provide any amendments for discussion and release.



Santa Fe MPO Staff Report

Technical Advisory Committee:

April 22, 2019

Matter of Approval: Transportation Improvement Program (TIP 2020 – 2025) Project Review, Ranking and Release for 30-Day Public Review– MPO Staff

RECOMMENDED ACTION: Release for 30 Day Public Review: TIP 2020-2015) including projects as listed herein.

- 1. Santa Fe County: Avenida Del Sur Extension:** This project will construct the Avenida Del Sur West extension, connecting NM 14 east to the Avenida del Sur/A Van Nu Po intersection. This road extension will provide needed access relief to the Community College District area from the NM14/ NM599 intersection.
- 2. Santa Fe County: Rancho Viejo Blvd. Bike Lanes:** This project proposes to provide 8-foot wide Bicycle Lanes on each side of Rancho Viejo Boulevard. There is a need for dedicated bicycle and pedestrian facilities from the NM599 RailRunner Station to the Santa Fe Community College and the Institute for American Indian Arts. Rancho Viejo Boulevard's lack of shoulders and bike lanes and its large variations in horizontal and vertical curves present dangerous conditions for cyclists and pedestrians sharing the road with cars.
- 3. Santa Fe County: Richards Avenue, A Va Nu Po and Avenida del Sur Bike Lanes Loop:** This project proposes bicycle lanes on both sides of the Richards Avenue loop- from the Richards Ave./Ave. Del Sur intersection to the Avenida del Sur/ Richards Avenue intersection. Richards Avenue changes names along this loop road: Richards Ave., A Va Nu Po and Avenida del Sur. The provision of bike lanes will address the need for a safe, alternative transportation facility and decrease the risk exposure to bicyclists and motor vehicles using the same travel lane on this undivided, two-lane road.



PROJECT IDENTIFICATION FORM (PIF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** 4/4/19
2. **Is this project phased? No. If phased:** Enter phase number and total # of phases
3. **Sponsoring public entity:** Santa Fe County 4. **Project Name:** Avenida Del Sur Extension
Note: Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.
5. **Is the project on the ICIP? Yes. If yes, year and priority #:** 2022
6. **Is the project in or consistent with a MPO or RTPO document? Yes.**
If yes, which document (MTP/RTP/etc.): MTP 2024, 10
7. **Is the project in or consistent with a TLPA planning document? Yes.**
If yes, which document (ICIP/Community/Bike/Ped Plan/etc.): SFCCD Circulation Plan
8. **Is a related project in the STIP? No. If yes, year(s):** Enter year(s) **Control #:** Enter CN
9. **Is a related project on the MPO TIP/RTPO RTIPR? No. If yes, which year(s):** Enter year(s)
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
10. **Contact Person and/or PDE:** Brett Clavio
11. **Address:** 102 Grant Avenue, SF, NM 87504 12. **County:** Santa Fe
13. **Phone:** (505) 995-2775 14. **Fax:** (505) 820-1394 15. **E-mail:**
gbclavio@santafecountynm.gov
16. **MPO or RTPO:** Santa Fe MPO 17. **NMDOT District #:** 5

Project Description

18. In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.

This project will construct the Avenida Del Sur West extension, connecting NM 14 east to the Avenida del Sur/A Van Nu Po intersection. This road extension will provide needed access relief to the Community College District area from the NM14/ NM599 intersection.

19. Select the main project type: 15 Preliminary Engineering
List additional project types here: Construction

Project Details (fill out where applicable*)

20. **Route # (or Street) Name:** Avenida Del Sur 21. **Length (mi.):** . 1.6 miles

22. **Begin mile post/intersection:** NM 14/NM599 Intersection 23. **End mile post/intersect.:** Avenida Del Sur/ A Van Nu Po intersection

24. **Directions from nearest major intersection or landmark:** From NM 14/ NM 599 intersection, proceed east to Avenida Del Sur/ A Van Nu Po intersection.

25. **Google Maps link (see tutorial), or attach a map:** Enter shortened URL [goo.gl/maps/xxxx].

26. **Roadway FHWA Functional Classification(s):** Minor Arterial

* "N/A" may be appropriate on numbers 20, 22, 23, and 26 for RTP projects **ONLY**

Funding Information

27. **Has a related project received Federal funding previously? No. If yes, which years?** Enter year(s) **Which funding program(s)?** Enter program(s)

In the table below, please itemize the total project cost by type and funding source.

Activity ▼ / Funding Source►	Federal	Local**	Tribal	Other	
28. Preliminary Engineering*	\$512,640	\$87,360	\$Amount	\$Amount	
29. Right-of-Way	\$85,440	\$14,560	\$Amount	\$Amount	
30. Construction Management	\$256,320	\$43,680	\$Amount	\$Amount	Total
31. Construction	\$5,126,400	\$873,600	\$Amount	\$Amount	\$7,000,000

* Preliminary Engineering total includes planning, environmental, prelim. engineering and design.

** Local funds can be used for match and to increase project total. "Local" includes State and Federal funds for State or Federal lead projects.

Also note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match.

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project.

Required certifications for federally-funded projects and most state-funded projects include: Right of Way, Design, Environmental Certification*, Utility Clearances, ITS Clearances and Railroad Clearances. Please include the date that the certification or clearance was received **OR** if a certification/clearance is underway. In most cases, a project will not have these certs or clearances yet.

33. **Clearances and/or Certs:** To be completed during Preliminary Engineering

* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous

Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP or RTP funds, leave this section blank and complete the supplemental TAP or RTP application.**

34. ☒ **Economic Vitality:** Providing an alternative arterial to the educational facilities and employment centers in the the Santa Fe Community College District/ Rancho Viejo area will help implement the overall circulation vision of the SFCCD, supporting land development and economic development. This infrastructure investment could be seen as a catalyst and incentive for SFCCD land developers and home buyers to further invest in the area. The SFCCD is a high growth area, as designated by the County. By 2040, the SFCCD population is anticipated to grow by 6,766 people, add 2,794 new housing units and add 752 new jobs. (Bohannon and Huston, 'Santa Fe County Infrastructure Build Out Analysis.' 2017).
35. ☒ **Safety for Motorized and Non-motorized Users:** Extending Avenida Del Sur into the SFCCD will provide new arterial access, reduce congestion and improve safety. This project will improve transportation safety by reducing congestion on Richards Avenue, the primary access road to the Santa Fe Community College District (SFCCD)/ Rancho Viejo area. Richards Ave. is an undivided, two-lane arterial which had an ADT count of 10,664 as of Jan 2019- an LOS C.
36. ☒ **Security for Motorized and Non-motorized Users:** Extending Avenida Del Sur into the SFCCD will provide new arterial access to the SFCCD and security of mobility. This project will improve transportation security by providing an alternative arterial means to the Santa Fe Community College District (SFCCD)/ Rancho Viejo area.
37. ☒ **Accessibility and Mobility of People and Freight:** This project improves the mobility of people and freight in the region.
38. ☒ **Environment, Energy Conservation, Quality of Life:** This project will improve transportation energy conservation by reducing congestion on Richards Avenue. The project will hence improve the quality of life for commuters in and out of the SFCCD.
39. ☒ **Integration and Connectivity:** This project improves the integration and connectivity of the regional transportation network, per the SFMPO MTP.
40. ☒ **System Management and Operation:** Adding this arterial to the network will improve regional system performance, particularly along other arterial roads in the area nearing unacceptable levels of service.
41. ☒ **System Preservation:** Improves the wear on Richards Avenue.

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the MPO/RTPO, District Staff and NMDOT Planning Liaison.

GLOSSARY

FMIS: *Fiscal Management Information System*, developed to meet various information requirements identified by the Office of the CFO (Chief Financial Officer). FMIS codes are required for programming projects in the STIP (*defined below*).

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MAP-21: *Moving Ahead for Progress in the 21st Century Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area, and a portion of El Paso (Sunland Park area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. This feeds into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.

TTP: *Tribal Transportation Program*, the main funding program for Tribal entities.

ITS Project Checklist – Systems Engineering Compliance

For All ITS Projects, a systems engineering checklist must be submitted to the Federal Highway Administration (FHWA) for review. Typically this form will be filled out by the ITS bureau to be submitted with the PS&E for ITS projects. If all requirements in this form can be identified at 30% design, the project is considered a “minor” ITS project and it is likely that systems engineering planning requirements have been met partly or in their entirety, otherwise the project is considered a “major” ITS project and a System Engineering Management Plan must be submitted to FHWA for approval – Note either way testing and validation will still need to occur during construction for both Major and Minor ITS projects. A guide for this checklist can be found at: <http://www.nmshtd.state.nm.us/main.asp?secid=11193>

Section 1 - Project Information by Applicant

Brett Clavio
(505) 995-2775
Transportation Planner

Project contact **if this is not you

Do Not
Fill out

Project Title

Avenida Del Sur Extension

NSE []
Maj []
Min []

Brief Description / Purpose of ITS project / including list of ITS elements

This project will construct the Avenida Del Sur West extension, connecting NM 14 east to the Avenida del Sur/A Van Nu Po intersection. This road extension will provide needed access relief to the Community College District area from the NM14/ NM599 intersection. Non NSE.

Non-Systems Engineering Project (NSE) ☐ Yes ☐ No (see below)

If your project does not include any ITS devices, or only devices listed below, then the project is **NSE** –stop after Section 1.

Signal controller upgrades, Signal re-timing / Coordination, Stand alone ITS devices that do not / will never communicate *projects with Fiber or Conduit only are not considered ITS projects.

New Project or Modification

Is project currently programmed for planning and/or implementation, or a result of a Corridor study? Yes

- ☐ CMP; Project ID # _____
☐ MTP; Project ID # Ave. Del Sur Extension (Table 7-1. Public Agency Lead, Regional Roadway Priorities, SFMPO MTP 2015).
☐ TIP; Project ID # _____
☐ Corridor Study; Project ID # _____
☐ ITS Architecture Project # _____

Project location

Santa Fe County

Estimated Project Dates

Start Date TBD

End Date TBD

Total Funds

☐ State ☐ Fed ☐ Other
☐ local
 Amount \$

Nature of Work

- ☐ Software Development ☐ Implementation of ITS ☐ Traditional construction with ITS
☐ Operations (HELP Trucks) ☐ Maintenance (Equipment Replacement) ☐ Other

If Other Explain: Traditional road construction for the development of a new two lane segment of road.

Relationship to Other Projects and Phases

Section 2 - MPO and or Planning Data

What issues are the ITS elements intended to address?

Portions of the Regional ITS Architecture being implemented *check service corresponding to the ITS architecture used (stakeholder role and responsibilities table)

- | | |
|---|--|
| <input type="checkbox"/> Archived Data Management | <input type="checkbox"/> Public Transportation |
| <input type="checkbox"/> Traveler Information | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> Vehicle Safety | <input type="checkbox"/> Commercial Vehicle Operations |
| <input type="checkbox"/> Emergency Management | <input type="checkbox"/> Maintenance and Construction Management |
| <input type="checkbox"/> Traffic Signal Control | <input type="checkbox"/> Highway management |
| <input type="checkbox"/> Incident Management | <input type="checkbox"/> Transit Management |

Market Packages –Attach all applicable market packages from Turbo or Online Architecture

Regional Architectures impacted by the project

- | | | | | |
|---------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-----------------------------------|
| <input type="checkbox"/> NM Statewide | <input type="checkbox"/> Albuquerque | <input type="checkbox"/> Farmington | <input type="checkbox"/> Las Cruces | <input type="checkbox"/> Santa Fe |
| <input type="checkbox"/> El Paso, TX | Other: | | | |

Changes recommended to Regional Architectures due to the project

- ☐ No ☐ Yes

If Yes Provide Detail:

Party / Agency responsible for maintenance and funding source

List any Agreements utilized or needed for this project Existing:

Potential agreements identified for the project:

Section 3 - Project Implementation and Design

Procurement Methods (should correspond with project risk) *Check all that apply
Commodity Supplier – off-the-shelf ITS products (low-bid selection of pre-qualified packages) **Low Bid Contractor with CD** – typical for construction projects (low bid contractor) **Systems Manager** – manager responsible for delivering operational system (quality based selection) **Design Build** –major projects with construction (best value selection) **Consultant** – supplement in-house capabilities or consultant / manager selection (qualifications based) **Outsourcing** – for a capability or function rather than a specific system (best value or low bid) <http://www.citeconsortium.org/Model/index.htm>

☐ Commodity Supplier
 ☐ Low Bid Contractor with Consultant Design
☐ Systems Manager
 ☐ Design Build
 ☐ Consultant
 ☐ Outsourcing
 ☐ Other

Comments:

Project Matrix – Documentation **If “Existing” attach to checklist or make available

The matrix below should be completed by an engineer familiar with the SE on past projects. *note some projects have multiple ITS elements only some of which will have the required documentation, please check all that apply to the project.

Existing – documentation is available from previous projects which would apply to the current project without modification (for typical deployments, i.e. DMS signs) * if this is chosen incorrectly the project could be held up at a later date

To be Modified - documentation is available from previous projects which would apply to the current project after some modification (could be due to a policy change, new communication standard or new jurisdiction involvement on a typical deployment), please note the required changes

To be Completed - this is for new or new to the agency projects. Indicates a “Major” ITS project and that a systems engineering management plan is required

Not Applicable – In some instance an off the shelf project may be used, in this case testing may have been done by the supplier. Please note why the requirement is not applicable to the project

	Existing	To be Modified	To be Completed	Not Applicable	Comments:
High Level Design Alternatives Analysis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Concept of Operations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Detailed design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Integration Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Test Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
System Acceptance Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

NMDOT Approval: _____ / /
Print Name
Signature
Date














































































































PLANVISION GOALS



Santa Fe MPO Metropolitan Transportation Plan 2015-2040

A D O P T E D
AUGUST 27, 2015



Project Name and Description	Multimodal Elements	Lead Agency	Cost (2015 Dollars)	Evaluation Criteria									Time Frame/ Need
				Safety & Security	System Preservation	Multimodal Mobility & Accessibility	Congestion Relief & System Operations	Freight & Commerce	Commercial & Community Vitality	Greenhouse Gas Reduction	Environmental Documentation	Partnership & Funding	
Cerrillos Road Reconstruction (St. Michaels Drive to St. Francis Drive): Reconstruct to add medians, drainage, bike lanes, sidewalks and transit facilities		City of Santa Fe	\$12,000,000										Short/ Medium
Extension of NM599 Frontage Road across SF River: Construct a bridge over Santa Fe River and upgrade roadway on south side to airport road		NMDOT	\$4,300,000										Short/ Medium
Avenida Del Sur Extension: Construct a new road and upgrade existing roadway from NM14 to A Van Nu Po		Santa Fe County	\$2,500,000										Short/ Medium
Governor Miles Road Bike Lanes: Widen from Richards Avenue to Pueblos del sol to add bike lanes		City of Santa Fe	\$275,000										Short/ Medium
San Felipe Road Bike Lanes: Widen from Airport Road to Agua Fria Street to add bike lanes		City of Santa Fe	\$165,000										Short/ Medium
West Alameda Street Bike Lanes (City): Widen from Calle Nopal to Siler Road to add bike lanes and improve drainage		City of Santa Fe	\$6,000,000										Short/ Medium
West Alameda Street Bike Lanes (County): Widen from Chicoma Vista to Frontage Road to add bike lanes		Santa Fe County	\$1,000,000										Short/ Medium
Henry Lynch Road Bike Lanes: Widen from Agua Fria to Rufina Street to add bike lanes		City of Santa Fe	\$275,000										Short/ Medium
Tesuque Village Road Bike Lanes: Widen from US 84/285 interchange to Tesuque Village to add bike lanes		Santa Fe County	\$825,000										Short/ Medium
Hyde Park Road (NM475) Bike Lanes: Widen from Artist Road to Little Tesuque Creek to add bike lanes		NMDOT	\$1,925,000										Short/ Medium
Avenida Del Sur Bike Lanes: Widen from Richards Avenue to A Van Nu Po to add bike lanes		Santa Fe County	\$1,000,000										Short/ Medium



Santa Fe County

Sustainable Land Development Code

Adopted by Ordinance 2016-9

December 13, 2016



This is a reproduction of the Santa Fe County Sustainable Land Development Code (SLDC), enacted by Ordinance No. 2016-9, the original copy of which was recorded with the County Clerk as instrument number # 1812915. While efforts have been made to ensure its accuracy, this more legible reproduction is provided as a convenience to the public and does not trump the recorded SLDC. In the event of an inconsistency between this reproduction and the SLDC recorded with the County Clerk, the recorded SLDC is the controlling and official document.

Santa Fe County
Sustainable Land Development Code
Official Map Series
Future Road Network,
and Right-of-Way
Dedication Requirements
for Collector and Arterial Roads

Legend

Santa Fe County

Municipalities and Annexation Areas

- Municipalities
- City of Santa Fe Annexation Area

Pueblo Lands

Existing Interchanges (from NMDOT)

Railrunner Stops

Railrunner Alignment

Railroad Lines

Future Road Construction

Future Road Improvements for Study

- Study Future Road Improvement
- Study Future Road Extension

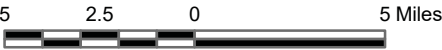

Future Road Network and Right-of-Way (R.O.W.) Dedication Required *


- Interstate Freeway - Rural
- Interstate Freeway - Urban
- Principal Arterial - Rural (Max. 150 ft. R.O.W. Dedication Required*)
- Principal Arterial - Urban (Max. 100 ft. R.O.W. Dedication Required*)
- Minor Arterial - Rural (Max. 100 ft. R.O.W. Dedication Required*)
- Minor Arterial - Urban (Max. 100 ft. R.O.W. Dedication Required*)
- Arterial - Designated by City of Edgwood (Max. 100 ft. R.O.W. Dedication Required*)
- Collector - Urban (Max. 72 ft. R.O.W. Dedication Required*)
- Collector - Designated by City of Edgwood (Max. 80 ft. R.O.W. Dedication Required*)
- Major Collector - Rural (Max. 80 ft. R.O.W. Dedication Required*)
- Minor Collector - Rural (Max. 80 ft. R.O.W. Dedication Required*)
- Local Road Designated by MPO or NMDOT Functional Classification
- Other Major Road, on MPO 2035 Plan, Not Classified
- Other Major Local or Collector Road, Not Officially Classified

* Additional right-of-way may be required to be dedicated in order to accommodate road, intersection, and turn lane improvements that are needed to mitigate the traffic impacts of a development project

All Other Public and Private Roads (existing, as of 11/1/2013)

NOTE: This map depicts the right-of-way width that is required for collector and arterial roads, and does not depict the surveyed or engineered location or alignment of such required rights-of-way.





Santa Fe County
Growth Management
Department
Planning Division

December, 2013
official_map_future_road_
network_adopted_tabloid.mxd

This information is for reference only.
Santa Fe County assumes no liability for
errors associated with the use of these data.
Users are solely responsible for confirming
data accuracy when necessary.



Santa Fe County - Five Year Capital Plan

[Home](#)
[Requests](#)

REQUEST EDIT

Request ID:

Department:

Division:

Project Category:

Project Title:

Location:

Contact Person:

Contact Number:

Requested for Fiscal Year:

Population Goal Addressed: (Check all that apply)

- ☐ Safe Community
 ☐ Healthy Community
 ☐ Sustainable Community
 ☐ Proficient/Transparent Gov't

Districts:

- District 1: ☐
 District 2: ☐
 District 3: ☐
 District 4: ☐
 District 5: ☒
 Countywide Benefit: ☐

Priority:

Project Type:

Project Addresses:

Project Origin:

Priority Of:

Cost:

Funding Gap:

☐ Fund Source Identified

Factors

- Reduce a threat to public safety:
- Improve the quality of local public services:
- Provide an incentive for economic development:
- Reduce long-term public operating costs:
- Further the goals of the Comprehensive Plan (SGMP):*
- Leverage investment in terms of the number of properties or residents affected:*

*Categories are weighted by a factor of 1.33 compared with a normal weighting of 1.0.

Priority Score: [Recalculate](#)

Project Summary:

Design, acquisition and construction of a 1.6 mile arterial from NM14 / NM599 Intersection to Avenida Van Nu Po

Description, Purpose and Justification:

Access from Avenida Del Sur at NM 14 to Richards Avenue is not currently possible due to a gap in the road between Avenue Nu Po and the western segment of Avenida Del Sur at NM 14. This project will construct 1.6 miles of new roadway to close that gap, providing access from NM 14 to Richards Avenue/Santa Fe Community College District and also connecting to the SE Connector. The project is included in the Santa Fe Community College District Plan, the County Sustainable Growth Management Plan, and the Santa Fe Metropolitan Planning Organization Transportation Plan.

Comments:

Approval

Approval Status:

Quantity: Amount:

Comment:



PROJECT IDENTIFICATION FORM (PIF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** 4/4/2019
2. **Is this project phased?** No. **If phased:** N/A
3. **Sponsoring public entity:** Santa Fe County 4. **Project Name:** Rancho Viejo Blvd. Bike Lanes
Note: Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.
5. **Is the project on the ICIP?** Yes. **If yes, year and priority #:** 2024; #5
6. **Is the project in or consistent with a MPO or RTPO document?** Yes.
If yes, which document (MTP/RTP/etc.): MTP 2015-2040
7. **Is the project in or consistent with a TLPA planning document?** Yes.
If yes, which document (ICIP/Community/Bike/Ped Plan/etc.): Santa Fe Community College District Plan
8. **Is a related project in the STIP?** No. **If yes, year(s):** Enter year(s) **Control #:** Enter CN
9. **Is a related project on the MPO TIP/RTPO RTIPR?** No. **If yes, which year(s):** Enter year(s)
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
10. **Contact Person and/or PDE:** Brett Clavio
11. **Address:** 102 Grant Ave., Santa Fe, NM 87504 12. **County:** Santa Fe
13. **Phone:** (505) 995-2775 14. **Fax:** (505) 820-1394 15. **E-mail:** gbclavio@santafecountynm.gov
16. **MPO or RTPO:** Santa Fe MPO 17. **NMDOT District #:** 5

Project Description

18. In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.

This project proposes to provide 8-foot wide Bicycle Lanes on each side of Rancho Viejo Boulevard. There is a need for dedicated bicycle and pedestrian facilities from the NM599 RailRunner Station to the Santa Fe Community College and the Institute for American Indian Arts. Rancho Viejo Boulevard's lack of shoulders and bike lanes and its large variations in horizontal and vertical curves present dangerous conditions for cyclists and pedestrians sharing the road with cars.

19. Select the main project type: 28 Facilities for Pedestrians, Bicycles
List additional project types here: Rancho Viejo Blvd. Bus Stop Improvements

Project Details (fill out where applicable*)

20. **Route # (or Street) Name:** Rancho Viejo Blvd. 21. **Length (mi.):** 1.7 mi.
22. **Begin mile post/intersection:** NM 14 23. **End mile post/intersect.:** Ave. Del Sur
24. **Directions from nearest major intersection or landmark:** NM 14/ Rancho Viejo Blvd.
25. **Google Maps link (see tutorial), or attach a map:** Enter shortened URL [goo.gl/maps/xxxx].
26. **Roadway FHWA Functional Classification(s):** Minor Arterial
* "N/A" may be appropriate on numbers 20, 22, 23, and 26 for RTP projects **ONLY**

Funding Information

27. **Has a related project received Federal funding previously? No. If yes, which years?** Enter year(s) **Which funding program(s)?** Enter program(s)

In the table below, please itemize the total project cost by type and funding source.

Activity ▼ / Funding Source ►	Federal	Local**	Tribal	Other	
28. Preliminary Engineering*	\$225,425.36	\$38,415.18	\$Amount	\$Amount	
29. Right-of-Way	0	0	\$Amount	\$Amount	
30. Construction Management	\$112,712.68	\$19,207.59	\$Amount	\$Amount	
31. Construction	\$2,592,391.65	\$441,774.61	\$Amount	\$Amount	Total
					\$3,034,166.26

* Preliminary Engineering total includes planning, environmental, prelim. engineering and design.

** Local funds can be used for match and to increase project total. "Local" includes State and Federal funds for State or Federal lead projects.

Also note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match.

Project Readiness

List any **certifications, clearances and other processes** that have been obtained for this project. Required certifications for federally-funded projects and most state-funded projects include: Right of Way, Design, Environmental Certification*, Utility Clearances, ITS Clearances and Railroad Clearances. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

33. **Clearances and/or Certs:** Categorical Exclusion: 23 CFR Sec. 771.117 (C)(3).

* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous

Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP or RTP funds, leave this section blank and complete the supplemental TAP or RTP application.**

34. ☒ **Economic Vitality:** Providing dedicated bicycle lanes between the Santa Fe Community College District and the regional NM599 Transit Station could help the micro economics of people in the area by allowing them to save money on their transportation costs associated with commuting. On a macro level, constructing the project will help implement the overall circulation vision of the SFCCD, supporting land development. This infrastructure investment could be seen as a catalyst and incentive for SFCCD land developers and home buyers to further invest in the area. The SFCCD is a high growth area, as designated by the County. By 2040, the SFCCD population is anticipated to grow by 6,766 people, add 2,794 new housing units and add 752 new jobs. (Bohannon and Huston, 'Santa Fe County Infrastructure Build Out Analysis.' 2017).

35. ☒ **Safety for Motorized and Non-motorized Users:** A direct, non-motorized route from the NM599 Station to the Santa Fe Community College, Amy Biehl School and the Institute Of American Indian Arts is needed because pedestrians and pedalcyclists must now either travel in the same lane as motor vehicles or along narrow shoulders. Additionally, these roads have horizontal and vertical curves, limiting the sight distance for drivers, pedestrians, and pedalcyclists. This project will establish dedicated bicycle facilities, providing a safer commute for all travelers in the area and reducing exposure to risk. This project could help lower the pedalcyclist and pedestrian fatality rates in Santa Fe County and New Mexico. According to UNM/NMDOT's '2016 Community Report- Santa Fe County,' there were 70 crashes involving pedestrians and 83 crashes involving pedalcyclists in Santa Fe County in 2016. (UNM, '2016 Community Report' p. A-11).

36. ☒ **Security for Motorized and Non-motorized Users:** Having a dedicated bike lane will provide security of travel to non-motorists and motorists alike.

37. ☒ **Accessibility and Mobility of People and Freight:** The Rancho Viejo Bike Lane facilities will provide increased accessibility and mobility in the Santa Fe Community College District area by providing an alternative to driving. Currently, the mobility of people is limited in this area to driving. This project would provide accessibility to cyclists and pedestrians.

38. ☒ **Environment, Energy Conservation, Quality of Life:** The Rancho Viejo Bike Lanes project will promote a reduction in air pollution and traffic congestion by providing an alternative travel means in the area. Cyclists and pedestrians could replace vehicle users, reducing the total vehicle miles traveled along with a corresponding decrease in air pollution. The Richards Avenue Bike Lanes project will improve the quality of life for community residents by reducing local air pollution, traffic congestion and noise. This project will also help improve local mobility and exercise opportunities. The facilities will be directly accessible from many neighborhoods in the SFCCD, as well as from other areas of town via Richards Avenue and Rancho Viejo Blvd. People travel to the SFCCD area specifically to ride their bikes, exercise and take in the scenery. The potential health benefits from using such an active transportation facility includes a longer life expectancy, a lowered risk of heart disease, strokes, type-2 diabetes, depression, and some forms of cancer. (SFMPO, 2015 Ped. Plan, p. 9). The 2018 NM Bike Plan identified Goal 3 to

'Improve health outcomes by providing increased transportation options and making bicycling an attractive and accessible option for recreational activities.' (NMDOT, 2018 NM Bike Plan, p. 6).

39. ☒ **Integration and Connectivity:** This project would provide mobility integration and connectivity to non-motorists in the SFCCD.

40. ☒ **System Management and Operation:** This project would improve operations of the road network by removing modal conflicts

41. ☒ **System Preservation:** This project would enhance and preserve the system, by bringing it up to County road standards

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO, District Staff** and **NMDOT Planning Liaison**.

GLOSSARY

FMIS: *Fiscal Management Information System*, developed to meet various information requirements identified by the Office of the CFO (Chief Financial Officer). FMIS codes are required for programming projects in the STIP (*defined below*).

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MAP-21: *Moving Ahead for Progress in the 21st Century Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area, and a portion of El Paso (Sunland Park area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. This feeds into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.

TTP: *Tribal Transportation Program*, the main funding program for Tribal entities.

ITS Project Checklist – Systems Engineering Compliance

For All ITS Projects, a systems engineering checklist must be submitted to the Federal Highway Administration (FHWA) for review. Typically this form will be filled out by the ITS bureau to be submitted with the PS&E for ITS projects. If all requirements in this form can be identified at 30% design, the project is considered a “minor” ITS project and it is likely that systems engineering planning requirements have been met partly or in their entirety, otherwise the project is considered a “major” ITS project and a System Engineering Management Plan must be submitted to FHWA for approval – Note either way testing and validation will still need to occur during construction for both Major and Minor ITS projects. A guide for this checklist can be found at: <http://www.nmshtd.state.nm.us/main.asp?secid=11193>

Section 1 - Project Information by Applicant

Brett Clavio
(505) 995-2775
Transportation Planner

Project contact **if this is not you

Do Not
Fill out

Project Title

Rancho Viejo Blvd. Bike Lanes

NSE []

Maj []

Min []

Brief Description / Purpose of ITS project / including list of ITS elements

This project proposes to provide 8-foot wide Bicycle Lanes on each side of Rancho Viejo Boulevard.

Non-Systems Engineering Project (NSE) ☐ Yes ☐ No (see below)

If your project does not include any ITS devices, or only devices listed below, then the project is **NSE** –stop after Section 1.

Signal controller upgrades, Signal re-timing / Coordination, Stand alone ITS devices that do not / will never communicate *projects with Fiber or Conduit only are not considered ITS projects.

New Project or Modification

Is project currently programmed for planning and/or implementation, or a result of a Corridor study? Yes

☐ CMP; Project ID # _____

☐ MTP; Project ID # Rancho Viejo Boulevard Bicycle Lanes. (Table 7-1. Public Agency Lead, Regional Roadway Priorities, SFMPO MTP 2015).

☐ TIP; Project ID # _____

☐ Corridor Study; Project ID # _____

☐ ITS Architecture Project # _____

Project location

Santa Fe County

Estimated Project Dates

Start Date TBD

End Date TBD

Total Funds

☐ State ☐ Fed ☐ Other

☐ local

Amount \$

Nature of Work

☐ Software Development ☐ Implementation of ITS ☐ Traditional construction with ITS

☐ Operations (HELP Trucks) ☐ Maintenance (Equipment Replacement) ☐ Other

If Other Explain: Traditional road construction for the development of a new two lane segment of road.

Relationship to Other Projects and Phases

Section 2 - MPO and or Planning Data

What issues are the ITS elements intended to address?

Portions of the Regional ITS Architecture being implemented *check service corresponding to the ITS architecture used (stakeholder role and responsibilities table)

- | | |
|---|--|
| <input type="checkbox"/> Archived Data Management | <input type="checkbox"/> Public Transportation |
| <input type="checkbox"/> Traveler Information | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> Vehicle Safety | <input type="checkbox"/> Commercial Vehicle Operations |
| <input type="checkbox"/> Emergency Management | <input type="checkbox"/> Maintenance and Construction Management |
| <input type="checkbox"/> Traffic Signal Control | <input type="checkbox"/> Highway management |
| <input type="checkbox"/> Incident Management | <input type="checkbox"/> Transit Management |

Market Packages –Attach all applicable market packages from Turbo or Online Architecture

Regional Architectures impacted by the project

- | | | | | |
|---------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-----------------------------------|
| <input type="checkbox"/> NM Statewide | <input type="checkbox"/> Albuquerque | <input type="checkbox"/> Farmington | <input type="checkbox"/> Las Cruces | <input type="checkbox"/> Santa Fe |
| <input type="checkbox"/> El Paso, TX | Other: | | | |

Changes recommended to Regional Architectures due to the project

- ☐ No ☐ Yes

If Yes Provide Detail:

Party / Agency responsible for maintenance and funding source

List any Agreements utilized or needed for this project Existing:

Potential agreements identified for the project:

Section 3 - Project Implementation and Design

Procurement Methods (should correspond with project risk) *Check all that apply
Commodity Supplier – off-the-shelf ITS products (low-bid selection of pre-qualified packages) **Low Bid Contractor with CD** – typical for construction projects (low bid contractor) **Systems Manager** – manager responsible for delivering operational system (quality based selection) **Design Build** –major projects with construction (best value selection) **Consultant** – supplement in-house capabilities or consultant / manager selection (qualifications based) **Outsourcing** – for a capability or function rather than a specific system (best value or low bid) <http://www.citeconsortium.org/Model/index.htm>

☐ Commodity Supplier
 ☐ Low Bid Contractor with Consultant Design
☐ Systems Manager
 ☐ Design Build
 ☐ Consultant
 ☐ Outsourcing
 ☐ Other

Comments:

Project Matrix – Documentation **If “Existing” attach to checklist or make available

The matrix below should be completed by an engineer familiar with the SE on past projects. *note some projects have multiple ITS elements only some of which will have the required documentation, please check all that apply to the project.

Existing – documentation is available from previous projects which would apply to the current project without modification (for typical deployments, i.e. DMS signs) * if this is chosen incorrectly the project could be held up at a later date

To be Modified - documentation is available from previous projects which would apply to the current project after some modification (could be due to a policy change, new communication standard or new jurisdiction involvement on a typical deployment), please note the required changes

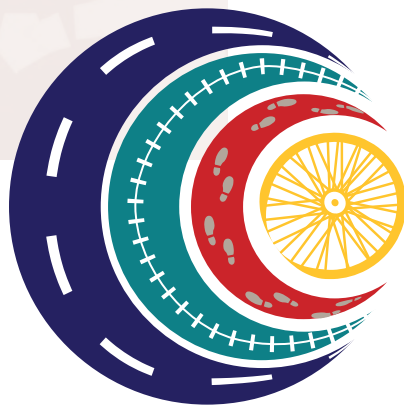
To be Completed - this is for new or new to the agency projects. Indicates a “Major” ITS project and that a systems engineering management plan is required

Not Applicable – In some instance an off the shelf project may be used, in this case testing may have been done by the supplier. Please note why the requirement is not applicable to the project

	Existing	To be Modified	To be Completed	Not Applicable	Comments:
High Level Design Alternatives Analysis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Concept of Operations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Detailed design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Integration Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Test Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
System Acceptance Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

NMDOT Approval: _____ / /
Print Name
Signature
Date








































































































PLANVISION GOALS



Santa Fe MPO Metropolitan Transportation Plan 2015-2040

A D O P T E D
AUGUST 27, 2015



Project Name and Description	Multimodal Elements	Lead Agency	Cost (2015 Dollars)	Evaluation Criteria									Time Frame/ Need
				Safety & Security	System Preservation	Multimodal Mobility & Accessibility	Congestion Relief & System Operations	Freight & Commerce	Commercial & Community Vitality	Greenhouse Gas Reduction	Environmental Documentation	Partnership & Funding	
Rufina Street Connection: New roadway connection between Harrison Road and Camino Carlos Rey		City of Santa Fe	\$450,000										Short/ Medium
NM599/Airport Road Interchange: Construct a new interchange		NMDOT	\$11,000,000										Medium
Calle Po Ae Pi Extension: Pave dirt section include sidewalks		City of Santa Fe	\$850,000										Medium
NM599/Camino de los Montoyas Interchange w/ Frontage Road: Construct a new interchange		NMDOT	\$11,050,000										Medium
I-25/NM599: Interchange Ramp Improvements: Lengthen on and off ramps		NMDOT	\$2,500,000										Medium
St. Francis Drive US 84/285 Auxiliary Lane NM599 to Guadalupe: Construct a SB auxiliary lane from NM599 to Guadalupe Exit		NMDOT	\$1,000,000										Medium
St. Francis Drive (US 84/285)/Guadalupe Interchange Improvements: Reconstruct existing Interchange to replace existing bridge on Guadalupe and possibly convert from a left hand exit to a right hand exit		NMDOT	\$17,000,000										Medium
Old Santa Fe Trail Bike Lanes (County): Widen from El Gancho Way to Two Trails Road		Santa Fe County	\$1,000,000										Medium
Rancho Viejo Blvd Bike Lanes (Shoulders): Widen from NM14 to Avenida del Sur to add bike lanes		Santa Fe County	\$1,000,000										Medium
I-25/NM466: Interchange Improvements: Reconfigure interchange and lengthen ramp		NMDOT	\$7,200,000										Medium/ Long
I-25/St. Francis Drive: Interchange Improvements: Reconfigure interchange and lengthen ramp		NMDOT	\$8,300,000										Medium/ Long



Santa Fe County

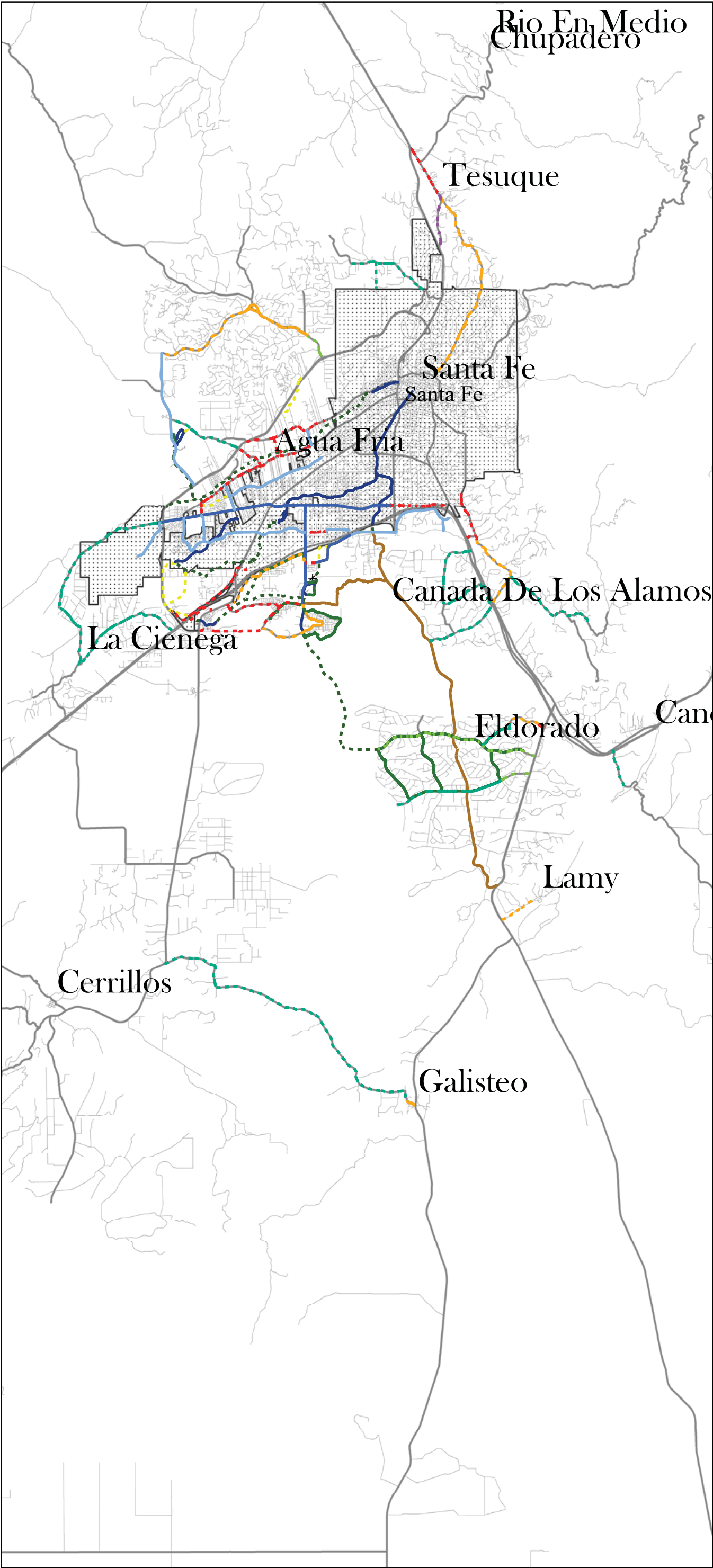
Sustainable Land Development Code

Adopted by Ordinance 2016-9

December 13, 2016



This is a reproduction of the Santa Fe County Sustainable Land Development Code (SLDC), enacted by Ordinance No. 2016-9, the original copy of which was recorded with the County Clerk as instrument number # 1812915. While efforts have been made to ensure its accuracy, this more legible reproduction is provided as a convenience to the public and does not trump the recorded SLDC. In the event of an inconsistency between this reproduction and the SLDC recorded with the County Clerk, the recorded SLDC is the controlling and official document.



Santa Fe County
Sustainable Land
Development Code
Official Map Series
Bikeways Network

Legend

Incorporated Areas



On-Road Bike Lanes

- Wide paved shoulder or bike lane (5 ft)
- Sufficient paved shoulder or bike lane (4 ft)
- No shoulder; retrofit through re-striping (Priority 1)
- No shoulder; retrofit through road widening (Priority 1)
- No shoulder; retrofit through road widening (Priority 2)
- No shoulder; retrofit through road widening (Priority 3)
- Paved shoulder ≤4 ft requiring repaving (Priority 1)

Off-Road Bike Trails

- Multi-use trail (paved / 10ft wide)
- Paved side-path or non-AASHTO paved trail
- Proposed multi-use trail (1st priority)
- Proposed multi-use trail (2nd priority)
- Soft-surface trail
- ✕ ✕ Eliminate proposed trail alignment

Roads

- Major Roads
- Minor Roads

NOTE: This map depicts the conceptual location and connectivity of bikeways, and does not depict the surveyed or engineered location or alignment of same.



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Santa Fe County
Growth Management
Department
Planning Division

December, 2013
official_map_bikeways_network_adopted_tabloid.mxd



Santa Fe County - Five Year Capital Plan

[Home](#)
[Requests](#)

REQUEST EDIT

Request ID:

Department:

Division:

Project Category:

Project Title:

Location:

Contact Person:

Contact Number:

Requested for Fiscal Year:

Population Goal Addressed: (Check all that apply)

- ☐ Safe Community
 ☐ Healthy Community
 ☐ Sustainable Community
 ☐ Proficient/Transparent Gov't

Districts:

- District 1: ☐
 District 2: ☐
 District 3: ☐
 District 4: ☐
 District 5: ☒
 Countywide Benefit: ☐

Priority:

Project Type:

Project Addresses:

Project Origin:

Priority Of:

Cost:

Funding Gap:

☐ Fund Source Identified

Factors

- Reduce a threat to public safety:*
- Improve the quality of local public services:
- Provide an incentive for economic development:
- Reduce long-term public operating costs:
- Further the goals of the Comprehensive Plan (SGMP):*
- Leverage investment in terms of the number of properties or residents affected:*

*Categories are weighted by a factor of 1.33 compared with a normal weighting of 1.0.

Priority Score: [Recalculate](#)

Project Summary:

1.75 miles widen to accommodate bike lanes. MPO Plan C1

Description, Purpose and Justification:

This project proposes to provide 8 ft. wide bike lanes on each side of Rancho Viejo Blvd. There is a need for dedicated bicycle and pedestrian facilities from the NM 599 RailRunner station to the Santa Fe Community college and the Institute for American Indian Arts. Rancho Viejo Blvd.'s lack of shoulders and bike lanes and its large variations in horizontal and vertical curves present dangerous conditions for cyclist and pedestrians sharing the road with cars.

Comments:

New Comment: Projects 57, 61, and 66 establish a network of on road bike lanes in that area of the Community College District. The MPO MTP also includes new road construction for Avenida Del Sur extension from NM 14 to A Van Nu Po, 2024, \$2,500,000 County funding. On road bike lanes for this link (#66) could be done in conjunction or as a part of this project.

Approval

Approval Status:

Quantity: Amount:

Comment:



PROJECT IDENTIFICATION FORM (PIF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** 4/4/2019
2. **Is this project phased?** No. **If phased:** N/A
3. **Sponsoring public entity:** Santa Fe County 4. **Project Name:** Richards Avenue, A Va Nu Po and Avenida del Sur Bike Lanes Loop
Note: Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.
5. **Is the project on the ICIP?** Yes. **If yes, year and priority #:** 2023; #2
6. **Is the project in or consistent with a MPO or RTPPO document?** Yes.
If yes, which document (MTP/RTP/etc.): MTP 2026, 12
7. **Is the project in or consistent with a TLPA planning document?** Yes.
If yes, which document (ICIP/Community/Bike/Ped Plan/etc.): Santa Fe Community College District Plan
8. **Is a related project in the STIP?** No. **If yes, year(s):** Enter year(s) **Control #:** Enter CN
9. **Is a related project on the MPO TIP/RTPO RTIPR?** No. **If yes, which year(s):**
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
10. **Contact Person and/or PDE:** Brett Clavio
11. **Address:** 102 Grant Avenue, SF, NM 87504 12. **County:** Santa Fe
13. **Phone:** (505) 995-2775 14. **Fax:** (505) 820-1394 15. **E-mail:**
gbclavio@santafecountynm.gov
16. **MPO or RTPO:** Santa Fe MPO 17. **NMDOT District #:** 5

Project Description

18. In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.

This project proposes bicycle lanes on both sides of the Richards Avenue loop- from the Richards Ave./Ave. Del Sur intersection to the Avenida del Sur/ Richards Avenue intersection. Richards Avenue changes names along this loop road: Richards Ave., A Va Nu Po and Avenida del Sur. The provision of bike lanes will address the need for a safe, alternative transportation facility and decrease the risk exposure to bicyclists and motor vehicles using the same travel lane on this undivided, two-lane road.

19. Select the main project type: 28 Facilities for Pedestrians, Bicycles

List additional project types here: enter additional project types here

Project Details (fill out where applicable*)

20. **Route # (or Street) Name:** Richards Avenue 21. **Length (mi.):** 4.2 Mi
22. **Begin mile post/intersection:** Richards Ave./Ave. Del Sur 23. **End mile post/intersect.:** Avenida del Sur/ Richards Avenue
24. **Directions from nearest major intersection or landmark:** Avenida del Sur/ Richards Avenue
25. **Google Maps link (see tutorial), or attach a map:** Enter shortened URL [goo.gl/maps/xxxx].
26. **Roadway FHWA Functional Classification(s):** Minor Collector
* "N/A" may be appropriate on numbers 20, 22, 23, and 26 for RTP projects **ONLY**

Funding Information

27. **Has a related project received Federal funding previously? No. If yes, which years?** Enter year(s) **Which funding program(s)?** Enter program(s)

In the table below, please itemize the total project cost by type and funding source.

Activity ▼ / Funding Source ►	Federal	Local**	Tribal	Other	
28. Preliminary Engineering*	\$556,933.24	\$94,908.10	\$Amount	\$Amount	
29. Right-of-Way	\$Amount	\$Amount	\$Amount	\$Amount	
30. Construction Management	\$278,466.62	\$47,454.05	\$Amount	\$Amount	
31. Construction	\$5,569,332.44	\$949,081.00	\$Amount	\$Amount	Total
					\$7,496,175.46

* Preliminary Engineering total includes planning, environmental, prelim. engineering and design.

** Local funds can be used for match and to increase project total. "Local" includes State and Federal funds for State or Federal lead projects.

Also note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match.

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project. Required certifications for federally-funded projects and most state-funded projects include: Right of Way, Design, Environmental Certification*, Utility Clearances, ITS Clearances and Railroad Clearances. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

33. **Clearances and/or Certs:** Categorical Exclusion: 23 CFR Sec. 771.117 (C)(3).

* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP or RTP funds, leave this section blank and complete the supplemental TAP or RTP application.**

34. ☒ **Economic Vitality:** Providing dedicated bicycle lanes between the Santa Fe Community College District and the regional NM599 Transit Station could help the micro economics of people in the area by allowing them to save money on their transportation costs associated with commuting. On a macro level, constructing the project will help implement the overall circulation vision of the SFCCD, supporting land development. This infrastructure investment could be seen as a catalyst and incentive for SFCCD land developers and home buyers to further invest in the area. The SFCCD is a high growth area, as designated by the County. By 2040, the SFCCD population is anticipated to grow by 6,766 people, add 2,794 new housing units and add 752 new jobs. (Bohannon and Huston, 'Santa Fe County Infrastructure Build Out Analysis.' 2017).

35. ☒ **Safety for Motorized and Non-motorized Users:** A direct, non-motorized route from the NM599 Station to the Santa Fe Community College, Amy Biehl School and the Institute Of American Indian Arts is needed because pedestrians and pedalcyclists must now either travel in the same lane as motor vehicles or along narrow shoulders. Additionally, these roads have horizontal and vertical curves, limiting the sight distance for drivers, pedestrians, and pedalcyclists. This project will establish dedicated bicycle facilities, providing a safer commute for all travelers in the area and reducing exposure to risk. This project could help lower the pedalcyclist and pedestrian fatality rates in Santa Fe County and New Mexico. According to UNM/NMDOT's '2016 Community Report- Santa Fe County,' there were 70 crashes involving pedestrians and 83 crashes involving pedalcyclists in Santa Fe County in 2016. (UNM, '2016 Community Report' p. A-11).

36. ☒ **Security for Motorized and Non-motorized Users:** Having a dedicated bike lane will provide security of travel to non-motorists and motorists alike.

37. ☒ **Accessibility and Mobility of People and Freight:** The Richards Avenue Bike Lane facilities will provide increased accessibility and mobility in the Santa Fe Community College District area by providing an alternative to driving. Currently, the mobility of people is limited in this area to driving. This project would provide accessibility to cyclists and pedestrians.

38. ☒ **Environment, Energy Conservation, Quality of Life:** The Richards Avenue Bike Lanes will promote a reduction in air pollution and traffic congestion by providing an alternative travel means in the area. Cyclists and pedestrians could replace vehicle users, reducing the total vehicle miles traveled along with a corresponding decrease in air pollution. The Richards Avenue Bike Lanes project will improve the quality of life for community residents by reducing local air pollution, traffic congestion and noise. This project will also help improve local mobility and exercise opportunities. The facilities will be directly accessible from many neighborhoods in the SFCCD, as well as from other areas of town via Richards Avenue and Rancho Viejo Blvd. People travel to the SFCCD area specifically to ride their bikes, exercise and take in the scenery. The potential health benefits from using such an active transportation facility

includes a longer life expectancy, a lowered risk of heart disease, strokes, type-2 diabetes, depression, and some forms of cancer. (SFMPD, 2015 Ped. Plan, p. 9). The 2018 NM Bike Plan identified Goal 3 to 'Improve health outcomes by providing increased transportation options and making bicycling an attractive and accessible option for recreational activities.' (NMDOT, 2018 NM Bike Plan, p. 6).

39. ☒ **Integration and Connectivity:** This project would provide mobility integration and connectivity to non-motorists in the SFCCD.

40. ☒ **System Management and Operation:** This project would improve operations of the road network by removing modal conflicts.

41. ☐ **System Preservation:** This project would enhance and preserve the system, by bringing it up to County road standards.

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the MPO/RTPO, District Staff and NMDOT Planning Liaison.

GLOSSARY

FMIS: *Fiscal Management Information System*, developed to meet various information requirements identified by the Office of the CFO (Chief Financial Officer). FMIS codes are required for programming projects in the STIP (*defined below*).

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MAP-21: *Moving Ahead for Progress in the 21st Century Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area, and a portion of El Paso (Sunland Park area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. This feeds into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.

TTP: *Tribal Transportation Program*, the main funding program for Tribal entities.














































































































PLANVISION GOALS



Santa Fe MPO Metropolitan Transportation Plan 2015-2040

A D O P T E D
AUGUST 27, 2015



Project Name and Description	Multimodal Elements	Lead Agency	Cost (2015 Dollars)	Evaluation Criteria									Time Frame/ Need
				Safety & Security	System Preservation	Multimodal Mobility & Accessibility	Congestion Relief & System Operations	Freight & Commerce	Commercial & Community Vitality	Greenhouse Gas Reduction	Environmental Documentation	Partnership & Funding	
Cerrillos Road Reconstruction (St. Michaels Drive to St. Francis Drive): Reconstruct to add medians, drainage, bike lanes, sidewalks and transit facilities		City of Santa Fe	\$12,000,000										Short/ Medium
Extension of NM599 Frontage Road across SF River: Construct a bridge over Santa Fe River and upgrade roadway on south side to airport road		NMDOT	\$4,300,000										Short/ Medium
Avenida Del Sur Extension: Construct a new road and upgrade existing roadway from NM14 to A Van Nu Po		Santa Fe County	\$2,500,000										Short/ Medium
Governor Miles Road Bike Lanes: Widen from Richards Avenue to Pueblos del sol to add bike lanes		City of Santa Fe	\$275,000										Short/ Medium
San Felipe Road Bike Lanes: Widen from Airport Road to Agua Fria Street to add bike lanes		City of Santa Fe	\$165,000										Short/ Medium
West Alameda Street Bike Lanes (City): Widen from Calle Nopal to Siler Road to add bike lanes and improve drainage		City of Santa Fe	\$6,000,000										Short/ Medium
West Alameda Street Bike Lanes (County): Widen from Chicoma Vista to Frontage Road to add bike lanes		Santa Fe County	\$1,000,000										Short/ Medium
Henry Lynch Road Bike Lanes: Widen from Agua Fria to Rufina Street to add bike lanes		City of Santa Fe	\$275,000										Short/ Medium
Tesuque Village Road Bike Lanes: Widen from US 84/285 interchange to Tesuque Village to add bike lanes		Santa Fe County	\$825,000										Short/ Medium
Hyde Park Road (NM475) Bike Lanes: Widen from Artist Road to Little Tesuque Creek to add bike lanes		NMDOT	\$1,925,000										Short/ Medium
Avenida Del Sur Bike Lanes: Widen from Richards Avenue to A Van Nu Po to add bike lanes		Santa Fe County	\$1,000,000										Short/ Medium



Santa Fe County

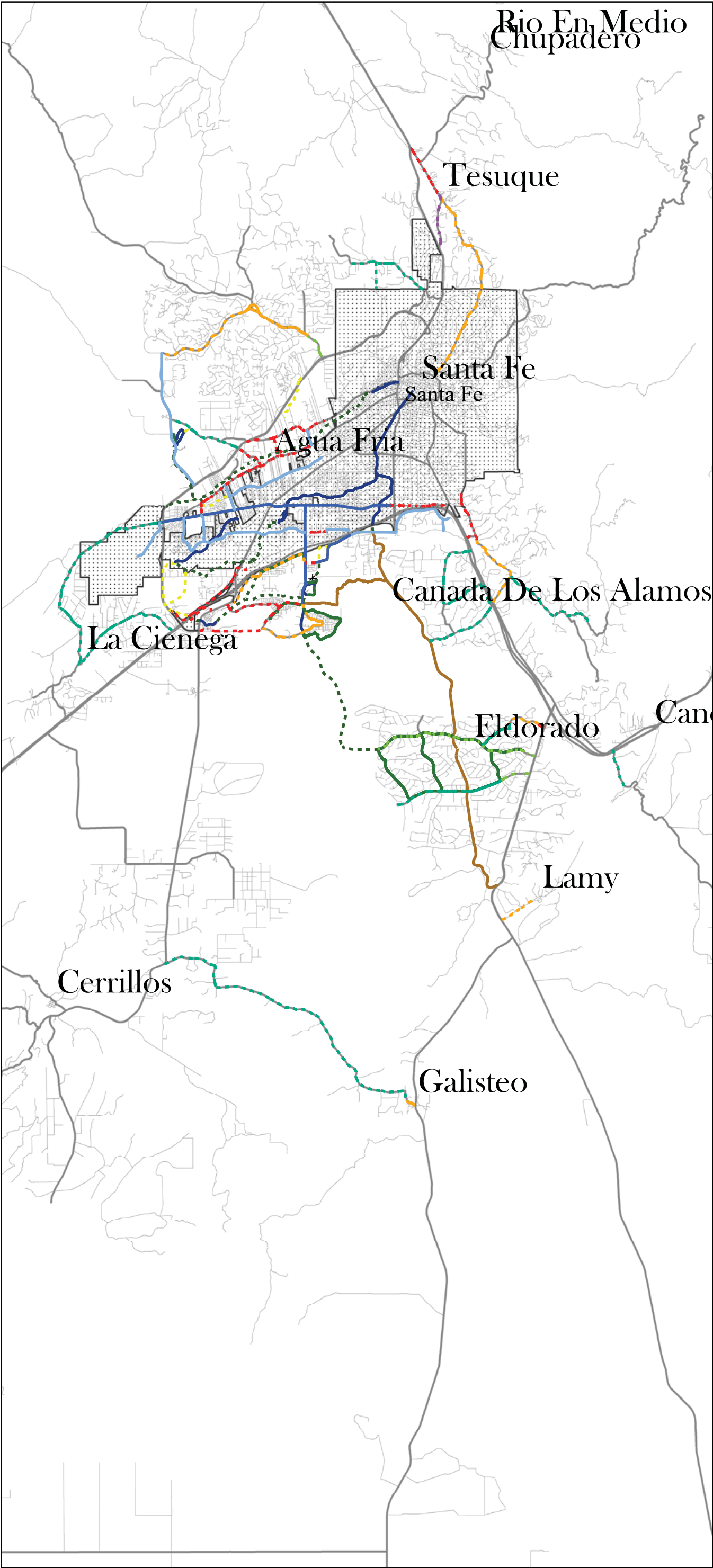
Sustainable Land Development Code

Adopted by Ordinance 2016-9

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Santa Fe County
Sustainable Land
Development Code
Official Map Series
Bikeways Network

Legend

Incorporated Areas



On-Road Bike Lanes

- Wide paved shoulder or bike lane (5 ft)
- Sufficient paved shoulder or bike lane (4 ft)
- No shoulder; retrofit through re-striping (Priority 1)
- No shoulder; retrofit through road widening (Priority 1)
- No shoulder; retrofit through road widening (Priority 2)
- No shoulder; retrofit through road widening (Priority 3)
- Paved shoulder ≤4 ft requiring repaving (Priority 1)

Off-Road Bike Trails

- Multi-use trail (paved / 10ft wide)
- Paved side-path or non-AASHTO paved trail
- Proposed multi-use trail (1st priority)
- Proposed multi-use trail (2nd priority)
- Soft-surface trail
- ✕ ✕ Eliminate proposed trail alignment

Roads

- Major Roads
- Minor Roads

NOTE: This map depicts the conceptual location and connectivity of bikeways, and does not depict the surveyed or engineered location or alignment of same.



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Santa Fe County
Growth Management
Department
Planning Division



Santa Fe County - Five Year Capital Plan

[Home](#)
[Requests](#)

REQUEST EDIT

Request ID:

Department:

Division:

Project Category:

Project Title:

Location:

Contact Person:

Contact Number:

Requested for Fiscal Year:

Population Goal Addressed: (Check all that apply)

- ☐ Safe Community
 ☐ Healthy Community
 ☐ Sustainable Community
 ☐ Proficient/Transparent Gov't

Districts:

- District 1: ☐ District 2: ☐
 District 3: ☐ District 4: ☐
 District 5: ☒ Countywide Benefit: ☐

Priority:

Project Type:

Project Addresses:

Project Origin:

Priority Of:

Cost:

Funding Gap:

☐ Fund Source Identified

Factors

- Reduce a threat to public safety:
- Improve the quality of local public services:
- Provide an incentive for economic development:
- Reduce long-term public operating costs:
- Further the goals of the Comprehensive Plan (SGMP):
- Leverage investment in terms of the number of properties or residents affected:

*Categories are weighted by a factor of 1.33 compared with a normal weighting of 1.0.

Priority Score: [Recalculate](#)

Project Summary:

Widen Ave del Sur between Rancho Viejo and Richards Ave. MPO B3.

Description, Purpose and Justification:

This project is listed in the April 12, 2012 Santa Fe Metropolitan Bicycle Master Plan: Phase A: 2012-2017 County-Lead On-Road Bikeway Improvements. Page 64-65 "Some high-priority narrow roadways warrant specific projects to create bicycle facilities through road widening. The MPO Bikeways Mapping Project identified a variety of higher-priority roadways in the MPO area that could be improved for bicyclists through widening; continued analysis based on demand, connectivity, and feasibility provides the following list of top-ranked candidates: Ave. del Sur east and west of Amy Biehl School" The benefit would be to provide bicyclists, including students a safe passage along Avenida del Sur connecting with the existing bike lanes constructed in front of Amy Biehl School and through to Richards Ave. The Community College District specifically calls out the following within the "Circulation and Connections Action Plan": "b. include designs for on-street bike lanes to complement and connect with off-street trails, so that cyclists may ride for both recreation and transportation. d. Design roads to

Comments:

New Comment: Projects 57, 61, and 66 establish a network of on road bike lanes in that area of the Community College District. The MPO MTP also includes new road construction for Avenida Del Sur extension from NM 14 to A Van Nu Po, 2024, \$2,500,000 County funding. On road bike lanes for this link (#66) could be done in conjunction or as a part of this project.

Approval

Approval Status:

Quantity: Amount:

Comment:



Santa Fe County - Five Year Capital Plan

[Home](#)
[Requests](#)

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Approval

Approval Status:

Quantity: Amount:

Comment:



Santa Fe MPO Staff Report

Technical Advisory Committee:

April 22, 2019

Matter of Approval: Recommendation for Approval of Amendment to the 2015-2040 Metropolitan Transportation Plan Table 7.1 "Regional Roadway Priorities": Including New City of Santa Fe Roadway Project – Camino del Monte Sol (between Cruz Blanca and Old Santa Fe Trail) \$120,000 for repaving and addition of shoulders

RECOMMENDED ACTION: Recommend approval to amend the 2015-2040 MTP to include a new project in Table 7.1 "Regional Roadway Priorities" including City of Santa Fe's Camino Monte del Sol for repaving and addition of shoulders.

Since the release for 30 day public review the Santa Fe MPO received 18 communications in regards to this amendment. All communications were strongly in favor of this amendments. All communications will be available for your review during the meeting and submitted for the record.

Background:

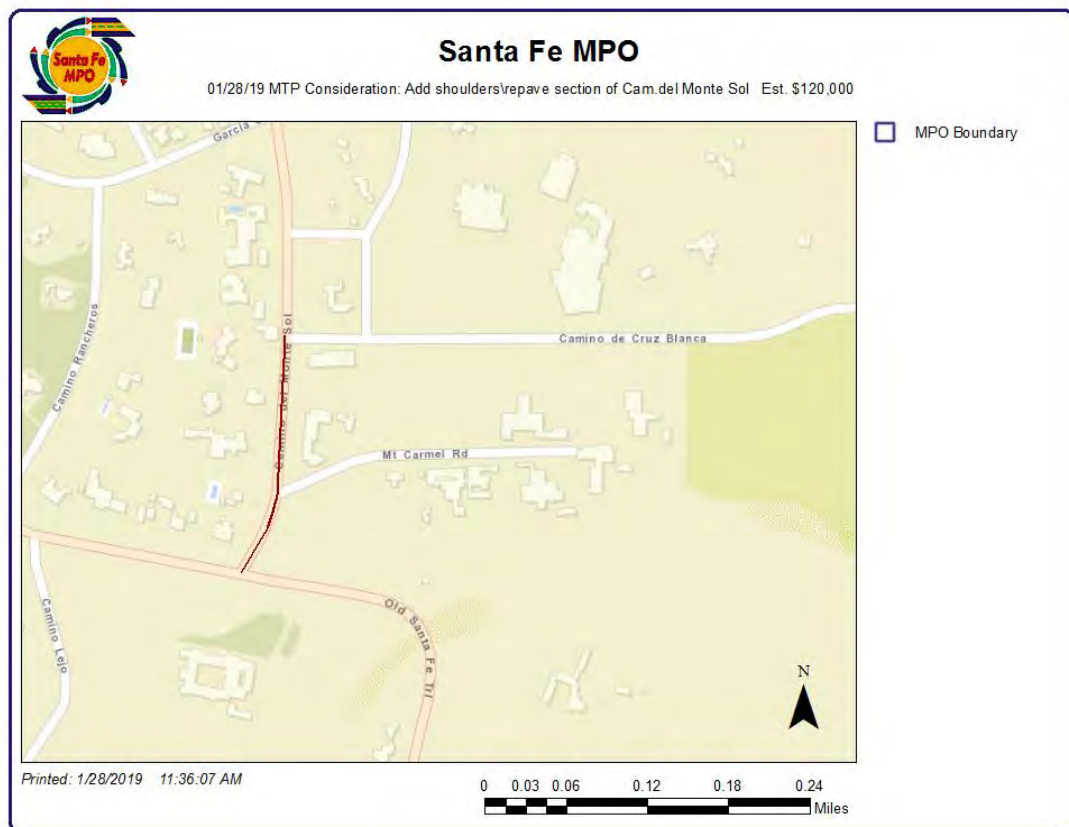
The Santa Fe MPO must prepare and update the Metropolitan Transportation Plan (MTP), in accordance with 49 USC 5303(i), to accomplish the objectives outlined by the MPO, the state, and the public transportation providers with respect to the development of the metropolitan area's transportation network. This plan must identify how the metropolitan area will manage and operate a multi-modal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) to meet the region's economic, transportation, development and sustainability goals – among others – for a 20+-year planning horizon, while remaining fiscally constrained. The Santa Fe MPO, 2015-2040 MTP includes:

- Highlighting the relationship between public health and transportation policy and investments;
- Integrating our multi-modal master plans including the Metropolitan Bicycle, Pedestrian and Transit Master Plans; and
- The development of a performance management approach to transportation investments.
- Guides Federal, State and local transportation funds
- Reflects and implements the community's vision for its future transportation system
- Includes strategies, projects and funding options to realize that vision.

At the request of the City of Santa Fe an amendment to the MTP's "Regional Roadway Priorities" list to include the following and scored according to the Evaluation Criteria listed below:

From Javier A. Martinez, City of Santa Fe:

This particular section of Camino del Monte Sol is very narrow, approximately 20'. This section of road appears to be overlaid after the initial installation as you can see the original curb with asphalt placed over the curb in some locations. The dirt shoulders have larger potholes from vehicles driving on the dirt shoulder but the pavement potholes are minimal. We will send a crew out to try and regrade the shoulder when we get a few days of warmer weather and the ground thaws out. In addition, Streets drainage crews visit this area frequently as there is a major drainage issue at the corner of Camino Monte del Sol and Camino de Cruz Blanca. There is a drainage culvert that flows from East to West across Camino del Monte Sol. This culvert gets plugged with silt and debris and has to be cleaned out periodically. The outlet flows to a natural drainage which enters the adjacent property at 808 Camino Monte del Sol. The property owner has constructed a coyote fence to try and reduce the flows into the property which dams the water and creates a pond on Camino Monte del Sol. The previous director worked with Land Use to try and remedy the situation with the owner however I believe this never got resolved. A project would need to be developed to address the drainage and expand the roadway to include shoulders. This project would have to be added to the Metropolitan Planning Organization list of roadway improvements and prioritized and wait for funding. I



believe the estimate for \$120,000 would be for addition of shoulders and repaving the street but did not include engineering design costs or costs to repair the drainage. Please let me know if you need any additional information.

Project Details:

- **Camino del Monte Sol (between Cruz Blanca and Old Santa Fe Trail)**
- **\$120,000 for the addition of shoulders and repaving**
- **Classification: Minor Collector**
- **Drainage: TBD**
- **(Draft project map attached above)**



Santa Fe MPO Staff Report

Technical Advisory Committee:

April 22, 2019

Matter of Approval: 2019 DRAFT Bicycle Master Plan Review and Release for 30-Day Public Review

RECOMMENDED ACTION: Recommend to release for 30-Day Public Review the 2019 Bicycle Master Plan in DRAFT form.

Background:

The Santa Fe MPO follows the same federal guidance set forth for updated and adoptions of the Metropolitan Transportation Plan as each "Master" Plan is considered a formal extension of the MTP, in accordance with 49 USC 5303(i), to accomplish the objectives outlined by the MPO, the state, and the public transportation providers with respect to the development of the metropolitan area's transportation network.

The DRAFT Plan is being finalized at this time and a brief power-point presentation during the meeting will outline elements of the plan for the TCC. Below is the schedule for adoption that begins with the "Release for 30-Day Public Comment."

1. **April 22nd, Santa Fe MPO Technical Coordinating Committee to release draft for 30 Day Public Comment (Public Notice to be placed in Santa Fe New Mexican on Friday, April 26th)**
2. **May 11th – 19th Santa Fe Bike Week – Draft will be available during multiple events for public review**
3. **May 15th – Request for the City's Bicycle Trails Advisory Committee to formally recommend draft document for approval by MPO Policy Board**
4. **May 20th Santa Fe MPO Technical Coordinating Committee updated on review process**
5. **May 22nd, Consider Public Review Open House**
6. **May 23rd Santa Fe MPO Policy Board provided updates as to draft review**
7. **May 26th End of 30 Day Public Review**
8. **June 11th Final Draft Sent to TCC and TPB**
9. **June 24th - TCC Recommendation for Approval**
10. **June 25th – TPB Adoption**