

MINUTES OF THE
SANTA FE COUNTY
TRANSPORTATION ADVISORY COMMITTEE

August 18, 2021

Santa Fe, New Mexico

1. A. This meeting of the Santa Fe County Transportation Advisory Committee was called to order at approximately 5:30 p.m. on the above-cited date by Chair John Nitzel.

In accordance with the Public Health Emergency Order issued by the State of New Mexico, and pursuant to the New Mexico Attorney General's Open Government Division Advisory during COVID-19, public entities are authorized to conduct virtual meetings.

B. Upon roll call no quorum was reached and the following members were present:

Members Present:

John Nitzel, Chair, Member-at-large
Tim O'Malley, District 2
Fred Greve, District 4
Rick Drake, District 2
Gillis Lang, District 1

Member(s) Excused:

Joe Archuleta, District 1
Christina Chavarria, District 1
Dan Painter, District 5
Bill Miller, District 4
Nolan Zisman, District 5
[Three Vacancies]

Staff Present:

Paul Olafson, Project Planning
Gary Brett Clavio, Senior Transportation Planner
Robert Griego, Planning Manager
Ryan Ward, Public Works Road Division Director
Ivan Trujillo, Public Works, Engineering Services Manager

Others Present:

Joseph Moriarty, NM DOT Planner
Paul Barricklow, Lee Engineering
Stephen Montaña, Lee Engineering
Paul Sittig, NCNMEDD
Bryce Gibson, NCRD Planning
Channing Hofman, MRCOG/RTPO
Francoise-Marie Patroni, Citizen



COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss

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I Hereby Certify That This Instrument Was Filed for
Record On The 3RD Day Of October, 2023 at 09:48:40 AM
And Was Duly Recorded as Instrument # 2020796
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Witness My Hand And Seal Of Office
Katharine E. Clark
County Clerk, Santa Fe, NM

Deputy Desty Romero

SFC CLERK RECORDED 10/03/2023

1.
 - C. **Approval of Agenda**
 - D. **Approval of the May 19, 2021 TAC Minutes**

These items were deferred pending achievement of a quorum. Chair Nitzel recommended allotting specific times to each agenda item for the meeting to run smoothly. The minutes were discussed and no corrections proposed.

2. **Introductions**

Those present introduced themselves. Francoise Marie Patroni, a resident with property on County Road 51 said he was interested in the impact of federal infrastructure funds.

3. **Action Items**

None were scheduled

4. **Information Items:**

- A. **NMDOT Transportation Project Fund: NE/SE Connector**

Mr. Clavio stated the Transportation Project fund is a new source from the state with a generous matching program. Only five percent local match is required. Eligible categories include environmental, planning, design, construction and right-of-way. Santa Fe County determined the NE/SE connection is the number one priority and they applied initially for funding for preliminary engineering. He commended Mr. Trujillo for his work on this project. They are requesting \$2.5 million out of the \$13.9 million total cost.

Mr. Clavio shared a map of the NE/SE connector and Mr. Olafson indicated it runs east of the Community College running from Rabbit Road to Avenida del Sur and then connects to the west onto Richards Road. It will be a major spine of the Community College District and will alleviate traffic on Richards, providing an alternate route.

Mr. Trujillo added it will be four miles of new roadway. It will also connect Richards to Dinosaur Trail. A mile-long extension of Avenida del Sur is also planned. There will be six new intersections, four of which will be roundabouts. Nine parcels have been donated and the last one is being negotiated, ensuring all of the rights-of-way needed. A design consultant is on board and they are working with FEMA and the Army Corps of Engineers. Construction is targeted to begin in spring of 2022. The County has been working on the project for ten years and is principally funded by the County.

Mr. Drake asked why only \$2.5 million is being requested. Mr. Clavio said this is the first go-round with the new fund. They are avoiding federal funds which bring complications and are harder to administer. Mr. Olafson said the current phase is shovel-ready and this will help the whole project move forward.

- B. **Federal Grants: CMAQ, TAP, RTP – Arroyo Hondo Trail, Segment 1**

Mr. Clavio characterized this as a federal call that goes through the NMDOT. Multiple types of funds are available in this cycle: Congestion Management, Air Quality, Recreational Trails and

Transportational Alternatives Program. This is for projects not involving cars. Arroyo Hondo Trail is a multi-use, 10-foot wide concrete trail. It will go from the 599 Rail Runner station to the Community College and encompass tunnels and possibly a bridge. There are five phases, Phase 4 is complete and 2 and 3 are underway. The current request is for Segment 1, which is more complicated, going under State Road 14. Overall cost for Segment 1 is \$2.3 million and they are requesting \$2.04 million to be matched with 14.56 percent, around \$35,000. Completion is a couple years out.

Mr. Greve asked why it is concrete. Mr. Clavio stated the federal government prefers long-lasting, hard surfaces and this will be ADA compliant.

C. Current Transportation Projects: Updates
1. NE/SE Connector

See 4. A.

C. 2. Zafarano Drive Extension Study

Mr. Trujillo stated he is working with a consultant on the Zafarano alignment and location study which will providing information on land and right-of-way impacts. Traffic studies are underway, along with costs. A draft report is expected this month and soon after that a public meeting will be scheduled. The extension will go from Rufina north to Agua Fria.

Mr. O'Malley said the extension is controversial and the village is vehemently opposed. He asked who was pushing the project. When the traffic gets to Agua Fria it will have nowhere to go. Mr. Trujillo said the consultant is looking into that and the information will be made public.

Mr. Clavio said he understood the property owner is advancing the idea. Mr. O'Malley questioned the appropriateness of that. Mr. Olafson said the viability study has been funded by the legislature. He added this meeting was not the forum to debate the issue.

Chair Nitzel asked if the route was already on the County's master plan. Mr. Clavio said it was not on any existing master plan and would have to be approved and added.

C. 3. Madrid Safety Study

Mr. Clavio noted that since Madrid is an unincorporated area the State DOT and the County are working together on the study.

Joseph Moriarty from the DOT Planning Division stated they are undertaking a multi-modal safety plan in conjunction with District 5 for Madrid. He introduced Paul Barricklow with Lee Engineering.

Mr. Barricklow shared a power point identifying the four sections along State Road 14 within Madrid. He said additional information is available on the Lee Engineering website. The principal issues are speeding, little provision for pedestrian activity, and parking. The tiered approach involves short-, medium- and long-term strategies with escalating cost for each phase. Community initiatives are also involved.

Starting with the southernmost section the emphasis is on getting the driver's attention and warning of lower speeds. In this section as well as the other three sections lane widths are to be reduced with wider striping. Section 1 would have more and larger signage with feedback signs, rumble strips, along with regulatory changes. He showed examples of median gateway treatments.

The second section, entering downtown, they are recommending a walking path on the northwest side of an impermeable, colored surface and possibly pedestrian level lighting from bollards. Well marked crosswalks, possibly with flashing beacons or speed tables are recommended, although trade-offs would be involved with these options.

Section 3, which is similar to second section, would feature a transition to a historic boardwalk, which is part of a community initiative. This would also feature crosswalks on Bridge Road and Cave Road with landing areas. Continued speed compliance is also a goal.

Section 4 would be similar to the first section, with speed transition zones with a feedback sign and pavement markings, rumble strips and a potential median gateway subject to community input and DOT regulations.

Mr. Barricklow reviewed the options for parking and recommendations for enhanced bus service and shuttles to minimize single car use.

Mr. Moriarty pointed out New Mexico has the highest pedestrian fatality rate in the country.

Mr. Drake raised the possibility of having a style of bollard that fits in the community aesthetic. Mr. Moriarty said the community is very involved and is pursuing an art and history walk that would link the ballfield to the downtown area. They have applied for a MainStreet grant and there is synergy there. Mr. Barricklow said they have been impressed with the community's participation and willingness to compromise. The walkway currently has rocks and railroad ties to designate it.

Mr. Olafson noted Madrid is a vibrant arts community with a strong history of mining. The County is also working on open space and stormwater mitigation projects in the area. Mr. Clavio said community engagement is key and they are very engaged in the public meetings with interesting ideas.

Mr. Greve applauded the idea of reduced lane width and the crosswalks. He asked why the walkway was on only side. Mr. Barricklow said that mirrors the current situation. Mr. Clavio said he understood it was not possible to have walkways on both side. Bike lanes would be nice to have but there is insufficient right-of-way. Mr. Moriarty agreed that it was a very constrained environment.

Mr. Clavio referred to the art and history project which would provide a path between the ballpark and downtown and they have received MainStreet funding for that and will be starting on a conceptual design.

Chair Nitzel understood the community has dark sky concerns and suggested lighting at least at the crosswalks. Mr. Barricklow said they haven't had those conversations in the public meeting and noted the lights need not be 40 feet tall.

5. Discussion Item

**A. Santa Fe County Transportation Plan 2040 Draft
Functional Classification of Roadway Systems Plan Update
Review Analysis of El Norte Communities**

Mr. Clavio demonstrated the classification effort going on in the El Norte region of the county. It is broken down by community type, most of which are traditional with old land use and transportation patterns. He defined each road type – local, minor collector, major collector, minor arterial or principal arterial – by average number of daily trips. Every road in the county will undergo classification using this system.

Using the Arroyo Seco community as an example, the spreadsheet shows the street name with current and proposed classifications, road width, speed limit, surface type, beginning and ending, length, reason for changing classification, land use characteristics and land use characteristics, ownership, and finally, traffic volume. The data is from 2018, before COVID.

Mr. Clavio pointed out that every road needs to be reviewed and this perhaps should be done by a subcommittee, particularly one whose members have local knowledge. He added that roads in the county often don't meet AASHTO standards and cannot feasibly be improved. Although most roads see an increase in traffic there are some whose classification goes down and can be down-graded. He gave Bishop's Lodge Road as an example.

Chair Nitzel recognized the wealth of material represented in the spreadsheet but noted that it lacked any multi-modal aspects or assessment. Mr. Clavio stated this analysis focuses strictly on cars as required by the DOT and federal agencies. He added some areas such as the Community College District have their own requirements for things like bike paths.

Traditional communities differ from contemporary communities, according to Mr. Clavio. Mr. Olafson said that while multi-modal considerations may come later but for now the contextual aspect is foremost for practical reasons. Some areas prefer to retain a rural character.

Chair Nitzel indicated the issue is complex and this committee is designed to be able to deal with different areas and viewpoints.

Mr. Clavio stated once the classifications are established this committee will make recommendations, whereupon they will go to the Planning Commission and then to the BCC. In places where improvements are not possible due to, for instance, lack of right-of-way, standards may need to be revised.

6. Matters from Staff

Mr. Ward thanked the committee for their work. He said two issues were recently brought before the BCC: the road improvement policy and the road acceptance policy and both were approved.

The road improvement policy will be scored using ADT volumes, safety factors, school bus routes and other factors. IMS was chosen through an RFP and will be scoring the roads using sophisticated technology. Mr. O'Malley asked if they would be using the Wisconsin scale. Mr. Ward said it is the same scoring system. Previously the PASER rating was used which tends to be more subjective.

The road acceptance policy was changed to eliminate the minimal maintenance category. Only one road falls into the shared maintenance category, Dinosaur Trail, and that will be grandfathered in and will remain shared. In the future there will be only County-maintained roads and non-County maintained roads.

Mr. Clavio pointed out that the County is currently promoting electric vehicles and an Electric Vehicle Day is planned for the future. Regarding federal infrastructure funds, he said that has yet to be passed and some funds may be available for electric vehicles.

7. Matters of Public Concern - None were raised.

8. Matters from the Committee

Mr. O'Malley mentioned that a low-water crossing is needed at San Ysidro when funding becomes available. Mr. Olafson said there have been discussions about a preliminary engineering report for options at that crossing.

Chair Nitzel recognized the importance of the transportation plan since it drives the design process and will aid in credibility and legal standing. Sub-committees would be worthwhile and he volunteered to participate in reviewing the classifications. Mr. Clavio said he would poll committee members by email. Mr. Olafson pointed out that meeting in person in small groups would be optimal, where subcommittees could meet and go over spreadsheets, maps, etc. Staff can brainstorm about coming up with a functional method.

Mr. Greve commended the Public Works Department for their work following the storms.

9. Schedule Next Meeting – November 17, 2021, 5:30

10. Adjournment

Upon motion and second the meeting was adjourned at 7:33 p.m.

Approved by:



John Nitzel, Chair

Respectfully submitted by:

Debbie Doyle,
Wordswork