



A G E N D A

Farmington Metropolitan Planning Organization Technical Committee Meeting

**Executive Conference Room
San Juan County Administrative Bldg
100 S. Oliver
Aztec, NM**

**May 22, 2008
10:00 a.m.**

AGENDA
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
May 22, 2008 10:00 AM

This meeting will be held in the Executive Conference Room, San Juan County Administrative Bldg, 100 S. Oliver, Aztec, New Mexico.

ITEM	PAGE
1. Call meeting to order.	
2. Approve the minutes from the April 24, 2008 Technical Committee meeting.	1
3. Bicycle/Pedestrian Plan. a. Review the final draft of the plan. b. Hold a public hearing on the final draft of the Bicycle/Pedestrian Plan. c. Recommend adoption of the Bicycle/Pedestrian Plan.	10
4. Receive a presentation on the East Arterial project in Aztec (<i>Wilson & Co., Pennington & Associates</i>).	12
5. Access Management Plan. a. Finalize typical road sections for access management. b. Review and develop spacing standards for access management.	13
6. Receive a status report on the update to the regional travel model.	25
7. Receive a report on Red Apple Transit.	26
8. Receive a report from NMDOT. a. District 5 (<i>David Martinez</i>) b. Planning Division (<i>Bob Widoe</i>)	
9. Information Items: a. MPO Associate Planner. b. FY2009-2014 TIP and FY2009 UPWP. c. FY2008 UPWP 3 rd Quarter Report. d. Federal Earmarks and the STIP. e. Joint Policy/Technical Committee Meeting. f. Other	28
10. Business from: a. Chairman b. Members c. Staff	
11. Business from the Floor	
12. Adjournment	

ATTENTION PERSONS WITH DISABILITIES: If you are an individual with a disability who is in need of a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please contact the MPO Officer at the Farmington Community Development Office, 805 Municipal, Farmington, New Mexico, at least one week prior to the meeting or as soon as possible. Public documents, including the agenda and minutes, can be provided in various accessible formats. Please contact the MPO Officer at the Farmington Community Development office if a summary or other type of accessible format is needed.

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
April 24, 2008 10:00 A.M.

Members Present: Martin Lucero, City of Farmington
TJ Richards, San Juan County, Alternate
Julie Baird, City of Bloomfield
Lori Martinez, City of Aztec, Alternate
Chico Quintana, City of Farmington, Alternate

Members Absent: Nica J. Westerling, City of Farmington
Steve Christensen, City of Aztec
Dave Keck, San Juan County

Staff present: Joe Delmagori, MPO Planner
Virginia Turney, Secretary

Staff Absent: Mike Sullivan, City of Farmington

Also present: Dr. Bob Widoe, NMDOT
Dave Martinez, NMDOT

1. CALL TO ORDER

Mr. Lucero called the meeting to order at 10:15 a.m.

2. APPROVAL OF THE MINUTES FROM THE MARCH 27, 2008, TECHNICAL COMMITTEE REGULAR MEETING

Ms. Baird made a motion, seconded by Ms. Richards, to approve the minutes from the March 27, 2008, Technical Committee Regular Meeting. Motion passed unanimously.

3. BICYCLE/PEDESTRIAN PLAN

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item

Subject:	Bicycle/Pedestrian Plan
Prepared by:	Joe Delmagori, MPO Planner
Date:	April 16, 2008

BACKGROUND or PREVIOUS WORK

- The Policy Committee approved the walking and biking policies and evaluation criteria for prioritizing projects at the March 13 meeting.
- On March 27, the Technical Committee decided to accept the regional list of walking and biking improvements, but chose not to prioritize them at this time.
- A BPAG meeting was held on April 21 to inform the public about recent Bicycle/Pedestrian Plan development.

CURRENT WORK

- Tables and maps of walking and biking projects for regional and local projects are being finalized.
- Develop acceptable bicycle/pedestrian standards.
- Research funding sources that will help support the proposed improvements.
- Identify implementation strategies that the MPO and entities can use to carry out the plan.

ANTICIPATED WORK

- Finalize acceptable bicycle/pedestrian standards.
- Issue a final draft of the plan for public review.
- Complete the Bicycle/Pedestrian Plan for MPO action in May and June.

BACKUP MATERIAL

- MPO regional list of proposed walking and biking improvements.
- Local proposed walking and biking improvements by entity
- An initial list of walking and biking standards.
- ADA Requirements.
- Implementation strategies and funding sources.

RECOMMENDATION

- It is recommended that the Technical Committee:
 - Review the accepted list and map of draft regional and local routes that are part of the proposed walk/bike network.
 - Review walking and biking standards.
 - Review remaining elements of the plan
 - Discuss final steps in plan development.

Discussion: Mr. Delmagori presented the staff report. The Policy Committee reviewed the improvements. Mr. Delmagori described the differences between regional projects and local projects, the MPO will take the lead on the regional projects and the entities will be in charge of the local projects.

Mr. Lucero asked that the regional routes be highlighted and given an explanation to their importance. Ms. Richards agreed and added that it would be easier to explain to the councils and commissions if it was simple.

Mr. Lucero said he liked keeping all the ADA requirements. Mr. Delmagori said it is required to keep the ADA specifications.

Mr. Delmagori asked if the 4-foot sidewalk standard was acceptable. Mr. Lucero said the ADA won't allow sidewalks under 4-foot, but he would like to see at least 5-foot sidewalks, but the minimum should be kept at 4-foot. Dr. Widoe said the ADA standards are required by the FHWA. Dr. Widoe said that Jody Ortiz is the NMDOT ADA contact person and if the MPO would

like an ADA presentation Mr. Ortiz could come to the area and present information on ADA requirements.

Mr. Delmagori said the ADA curb-cut standards also apply. Mr. Delmagori said he would pull ADA and sidewalk related information from other MPO's for information.

Mr. Delmagori said the bike lanes should be kept at 5 feet. Mr. Delmagori said he had incorporated the County's shoulder requirements into the plan. Mr. Delmagori said Mr. Keck said 8-foot lanes would be ideal, but in most instances 4-5 foot lanes would be available. Ms. Richards agreed. Dr. Widoe said that one issue would be acquiring the right-of-way needed. Ms. Richards said on current roads it would be a big problem but on new roads it could be required up front.

Mr. Delmagori said BPAG said traffic activated signals should be looked at. Mr. Martinez said the state is going to video detection signals and the MPO should look into that type of signal as the NMDOT will not support other types of signals. Mr. Lucero said Mr. Krest said the City of Farmington is going to have video cameras on all major signalized intersections so adding bicycle video detection should not be a big issue. Mr. Delmagori asked if the cameras can detect bicyclist. Mr. Martinez said they can detect bicyclists and can be set at different ranges.

Mr. Delmagori said Mr. Krest informed him the bike route signs on San Juan Boulevard had been taken down because of safety issues. Mr. Delmagori said the Wichita bicycle plan has good criteria and it could be used by the MPO for specification regarding speed and safety issues for bike routes. Mr. Lucero said anything with a speed limit of 40 or over would be unsafe on a narrow road. Mr. Lucero added that older roads such as 20th Street would also be a problem and the plan may need separate bike paths. In addition, some of our proposed bike route projects might violate the standard since the current speed limit on those roads is already over 40mph. Ms. Baird said that both Aztec and Bloomfield have plans for separate bike paths including a path parallel to US 550. Mr. Lucero said that speed and traffic volume need to be considered when deciding upon separate bike and walking paths. Mr. Delmagori said he would look into the issue.

Mr. Lucero said bike racks are also needed and they need signage. Mr. Lucero gave the example of the bike rack in the City of Farmington Annex: it is never used because people don't know about it. Mr. Lucero said the bike racks could be listed on a biking/walking map which would help people determine where they want to bike to. Mr. Delmagori said that having those listed on the map would be a good idea.

Mr. Delmagori said the ADA requirements must be followed and will be incorporated. Mr. Delmagori said the MPO will continue looking into alternate funding sources through and FHWA.

Mr. Delmagori said projects in the plan will need to be on the local CIP's which could help in getting funding for projects.

Mr. Delmagori said having the list of projects helps the plan move forward and once the plan is adopted the standards will apply to all new development. Mr. Delmagori said the Policy Committee would like to finish up the plan in June, and he will be sending the final draft out in mid-May for comment. At the May meeting, there will also be a public hearing held and

the Technical Committee will need to recommend the Policy Committee adopt the plan. The plan will also be presented for adoption to the entities after adoption by the MPO.

Action: Report was received.

4. ACCESS MANAGEMENT

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item

Subject:	Access Management
Prepared by:	Joe Delmagori, MPO Planner
Date:	April 15, 2008

BACKGROUND or PREVIOUS WORK

- Access Management policies have been finalized with the Technical Committee.
- Definitions and functions for eight road classifications and their respective typical road sections have been developed.
- Standards and objectives to support the policies have been identified.

CURRENT WORK

- The MPO continues to develop typical urban and rural road sections.
- Road sections incorporate multi-modal elements where feasible.
- For some sections, variations are provided to compensate for all anticipated scenarios.
- The sections are intended to show the ideal placement of all elements when a road section reaches full build out.
- Spacing standards will be discussed with the Technical Committee.

ANTICIPATED WORK

- Develop intersection and driveway spacing and corner clearance standards.
- Access management standards for medians.

BACKUP MATERIAL

- Summary of draft policies and standards.
- Draft urban and rural road section diagrams.
- Comparison of intersection spacing standards from other MPOs and DOTs.

RECOMMENDATION

- It is recommended that the Technical Committee:
 - Review and revise typical road sections for access management.
 - Receive information on spacing standards from other MPOs and DOTs.

Discussion: Mr. Delmagori said the policies have been finalized, the definitions and classifications have been developed and the standards to support the policies have been identified. The MPO will continue to work on road section classifications. The MPO would like to identify all build out possibilities. Mr. Delmagori said Figure 1 will be full road build outs and will require 100 foot right-of-way, 4 travel lanes, a median and buffer, and sidewalks. Figure 2-A has the options for full build out of a minor arterial or collector. Figure 2-B is a variation of a collector for a residential area. Figure 2-C looks at various options for a collector. Figure 3-A is one option for a rural arterial and would be a good transition from rural to urban areas.

Mr. Martinez said the scale on the drawing needs to be fixed. Mr. Delmagori said he would fix the drawing. Mr. Delmagori said 3-B is a variation of rural principal roads with a 10 foot shoulder. Mr. Delmagori said Mr. Keck said that it may be too much paving width for the road. Mr. Delmagori said drawing 4-A is a rural minor arterial, drawing 4-B is also a rural road and both are very similar. Drawing 5-A is for a major collector and 5-B recommends that no sidewalks be required but shoulders could be used as a walking/biking path. Mr. Delmagori said that drawing 6-A incorporated the county's road standards that he received from Mr. Keck. Mr. Delmagori said 6-B is a variation for residential county roads. Mr. Delmagori said figure 7 is for a frontage road.

Mr. Lucero asked why the buffer on 2-C was taken out since there is still enough room in the right-of-way for one to be there. Mr. Delmagori said he would look into it and will likely make the correction. Mr. Lucero said the shoulders need to be paved to encourage biking and walking. Mr. Lucero said riding a bike on a dirt shoulder is not easy and that most bikers gauge where they are by the outside white line. Ms. Richards said many people in the county ride on the white line. Mr. Lucero suggested a double white line be painted.

Mr. Martinez said the standards need to have crown and slope information included to be adopted. Mr. Lucero agreed and said some roads in Farmington do not have the right crown and slope which causes the road to flood in the middle which deteriorates the asphalt quickly and agreed that the plan needs those specifications listed. Mr. Delmagori said he would add those specifications.

Dr. Widoie said the sidewalks on the frontage road would need to be better defined as sidewalks are only found on one side of frontage roads and are usually found in front of businesses for access. Mr. Lucero said that Utah has spent millions trying to get businesses to use frontage roads and that it is still a problem. Dr. Widoie said that access to frontage roads needs to be clearly defined or there will be access issues. Dr. Widoie added that there should be no sidewalks accessing major highways from frontage roads. Mr. Lucero said that issue does need to be defined and sidewalks should only allow access for the businesses along the frontage road and not to the main road for safety reasons. Mr. Lucero said the access from business to business should be allowed in front of the businesses only.

Mr. Delmagori said the MPO is not seeking approval of the Access Management Plan today and will continue to meet with the entities to revise the plan. Mr. Delmagori said access spacing and driveway cuts still need to be discussed and the DOT standards will be used as a guide for those standards. Mr. Martinez said the DOT had looked at other states' regulations and standards when designing its own standards. Mr. Delmagori said once that information is received and reviewed it will be put in the appropriate tables.

Action: Report was received.

5. **REGIONAL TRAVEL MODEL UPDATE**
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item

Subject:	Regional Travel Model Update
Prepared by:	Joe Delmagori, MPO Planner
Date:	April 14, 2008

BACKGROUND or PREVIOUS WORK

- PTV America was contracted to update and expand the travel model for the MPO.
- Staff provided revised 2005 and 2030 land use tables to PTV.
- Staff provided count data from 2004-2006 to PTV to assist with calibration efforts.

CURRENT WORK

- The consultant has completed a first iteration of the PM peak hour calibration process.
- Staff is reviewing the results with particular attention to areas of the network where there is considerable difference between the model volumes and the actual traffic counts.
- PTV is working on calibration of the AM peak hour period.
- Work with entities to develop a mid-forecast year (~2012) based on updated base year data.

ANTICIPATED WORK

- PTV will continue to calibrate/validate and expand the model to have AM Peak Hour and Daily capabilities (completion anticipated in May 2008).
- PTV will create documentation reports and provide final versions of the new traffic model.

RECOMMENDATION

- It is recommended that the Technical Committee receive a report on the update to the regional travel model.

Discussion: Mr. Delmagori said the MPO is working with PTV on the VISUM traffic model. The staff has provided land use data which will help in calibration efforts of the model. Mr. Delmagori said most of the traffic count and land use data was good, but there are a few pockets that do not match and will require some tweaking. The model will be able to provide both A.M. and P.M. peak hour results and will provide 24-hour information. Ms. Baird asked if

the A.M. peak was established for each entity. Mr. Delmagori said they will be available and 4-6 p.m. was used for the P.M. peak hours and 6-8 a.m. were used for the A.M. peak hours.

Action: Report was received.

6. RED APPLE TRANSIT
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item

Subject:	Red Apple Transit
Prepared by:	Joe Delmagori, MPO Planner
Date:	April 14, 2008

RED APPLE UPDATE

- In February and March, ridership averaged 9,200 passengers.
- Tiger and Bobcat ridership increased during this time; Bronco ridership decreased slightly.
- The FTA Triennial Review for Red Apple will occur in July.
- There will be a 10% increase in transit contract costs due to an increase of 25% in fuel costs and an increase of 3% in operators' contract costs.

RECOMMENDATION

- It is recommended that the Technical Committee receive a report on Red Apple Transit.

Discussion: Mr. Delmagori presented the transit report supplied by Mr. Hunt.

Action: Report was received.

7. NMDOT

Discussion: Dr. Wideo said the Policy Committee asked about the status of the US 64 project. Dr. Wideo reported the project is on schedule and the project is to end in October or November. The NMDOT is aware of the National High School Finals Rodeo event and will work with the contractor to provide adequate access to the area. Mr. Lucero said the Connie Mac World Series will be happening in August as well as the Regional Swim Meet, and US 64 will be one of the main corridors for people traveling to the Farmington area. Mr. Lucero said the NMDOT is working on alternate routes. Mr. Martinez said the person who will be the best point of contact is the NMDOT traffic engineer for the area. Mr. Quintana asked who that point of contact would be. Mr. Martinez said it is Randy Crockett, but his office has moved and he has a new phone number. Mr. Martinez said his new phone number should be 632-2291 and his fax number is 632-5497.

Dr. Wideo said there is no news on GRIP2. Dr. Wideo said the BPE Quarterly meeting will be held in Aztec on May 14 and 15. The meeting on May 14 is only for the BPE, but the meeting on the 15 will be open to the public. Dr. Wideo encouraged everyone to attend. Mr. Delmagori said he confirmed the meeting would be held in Aztec.

Dr. Widoie said UNM will be hold a Great Streets conference and he would encourage entity planners to attend. The conference will discuss funding from FHWA and other sources, design of multi-modal streets, community centered transportation and other issues. Dr. Widoie said UNM is working with other cities around the country regarding building better streets. Mr. Martinez said he believed the conference would be on May 29 - 30. Mr. Lucero asked what the registration fee would be. Dr. Widoie said registration is \$90.

Dr. Widoie said the state's Context Sensitive Solutions (CSS) division is working on environmental and urban planning to provide solutions for Stakeholders to make sure multimodal solutions provide community preservation, safety and mobility. Dr. Widoie said Mr. Bill Hutchinson is the point of contact at the CSS. Mr. Delmagori said there will be a Scenic Byways public meeting on Wednesday, April 30 from 12-2 at the Civic Center which the Council of Governments is hosting. Mr. Delmagori encouraged everyone to attend.

Dr. Widoie said the Aztec Chamber has submitted an application for scenic byway funding but the State Tourism Department will not move on the application until after the Corridor Management Plan study is complete. Mr. Delmagori said there are copies of the application at the MPO office.

Action: Report was received.

8. INFORMATION ITEMS

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

Subject:	Information Items
Prepared by:	Joe Delmagori, MPO Planner
Date:	April 14, 2008

INFORMATION ITEMS

- a. **MPO Associate Planner.** An update on the hiring process will be provided to the Committee on April 24.
- b. **NW RPO Meeting.** Joe Delmagori attended the monthly RPO meeting in Gallup on April 9. The RPO Annual Work Program involves completing the Corridor Management Plan for the Trail of the Ancients and working on a feasibility study for a Regional Transit District for northwest New Mexico.
- c. **NMDOT BPE Quarterly Meeting.** Aztec will host the next BPE meeting on May 15. Staff will present the Bicycle/Pedestrian Plan. Check the NMDOT website for time and location. All are welcome to attend.
- d. **Other**

Discussion: Mr. Delmagori presented the staff report. The MPO Associate Planner position has been posted.

The RPO is working on the Corridor Management Plan for the scenic byway and a feasibility study for a Regional Transit District. The MPO will provide the RPO with information for these projects.

Mr. Delmagori said the NMDOT BPE Quarterly Meeting will be held in Aztec, and everyone is encouraged to attend.

Mr. Delmagori said the MRCOG is offering a tutorial on the Federal Regulations and is coming to the area in May to do the presentation. Mr. Delmagori said everyone is invited and the Technical Committee members and planners are encouraged to attend. Mr. Delmagori said it would be a good way to educate everyone about the regulations.

Action: Report was received.

9. BUSINESS FROM:

- A. Chairman: None
- B. Business from Members: None
- C. Business from Staff: None

10. BUSINESS FROM FLOOR: None

11. ADJOURNMENT:

Ms. Richards motioned and Ms. Baird seconded the motion to adjourn the meeting. Mr. Lucero adjourned the meeting at 11:45 p.m.

Secretary, Virginia Turney

Chair pro-tem, Martin Lucero

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

Subject:	Bicycle/Pedestrian Plan
Prepared by:	Joe Delmagori, MPO Planner
Date:	May 13, 2008

BACKGROUND or PREVIOUS WORK

- Final elements of the Bicycle/Pedestrian Plan were researched by staff and discussed with the Technical Committee.
- Staff gave a status report on the plan to the individual councils/commissions in April and May.

CURRENT WORK

- All sections of the Bicycle/Pedestrian plan are completed.
- The final draft of the Bicycle/Pedestrian Plan was issued for comment and review on May 13.
- Comments and revisions can be provided to the MPO by June 2.
- Staff will review the Bicycle/Pedestrian Plan with the Technical Committee on May 22.
- A public hearing on the plan will be held on May 22.

ANTICIPATED WORK

- Make any final changes to the Bicycle/Pedestrian Plan based on comments received by the public and the member agencies.
- Seek adoption of the Bicycle/Pedestrian Plan through resolution by the Policy Committee on June 12.
- Seek adoption of the plan by the individual governments.

BACKUP MATERIAL

- Final Draft of the Bicycle/Pedestrian Plan (available on the MPO website - www.farmingtonmpo.org).
- PC Resolution 2008-4 for review.

RECOMMENDATION

- It is recommended that the Technical Committee:
 - Review the final draft of the Bicycle/Pedestrian Plan.
 - Hold a public hearing on the final draft of the Bicycle/Pedestrian Plan.
 - Recommend adoption of the Bicycle/Pedestrian Plan.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item

Subject:	East Arterial Project
Prepared by:	Joe Delmagori, MPO Planner
Date:	May 13, 2008

BACKGROUND

- The East Arterial project will be a relief route on the southeast side of Aztec to provide truck traffic with an alternative route around Aztec.
- The project will connect US 550 south of Aztec to NM 173 east of Aztec.
- The City of Aztec has hired Wilson & Co. to perform preliminary engineering on the project.
- Representatives from Wilson and Co. and the sub-consultant Pennington &

Associates will give a presentation on the project to the Technical Committee on May 22.

RECOMMENDATION

- It is recommended that the Technical Committee receive a presentation on the East Arterial project.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item

Subject: Access Management
Prepared by: Joe Delmagori, MPO Planner
Date: May 12, 2008

BACKGROUND or PREVIOUS WORK

- Access Management policies have been finalized with the Technical Committee.
- Definitions and functions for eight road classifications and their respective typical road sections have been developed.
- Standards and objectives to support the policies have been identified.
- A status report on access management development has been provided to the four local councils/commissions

CURRENT WORK

- The MPO is finalizing typical urban and rural road sections based on changes discussed at the April 24 Technical Committee meeting.
- Spacing standards will be developed with the Technical Committee.

ANTICIPATED WORK

- Develop intersection and driveway spacing and corner clearance standards.
- Access management standards for medians.

BACKUP MATERIAL

- Summary of draft policies and standards.
- Draft urban and rural road section diagrams (to be provided at the meeting).
- Intersection spacing standards from NMDOT and other MPOs.

RECOMMENDATION

- It is recommended that the Technical Committee:
 - Finalize typical road sections for access management.
 - Review and develop spacing standards for access management.

DRAFT POLICIES & STANDARDS FOR FMPO ACCESS MANAGEMENT

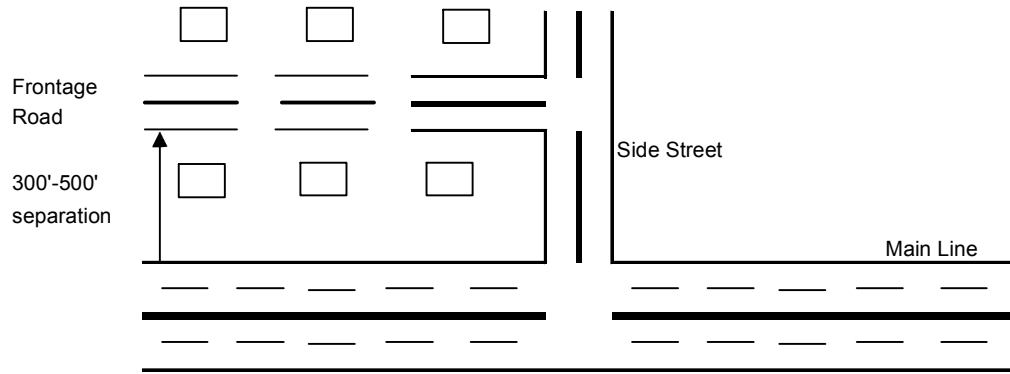
POLICY #1 – Establish access management standards to maintain capacity of roadways, improve safety, and minimize the number of access points on arterials and collectors.

Objectives

- Ensure coordination and consistency across local planning and development functions and among jurisdictions with regard to access management.
- Support access management through land use planning and organize land uses into activity centers to support local street network development and alternative access.
- Establish and apply a traffic impact analysis process to help ensure access management principles are applied in the planning of new developments.
- In situations where proposed development would not comply with the access management plan, the developer and the city would work together to mitigate off-site impacts.

Standards

- Adjacent developments along arterials should have interconnected parking lots that encourage internal circulation.
- Consolidate or share driveways where possible.
- Businesses along rural principal arterials should have access via frontage roads.
- No driveways for residential properties shall have direct access to arterial roads.
- Residential driveways are permitted to access local and collector roads only.
- Promote interior roads that access property (subdivisions and businesses) from collectors rather than from the arterial.
- Locate frontage roads 300' to 500' from the intersection of the main street it is accessing (diagram below).



POLICY #2 – Road classifications for arterials and collectors shall have specific definitions, functions, and purposes.

	DEFINITION	FUNCTION	PURPOSE	CLASSIFICATION EXAMPLE
<i>Urban Principal Arterial (UPA)</i>	The Urban Principal Arterial provides the greatest mobility for through movements and forms an integrated network without stub connections for long distance, intercity/cross town travel. It shall have designated access points.	Mobility with limited access points	Serves the major centers of activity in a metropolitan area and serves intra- and inter-regional trips. Provides access to major traffic generators.	Piñon Hills Blvd
<i>Urban Minor Arterial (UMA)</i>	The Urban Minor Arterial interconnects with and augments the urban principal arterial system. It is intended for trips of moderate lengths. It shall have designated access points with a reduced spacing requirement.	Maintain mobility while providing access points	Provide intra-community connectivity but ideally should not penetrate identifiable neighborhoods.	20 th Street (F) Chaco St (A) E Blanco (B)
<i>Urban Collector (UCol)</i>	The Urban Collector distributes trips between the arterial system and the local road network.	Access & Mobility for connecting all types of roads	Provide land access & traffic circulation for residential and commercial neighborhoods	Farmington Ave (F) Mesa Verde (A) W Blanco (B)
<i>Rural Principal Arterial (RPA)</i>	The Rural Principal Arterial provides minimal interference to through movements for long distance trips. It handles a high percentage of heavy commercial vehicles and forms an integrated network without stub endings except where unusual geographic conditions exist. It is part of the critical transportation infrastructure.	Mobility with limited access points	Provides access to important traffic generators and major cities not served by the Interstate; provides access to inter-modal facilities.	CR 350
<i>Rural Minor Arterial (RMA)</i>	The Rural Minor Arterial provides a high level of mobility and minimizes interference to through movements. It forms an integrated network without stub endings except where unusual geographic conditions exist.	Maintain mobility	Provide inter-county access; used for long distance trips.	CR 390 CR 3000
<i>Rural Major Collector (RCol)</i>	The Rural Major Collector connects urban areas with populations over 5,000 and tends	Maintain mobility while	Serve traffic generators typically of intra-county	CR 3950 CR 6100

	to collect traffic from local roads to rural minor arterials.	providing access points	importance and serves trips between low density residential & commercial areas.	CR 5500
<i>Rural Local (RLoc)</i>	The Rural Local collects traffic from local roads to rural major collectors and has the lowest traffic volumes.	Dual function of maintaining mobility and providing access	Serves small population centers and provides access to residences and businesses	
<i>Frontage Road</i>	A road that provides access to local properties from an arterial.	Direct access to properties	Separation of mobility and through movement on the main line from accessing property	

POLICY #3 – Each road classification shall have a typical road section, standard driveway width and spacing, intersection spacing, corner clearance dimensions, sidewalk buffer zone, speed limit range, and be in compliance with ADA requirements.

Urban Sections

	NUM. LANES	ROW	SIDEWALK	BUFFER ZONE	BIKE LANE	TRAVEL LANE	CURB/GUTTER	MEDIAN/TURN LN	PARK/EMER. LN
<i>Urban Principal Arterial (UPA)</i>	4	100'	6'	5'	5'	12'	2'	14'	None
<i>Urban Minor Arterial (UMA)*</i>	4	100'	6'	5'	5'	12'	2'	14'	None
	2	80'	6'	4'	5'	12'	2'	14'	None
<i>Urban Collector (UCol)**</i>	2	80'	6'	4'	5'	12'	2'	14'	None
	2	60'	5'	4'	5'	12'	2'	None	None
	2	80'	5'	None	5'	12'	2'	None	11'

* - The Urban Minor Arterial has two variations: one at 100' ROW and one at 80' ROW

** - The Urban Collector has three variations: one for Commercial areas, one for Residential areas, and one for either type of area

Rural Sections & Frontage Road

	NUM. LANES	ROW	SIDEWALK	BUFFER ZONE	BIKE LANE	TRAVEL LANE	CURB/GUTTER	MEDIAN/TURN LN	PARK/EMER. LANE	SLOPE
<i>Rural Principal Arterial (RPA)*</i>	4	100'	5'	None	None	12'	2'	14'	11'	None
	2	100'	10' (Bike/Ped Trail)	3' (adjacent to bike/ped trail)	10' (Bike/Ped Trail)	12'	None	16'	6' (paved shoulder)	12'
	2	100'	Part of shoulder	None	Part of shldr	12'	None	16'	13' (paved shoulder)	12'
<i>Rural Minor Arterial (RMA)**</i>	2	80'	5'	4'	5'	12'	2'	14'	None	None
	2	80'	Part of shoulder	None	Part of shldr	12'	None	14'	12'	12'
<i>Rural Major Collector (RCol)**</i>	2	80'	5'	4'	5'	12'	2'	None	10'	None
	2	80'	Part of	None	Part of	12'	None	None	12' (paved)	12'

			shoulder		shldr				shoulder)	
<i>Rural Local (RLoc)***</i>	2	60'	None	None	None	12'	None	None	5' (paved shoulder)	12'
	2	60'	5'	4'	None	Varies	2'	None	Varies	None
<i>Frontage Road</i>	2	60'	5'	4'	None	11'	2'	14'	None	None

* - The Rural Principal Arterial has three variations: one adjacent to urban areas, one with a bicycle/pedestrian sidepath, and one for outlying, rural areas

** - These rural road sections have variations: one adjacent to urban areas and one for outlying, rural areas

*** - The Rural Local is based on San Juan County road sections. A variation is provided to include sidewalks, parking, and bike lanes.

**Intersection Access Spacing
(Centerline to Centerline)**

ROAD CLASS	SPEED RANGES*	SIGNAL SPACING	INTERSECTION SPACING (Unsignalized)	ROAD CLASS	SPEED RANGES*	SIGNAL SPACING	INTERSECTION SPACING (Unsignalized)
UPA				RPA			
				RMA			
UMA							
				RCol			
UCol							

UMA				RMA			
UCol				RCol			
				RLoc			

* - Should speed ranges determine spacing requirements?

** - need to determine where distance is measure – from edge to edge? Or from centerline to centerline?

	ACCELERATION/ DECELERATION LANES CRITERIA	DRIVEWAY WIDTH
<i>Urban Principal Arterial</i>		
<i>Urban Minor Arterial</i>		
<i>Urban Collector</i>		
<i>Continue with Other Road Classifications</i>		

POLICY #4 – All arterial roadways shall have access control using medians.

	REQUIRED WHEN?	MEDIAN WIDTH	DIST. BETWEEN MEDIANS OPENINGS	SPACING BETW. MEDIANS

<i>Urban Principal Arterial</i>				
<i>Urban Minor Arterial</i>				
<i>Urban Collector</i>				
<i>Continue with Other Road Classifications</i>				

POLICY #5 - Locate applicable bicycle and pedestrian facilities in a safe and efficient manner on all arterial and collector streets.

Standards

- Require development of median refuge islands on all arterials 4 lanes or more. *(are more details required?)*
- Require bicycle and pedestrian access (e.g. by way of an easement) at the end of cul-de-sacs. *(this requires more discussion)*
- Require a buffer zone (detached sidewalks) on all arterials. *(See table under Policy #2 for dimensions)*
- Encourage, but do not require, detached sidewalks on all collectors.
- Require facilities to meet ADA requirements, especially where pedestrian use may be expected across an access point. The vertical and horizontal design characteristics of the access shall be designed in accordance with the *Americans with Disabilities Act* (see Sub-Section 9.J) and applicable NMDOT standards (see Paragraph 18.P.3).

TRB Access Management Manual Guidelines

- Long and uniform signal spacing are an essential access management standard (p. 144).
- Studies have shown ½ mile signal spacing can reduce vehicle hours of delay by 60% and vehicle hours of travel by 50% compared to ¼ mile signal spacing in corridors with full median openings (p. 144).
- Studies indicate a four lane divided arterial with uniform ½ mile signal spacing could carry the same volume of traffic as a 6-lane divided arterial with ¼ mile signal spacing (p. 144).
- The following tables (p. 153 & 156) provide guidance on driveway and unsignalized access spacing:

- Corner clearance is determined by the functional area of the intersection, stopping sight distance, expected queue, distance related to perception-reaction time, and other factors (p. 156).

Access Spacing Comparison from other Access Management Plans

Plan	Road Class	Signal Spacing	Unsignalized Spacing	Driveway Spacing	Corner Clearance
Minnesota DOT	Principal Arterial	1/4 mi in Urban 1 mile in Rural	300-660' in Urban 1/2 to 1 mi in Rural	N/A	N/A
	Minor Arterial	1/4 mi in Urban 1/2 mi in Rural	300-660' in Urban 1/4 to 1/2 mi in Rural	N/A	N/A
	Collectors	1/8 mi in Urban 1/2 mi in Rural	300-660' in Urban 1/4 to 1/2 mi in Rural	N/A	N/A
Corpus Christi MPO	Principal Arterial	1,320' - 2,640' (1/4 – 1/2 mi)	200'-425'	N/A	200'-425' (TxDOT)
	Minor Arterial	1,320' - 2,640' (1/4 – 1/2 mi)	200'-425'	450'	125'
	Collector	1,320' - 2,640' (1/4 – 1/2 mi)	200'-425'	325'	75'
Waco TX MPO	Principal Arterial	2,640' (1/2 mi)	N/A	≥ 45 mph = 660' ≤ 45 mph = 440'	Based on Median Type, intersection approach or departure, and allowed access. Corner clearance ranges from 75-230'
	Minor Arterial	≥ 45 mph = 2,640' ≤ 45 mph = 1,320'	N/A	≥ 45 mph = 440' ≤ 45 mph = 245'	
	Collector	1,320' (1/4 mi)	N/A	125'	
Richmond MPO	Principal Arterial (45-55 mph)	2,540' (1/2 mi)	N/A	660'	660'
	Minor Arterial (45-55 mph)	1,320' (1/4 mi)	N/A	440'	440'
	Collector	1,320' (1/4 mi)	N/A	245'	245'

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item

Subject:	Regional Travel Model Update
Prepared by:	Joe Delmagori, MPO Planner
Date:	May 13, 2008

BACKGROUND or PREVIOUS WORK

- PTV America was contracted to update and expand the travel model for the MPO.
- Staff provided revised 2005 and 2030 land use tables to PTV.
- Staff provided count data from 2004-2006 to PTV to assist with calibration efforts.

CURRENT WORK

- PTV and MPO staff discussed solutions to resolve areas of the network where there is considerable difference between the model volumes and the actual traffic counts.
- PTV is finalizing calibration of the AM and PM peak hour models.
- Mid-forecast year (~2012) land use data has been provided to PTV.

ANTICIPATED WORK

- The MPO will conduct final reviews of AM/PM peak hour model calibration and validation process.
- PTV will work to develop the Daily model component.
- Mid-forecast and long-range forecast scenarios will be completed by PTV.
- PTV will create documentation reports and provide final versions of the new traffic model.
- All work expected to be completed by the end of May.

RECOMMENDATION

- It is recommended that the Technical Committee receive a report on the update to the regional travel model.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

Subject:	Red Apple Transit
Prepared by:	Joe Delmagori, MPO Planner
Date:	May 12, 2008

RED APPLE UPDATE

- Between February and April, ridership has remained steady at around 9,200 passengers.
- Bobcat ridership increased 20% from March to April; Bronco and Tiger ridership stayed relatively the same.
- The ridership report is attached.

RECOMMENDATION

- It is recommended that the Technical Committee receive a report on Red Apple Transit.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

Subject:	Information Items
Prepared by:	Joe Delmagori, MPO Planner
Date:	May 12, 2008

INFORMATION ITEMS

- e. **MPO Associate Planner.** An update on the hiring process will be provided to the Committee on May 22.
- f. **FY2009-2014 TIP and FY2009 UPWP.** The adopted Transportation Improvement Program and the approved Unified Planning Work Program are available on the MPO website (www.farmingtonmpo.org).
- g. **FY2008 UPWP 3rd Quarter Report.** The summary of activities and expenditures by the MPO during January-March is now available on the MPO website.

- h. Federal Earmarks and the STIP.** The NMDOT Transportation Commission took action to amend the STIP at their May 15 meeting. The amendment adds the local federal earmarks into the STIP.
- i. Joint Policy/Technical Committee Meeting.** Staff will determine a meeting date with the committee members on May 22. The joint meeting will likely occur in July.
- j. Other**