



A G E N D A

Farmington Metropolitan Planning Organization

**JOINT POLICY/TECHNICAL
COMMITTEE MEETING**

**Commission Room
Aztec City Hall
201 W Chaco
Aztec, NM**

**August 28, 2008
10:00 a.m.**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
JOINT POLICY/TECHNICAL COMMITTEE MEETING
August 28, 2008 10:00 AM to 12:00 PM**

This meeting will be held in the **Commission Room** at the Aztec City Hall, 201 W Chaco, Aztec, New Mexico.

<u>ITEM</u>	<u>PAGE</u>
1. Call Meeting to Order	
2. Introductions	
3. MPO Overview Presentation (<i>10 Minutes</i>)	1
4. Presentation on the Access Management Plan (<i>40 minutes</i>)	2
a. Purpose and need for access management	
b. Examples of access management in the MPO	
c. Road section illustrations	
d. Schematics of intersection and driveway spacing standards	
5. MPO Staffing Discussion (<i>25 minutes</i>)	8
6. Regional & Multi-Modal Planning in the MPO (<i>35 minutes</i>)	14
a. MPO role in transit planning	
b. Planning for on-street and off-street walking/biking facilities	
c. Road and multi-modal networks for undeveloped areas in the MPO	
d. Identifying industrial corridors	
7. Future Activities to be undertaken by the MPO (<i>10 minutes</i>)	18
8. Lunch Break.	

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

Subject:	MPO Overview Presentation
Prepared by:	Joe Delmagori, MPO Planner
Date:	August 19, 2008

PRESENTATION

- Staff will review the role of the MPO and the stakeholders involved with transportation planning.
- A review of the federal requirements for the MPO will be discussed.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

Subject:	Access Management
Prepared by:	Joe Delmagori, MPO Planner
Date:	August 19, 2008

BACKGROUND or PREVIOUS WORK

- Access Management policies and standards are being developed to preserve capacity, improve safety, and ensure roadways function the way they are intended.
- Road classifications have been identified and each has a definition, function, and purpose.
- Several examples of access management are found in the MPO area.
- Intersection and driveway spacing standards for the classifications are based on NMDOT standards.

PRESENTATION

- Staff will present the main elements of access management:
 1. Purpose and need for access management
 2. Examples of access management in the MPO
 3. Road section illustrations
 4. Schematics of intersection and driveway spacing standards

Overview of the FMPO Access Management Plan

Background/Purpose/Need

- Access Management is “the coordination of access to land and traffic flow” (ITE Access Management – Apr 1997)
- Set of techniques used to control access
- Preserve capacity of the roadway
- Improve safety by reducing conflict points
- Ensure roads function properly (arterials = mobility; collectors/locals = access)

Benefits of Access Management

- Can reduce crash rates up to 40%
- Preserves road capacity and functionality
- Can reduce conflict points, travel times and congestion
- Reduces interaction between vehicles and bicyclists/pedestrians

Lack of Access Management

- Too many conflicting movements
- Unpredictable driver behavior
- Access points increase congestion & delay; Longer travel times
- Arterials used as collector/local roads
- More potential hazards for bicyclists/pedestrians

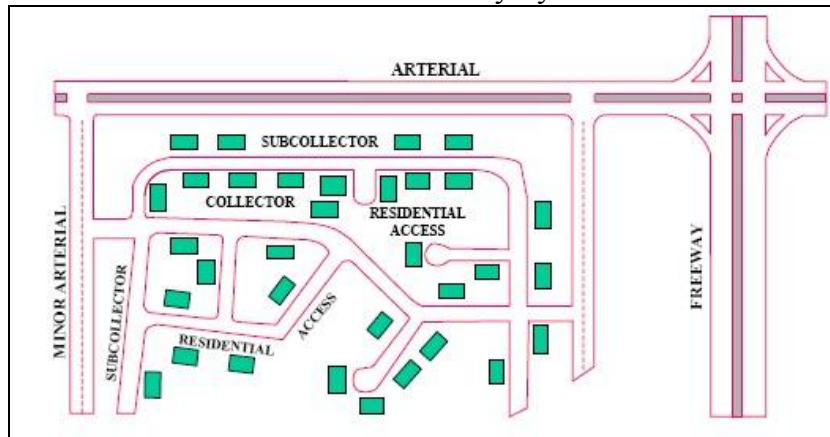
Examples of Access Management (pictures will be provided at the meeting)

From a Corridor Perspective	
The Good	The Bad
Pinon Hills Blvd	US 64 in Bloomfield
Downtown Main Street in Aztec	20 th Street
East Main Street	San Juan Blvd
From a Spacing Perspective	
Walgreens on 20 th Street	Gas stations with driveways right at the intersection

Road Section Illustrations (provided at the meeting)

- Road classifications for arterial and collectors shall have specific definitions, functions, and purposes.
- Each road classification shall have a typical road section, standard intersection and driveway spacing, corner clearance dimensions, sidewalk buffer zone, and be in compliance with ADA requirements.
- Road classifications and typical sections would apply to new roads.
- Road sections are at full build-out, taking into account the transition of a road over time (e.g. from rural to urban).
- Entities need to secure sufficient ROW to accommodate space for the various modes of travel.
- Variations for the classifications have been identified to provide the entities with several options.

Ideal Road Hierarchy System



(source: Iowa Access Management Handbook)

Intersection Access Spacing*
(Centerline to Centerline in Feet)

ROAD CLASS	POSTED SPEED	SIGNAL SPACING	UNSIGNALIZED SPACING	ROAD CLASS	POSTED SPEED	SIGNAL SPACING	UNSIGNALIZED SPACING
<i>Urban Principal Arterial (UPA)</i>	≤ 30 mph	2,640	1,320	<i>Rural Principal Arterial (UPA)</i>	≤ 30 mph	2,640	1,320
	35 to 40 mph	2,640	1,320		35 to 40 mph	2,640	1,320
	45 to 50 mph	2,640	1,320		45 to 50 mph	5,280	2,640
	≥ 55 mph	5,280	1,320		≥ 55 mph	5,280	2,640
<i>Urban Minor Arterial (UMA)</i>	≤ 30 mph	1,760	660	<i>Rural Minor Arterial (RMA)</i>	≤ 30 mph	1,760	660
	35 to 40 mph	1,760	660		35 to 40 mph	2,640	660
	45 to 50 mph	2,640	660		45 to 50 mph	2,640	1,320
	≥ 55 mph	5,280	1,320		≥ 55 mph	5,280	2,640
<i>Urban Collector (UCol)</i>	≤ 30 mph	1,100	330	<i>Rural Collector (RCol)</i>	≤ 30 mph	1,320	330
	35 to 40 mph	1,320	330		35 to 40 mph	1,760	660
	45 to 50 mph	1,760	660		45 to 50 mph	2,640	1,320
	≥ 55 mph				≥ 55 mph	2,640	1,320
<i>Frontage</i>	Commercial/Industrial	N/A	330	<i>Rural Local (RLoc)</i>	≤ 30 mph	1,320	330
	Residential	N/A	150				

* -Spacing shown are minimum requirements

Driveway Spacing

ROAD CLASS	POSTED SPEED	DRIVEWAY SPACING (<i>min. requirements</i>)		
		Full Access*	Partial Access*	Traversable Median*
<i>Urban Principal Arterial (UPA)</i>	≤ 30 mph	1,320	200	200
	35 to 45 mph	1,320	325	325
	45 to 50 mph	1,320	450	450
	≥ 55 mph	1,320	625	625
<i>Urban Minor Arterial (UMA)</i>	≤ 30 mph	660	175	175
	35 to 45 mph	660	275	275
	45 to 50 mph	660	400	400
	≥ 55 mph	1,320	600	600
<i>Urban Collector (UCol)</i>	≤ 30 mph	330	150	150
	35 to 45 mph	330	225	225
	45 to 50 mph	660	350	350
<i>Frontage (Comm./Indust.)</i>	≤ 30 mph	330	175	N/A
	35 to 40 mph	330	225	N/A
<i>Rural Principal Arterial (RPA)</i>	≤ 30 mph	1,320	225	225
	35 to 45 mph	1,320	350	350
	45 to 50 mph	2,640	500	500
	≥ 55 mph	2,640	775	775
<i>Rural Minor Arterial (RMA)</i>	≤ 30 mph	660	200	200
	35 to 45 mph	660	325	325
	45 to 50 mph	1,320	450	450
	≥ 55 mph	2,640	725	725
<i>Rural Collector (RCol)</i>	≤ 30 mph	330	200	200
	35 to 45 mph	660	300	300
	45 to 50 mph	1,320	425	425
	≥ 55 mph	1,320	550	550
<i>Rural Local (RLoc)</i>	≤ 30 mph	Case by case; will vary		

* Definitions:

- Full Access – typically a 4-way intersection or two driveway cuts that intersect with the main road directly across from each other
- Partial Access – typically a T-intersection (3 legs) or a driveway that only permits right-in/right-out turns.
- Traversable Median – pavement material that allows free left hand turns, such as a Two-Way Left Turn Lane (TWLTL).

NOTE: Farmington UDC – if residence has access to an arterial, spacing shall be at least 200' away from the next nearest access point.

Corner Clearance

Corner Clearance is the distance from an intersection to the closest driveway.

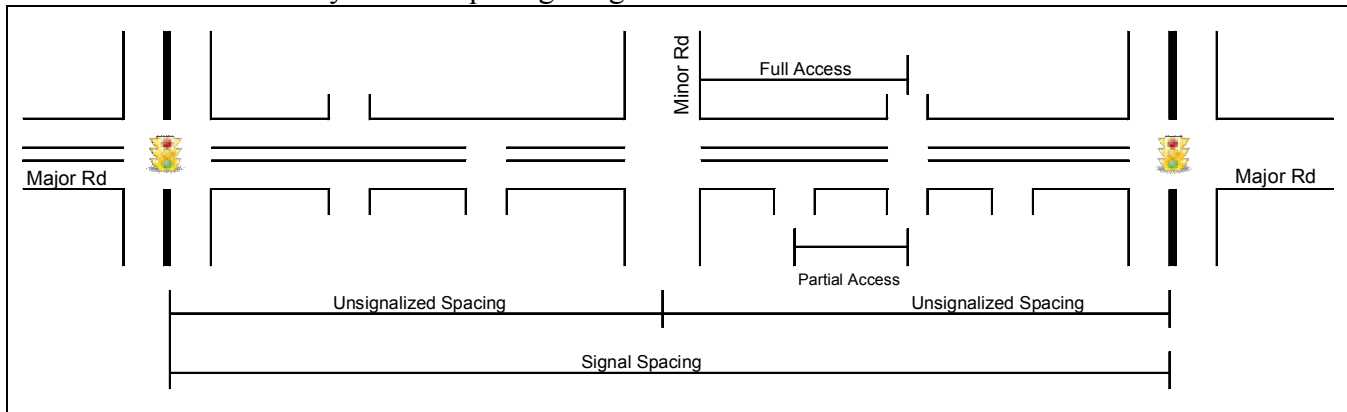
Corner clearance is needed to preserve the functionality of the intersection.

Other factors that influence corner clearance spacing include stopping sight distance and the presence of right-turn lanes.

Inadequate corner clearances can result in traffic operation, safety, and capacity problems.

Speed (mph)	Minimum Corner Clearance Distance
20	115'
25	155'
30	200'
35	250'
40	305' (1/16 mi = 330)
45	360'
50	425'
55	495'
60	570'
65	645' (1/8 mi = 660)
70	730'

Intersection and Driveway Access Spacing Diagram



**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

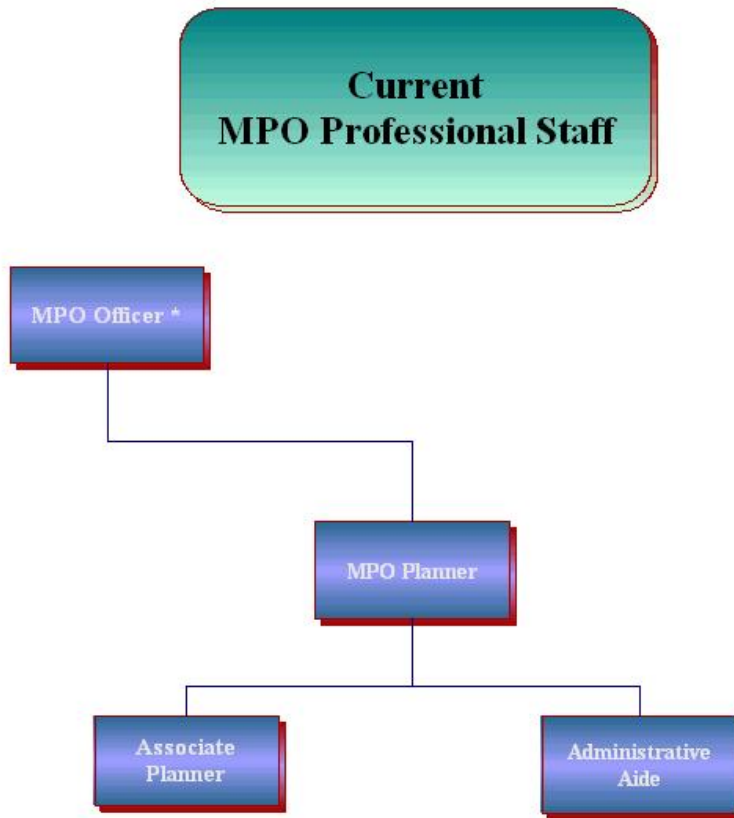
Subject:	MPO Staffing Discussion
Prepared by:	Martin Lucero, MPO Associate Planner
Date:	August 19, 2008

BACKGROUND

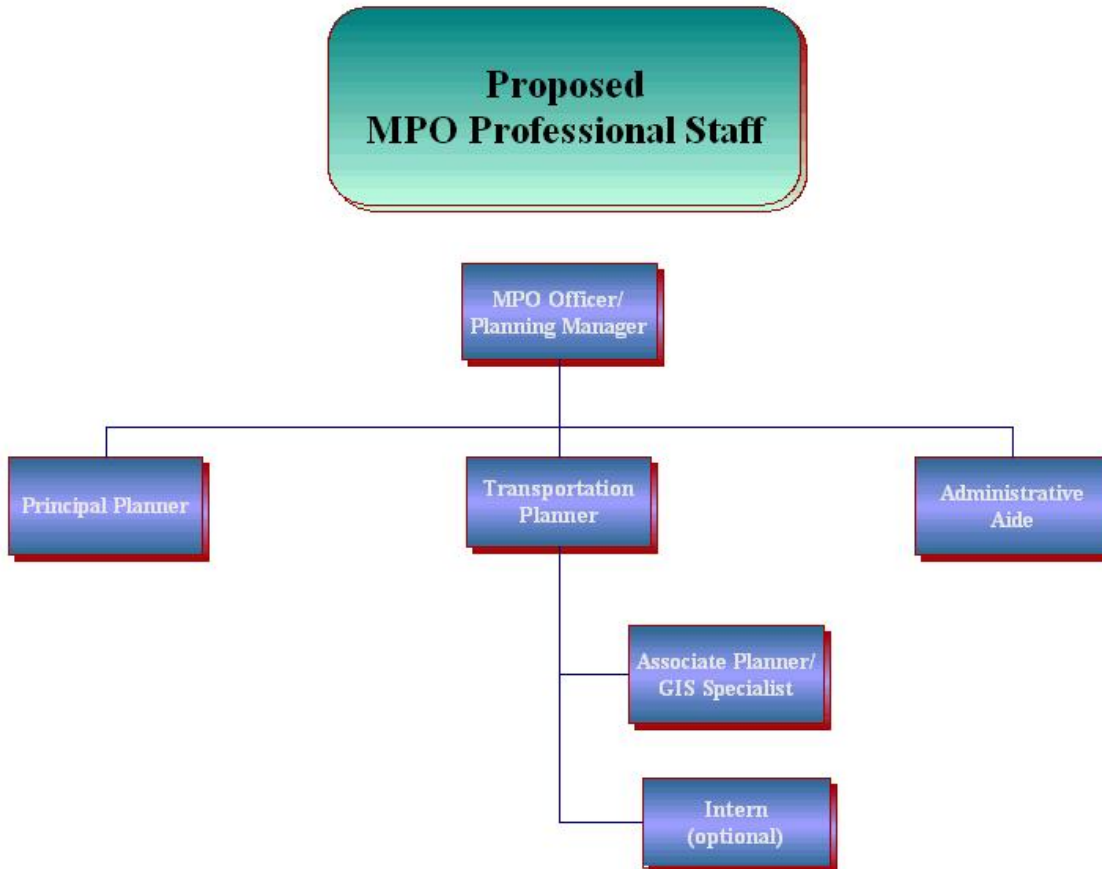
- Staff positions currently include two professional planners and an administrative aide.
- The role of the MPO has expanded throughout the past five years and will continue to grow, creating a need for positions and professional staff roles to be reviewed.
- What roles will the MPO take in the future with the changing environment, increasing population, and changing trends in transportation planning?
- How will possible non-attainment status affect the role of the MPO and its staffing needs?

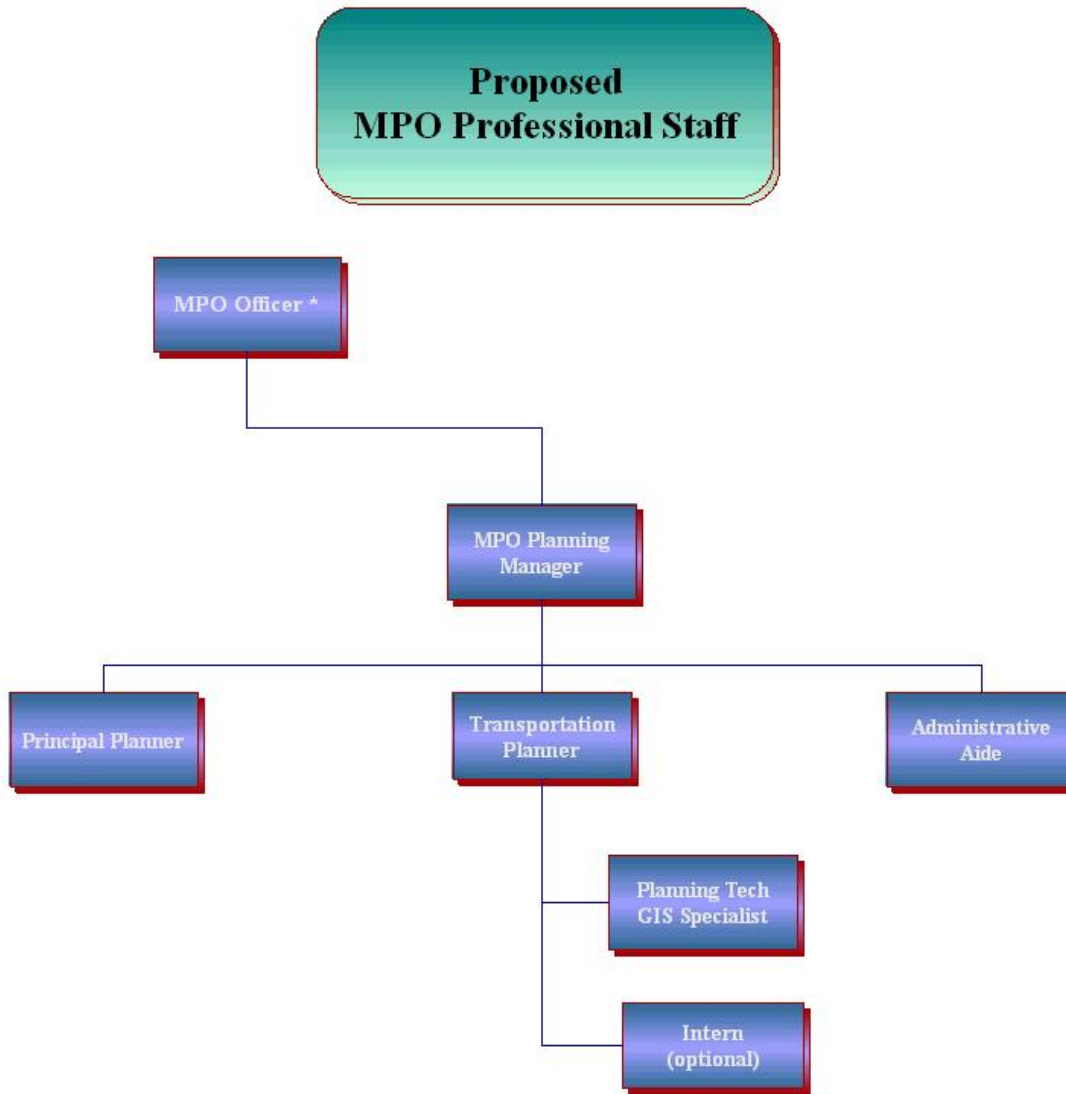
PRESENTATION

- Staff will review the current professional staff positions and roles within the MPO.
- Staff will present possible scenarios in which:
 1. New roles and positions can be created for the future.
 2. A proposed hierarchy for planning staff
 - which will enable staff to have progression within current positions
 - and allow the MPO the flexibility to keep current staff members.



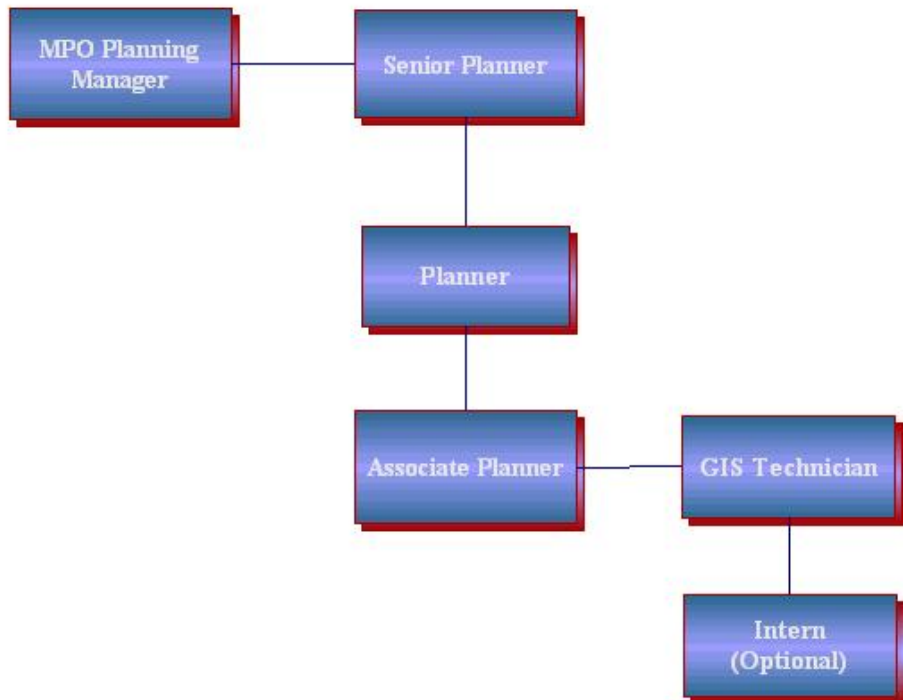
*MPO Officer title held by City of Farmington planning staff member. MPO responsibilities in addition to their everyday responsibilities.





*MPO Officer title held by City of Farmington planning staff member. MPO responsibilities in addition to their everyday responsibilities.

Staff Hierarchy



Planner Progression

Senior Planner:

Three years of responsible work experience in transportation operations, with one year of work comparable to that of a Planner.

Education equivalent to graduation from an accredited college or university with major work in planning, or a closely related field. A Masters degree in planning, public administration or engineering may be substitute for one year of experience.

Planner:

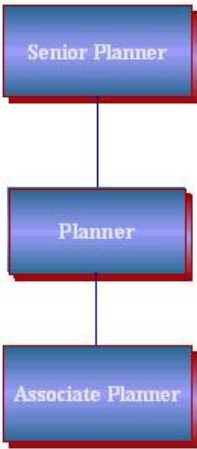
Two years of responsible work experience in transportation operations and planning comparable to that of an Associate Planner.

Education equivalent to graduation from an accredited college or university with major work in planning, or a closely related field. A Masters degree in planning, public administration or engineering may be substitute for one year of experience.

Associate Planner:

Some previous work experience in transportation operations and planning.

Education equivalent to graduation from an accredited college or university with major work in planning, or a closely related field.



FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item

Subject:	Regional & Multi-Modal Planning
Prepared by:	Joe Delmagori, MPO Planner
Date:	August 19, 2008

BACKGROUND

- Staff will discuss possible regional planning efforts to be undertaken by the MPO and ways to advance multi-modal planning.
- What will the role of the MPO be in terms of expanding and linking local and regional transit?
- What are some solutions to achieve a balance that meets the needs of all types of bicyclists and pedestrians?
- Discussion on how the MPO can work with the entities to create a regional master plan for the Crouch Mesa area.
- What role could the MPO take in the development of an Industrial Transportation Corridor Plan?

REGIONAL and MULTI-MODAL PLANNING

REGIONAL TRANSIT

1. Metropolitan Transportation Plan (MTP)

- Two options were identified to change from loop routes to line routes
- MTP provides year 2030 estimates for annual ridership and for annual revenue miles, annual costs per mile, and operating cost per rider
- A line route analysis is needed to further determine the best locations for routes
- In November 2006, the Policy Committee selected a line route analysis for Red Apple Transit as the third priority for the MPO, after completion of the Bicycle/Pedestrian Plan and the Access Management Plan.

2. Connections to Other Transit Providers

- The Southern Ute Community Action Program has contacted the MPO and Red Apple about a possible transit connection in Aztec to serve employee and visitor population to Ignacio, CO.
- Raytheon has worked with local transit regarding a park-n-ride system for its employees.
- The NWRPO has issued a white paper on their feasibility study for a Regional Transit District (RTD) in northwest New Mexico.

Open discussion: what role could the MPO take in relation to these activities?

ON-STREET and OFF-STREET WALKING & BIKING FACILITIES

- Implement sidewalk policies from the Bicycle/Pedestrian Plan – construct sidewalks when new roads are built; complete subdivision sidewalks wholesale; link transit stops to neighborhoods by sidewalks.
- Legislation is being introduced to implement “Complete Streets”, which ensures a corridor can be used by all modes.
- Bicycles have the rights and responsibilities of vehicles; therefore bike lanes serve a viable purpose
- Multi-modal sidepaths function well near roadways that have minimal cross streets and driveways.
- Bicycle/Pedestrian Plan identifies regional corridors to preserve for future walking/biking facilities.
- Finding a balance to meet the needs of all users is a significant challenge.

Possible Solutions

- Place walk/bike facilities on lower speed, lower volume roads that parallel major thoroughfares.
- Eventually design a hierarchy of bicycle corridor classifications (similar to the road network hierarchy).
- Create bicycle suitability strategies that use traffic counts, posted speed limits, and functional classification as criteria for determining roadways best suited for bicyclists.

Open Discussion: how to achieve the balance to meet the needs of all users; how can the MPO plan for both facility types?

ROAD NETWORKS & MULTI-MODAL NETWORKS for UNDEVELOPED AREAS in the MPO

- Develop a Master Plan for Crouch Mesa – how will transportation and land use interact as the three cities grow closer together?
- Where are opportunities available to establish arterial corridors?
- Arterials are mostly identified (CR 350, CR 390, PHB Extension, CR 3000) in the western half.
- What will the supporting circulation system look like?
- With lots of vacant land, opportunities exist to plan for multi-modal corridors in conjunction with the road network.
- Preserve corridors for off-system multi-modal paths.

Open Discussion: how can the MPO and the entities cooperatively plan the development of the Crouch Mesa area.

IDENTIFYING INDUSTRIAL CORRIDORS

- How will the transport of goods into and out of the region be handled most effectively, efficiently, and economically?
- Industrial Transportation Corridor Plan:
 - An integrated, multi-modal system of transportation infrastructure along geographic corridors that provide a high level of support for the regional and local economies. These corridors should connect activity centers within and outside the MPO and serve the movements of people, services, and goods.
- Industrial Transportation Corridor Plan would identify corridors of highest significance based on the mode of transportation they carry.

- Dividing industrial uses into several subcategories, ranging from heavy industry to lighter industry, will accommodate a spectrum of modern business functions and in some cases, compatible mixed uses such as housing and retail.
- Creating infrastructure to facilitate industrial locations that are in the best position to attract and retain highly-skilled employees.
 - Many industrial uses may be more efficiently accommodated on large sites at the growing fringe of the metropolitan region; some industries (i.e. professional industrial park) serve the community best from a central location.
- Special attention must be paid to the specific development needs of the Animas River, the Crouch Mesa area, and the areas east of Aztec and Bloomfield.
- Ultimately, the availability of land for industrial use is a region-wide issue. Long term solutions may include creating an Industrial Transportation Corridor Plan, which encompasses all local entities and becomes part of the MTP.

Open discussion: what role could the MPO take in relation to this activity?

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

Subject:	Future MPO Activities
Prepared by:	Joe Delmagori, MPO Planner
Date:	August 19, 2008

BACKGROUND or PREVIOUS WORK

- Staff will discuss activities and timelines related to the update to the Metropolitan Transportation Plan (MTP).
- A status report on air quality and EPA actions.
- An overview of additional responsibilities placed on the MPO if this area were to become non-attainment.

FUTURE ACTIVITIES

MTP UPDATE

◆ Sections of the MTP

- The work involved with the MTP update will not be as extensive as original
- Revisions to existing conditions/future projections for population and employment data
- Operation & Management Strategies will be developed (SAFETEA-LU requirement)
- Section on Security (SAFETEA-LU requirement)
- Environmental Mitigation Strategies (SAFETEA-LU requirement)
- Assessment of capital investment strategies (SAFETEA-LU requirement)
- Bicycle/Pedestrian Plan will be incorporated into MTP
- Access Management will be incorporated into MTP
- Priorities for the MTP will be revised
- Evaluation of local and regional transit
- A new financial plan will be developed

◆ Tasks and Activities Involved

- Project Management & Coordination
- Public Involvement; Public Meetings
- Existing Conditions Inventory & Future Projections Analysis
- Alternatives Development & Analysis
- Plans for the various modes of transportation
- SAFETEA-LU requirements
- Draft Plan Development
- Final Plan Development
- Deliverables

◆ Projected Timeline

- Plan to be adopted by April 2010 (5 year update cycle for MPOs in attainment)
- Anticipate 18 month update process (October 2008 to April 2010)
- Staff will assess how much of the update will be done in-house and how much could be contracted to a consultant.

AIR QUALITY

◆ **Status Report**

- On March 12, 2008 EPA reduced ozone standards from 0.084 ppm to 0.075 ppm.
- Monitoring stations to the east (Shiprock - 0.071) and west (Blanco - 0.079) of the MPO area are borderline with the new standard (*September 2007*).
- States must make recommendations to EPA to designate areas as attainment, non-attainment, and unclassifiable by March 2009.
- EPA will issue final designations of attainment, non-attainment, and unclassifiable by March 2010.
- Becoming non-attainment will require several new requirements of MPO staff.

◆ **If FMPO were to become non-attainment**

- Requires transportation conformity – projects will not contribute to any new violation of the NAAQS, will not increase the severity of any existing NAAQS violations, and will not delay timely attainment of the NAAQS.
- MTP must be updated every 4 years rather than every 5 years.
- Implementation of transportation control measures (TCMs) that are applicable from the State Implementation Plan (SIP).
- The MPO, along with FHWA and FTA, must make a conformity determination for updates or amendments to the MTP and TIP.