



# **A G E N D A**

## **Farmington Metropolitan Planning Organization Policy Committee Meeting**

**Council Chambers  
Bloomfield City Hall  
915 N First St.  
Bloomfield, NM**

**September 11, 2008  
5:30 p.m.**

**AGENDA**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**POLICY COMMITTEE MEETING**  
**September 11, 2008 5:30 PM**

This meeting will be held in the Council Chambers, Bloomfield City Hall, 915 N First St., Bloomfield, New Mexico.

<b>ITEM</b>	<b>PAGE</b>
1. Call meeting to order.	
2. Approve the minutes from the June 12, 2008 Policy Committee meeting.	<b>1</b>
3. Approve Amendment #1 to the FY2009-2014 Transportation Improvement Program (TIP).	<b>12</b>
4. Approve the FY2009 Unified Planning Work Program (UPWP) budget amendment.	<b>14</b>
5. Approve the 2008 traffic count location list.	<b>16</b>
6. Receive a status report on the access management plan.	<b>19</b>
7. Receive a status report on the Bicycle/Pedestrian Plan.	<b>31</b>
8. Receive a report on the Safe Routes to School Committee.	<b>32</b>
9. Receive a report on the FY2008 Performance and Expenditure Report.	<b>33</b>
10. Receive a report on transit activities. a. Red Apple Transit ridership b. Regional Transit District Feasibility Study	<b>36</b>
11. Receive a report from NMDOT. a. District 5 ( <i>David Martinez</i> ) b. Planning Division ( <i>Bob Widoe</i> )	
12. Information Items a. MPO Administrative Aide. b. Update and Expansion to the Regional Travel Model. c. Other	<b>38</b>
13. Business from: a. Chairman b. Members c. Staff	
14. Business from the Floor	
15. 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.

**\*\*DRAFT\*\* Minutes  
Farmington Metropolitan Planning Organization  
Policy Committee Meeting  
June 12, 2008**

The Policy Committee of the Farmington Metropolitan Planning Organization met on Thursday, June 12, 2008, at 5:30 p.m. in the Executive Conference Room, 800 Municipal Drive, Farmington, New Mexico.

Members Present: Chairman, Sam Hinson, City of Bloomfield  
Mayor William Standley, City of Farmington  
Dr. Henderson, San Juan County  
Larry Marcum, City of Aztec

Members Absent: Dan Darnell, City of Farmington

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

Staff Absent: Mike Sullivan, MPO Officer

Also Present: Dr. Bob Widoe, NMDOT  
Wanda Bengfort, Velo de Animas  
Jessica Bengfort, Velo de Animas  
Tonya Olsen, Velo de Animas  
Keith Ashmore, Velo de Animas  
Ed Horvat, River Reach Foundation  
Roger Drayer, City of Farmington - PRCA  
Gordon Glass  
Fran Fillerup, City of Farmington  
David Hamlow  
Heidi Roderick  
Daisy Swadesh  
Beth McNally

**1. CALL TO ORDER**

Mr. Hinson called the June 12, 2008, Policy Committee meeting to order at 5:37p.m.

**2. APPROVAL OF THE MINUTES FROM THE April 16, 2008, POLICY COMMITTEE MEETING**

Dr. Henderson motioned and Mr. Marcum seconded the motion to approve the minutes from the April 16, 2008, meeting.

**3. BICYCLE/PEDESTRIAN PLAN  
FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	Bicycle/Pedestrian Plan
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	June 4, 2008

### **BACKGROUND or PREVIOUS WORK**

- Final elements of the Bicycle/Pedestrian Plan were completed by staff.
- The final draft of the Bicycle/Pedestrian Plan was issued for public comment from May 13 to June 2.
- Staff gave a status report on the plan to the individual councils/commissions in April and May.
- A public hearing on the plan was held during the Technical Committee meeting on May 22; comments and changes have been incorporated into the plan.

### **CURRENT WORK**

- All sections of the Bicycle/Pedestrian plan are completed.
- The Bicycle/Pedestrian Plan has four key components:
  - Purpose/Need and Goals/Objectives for why the plan was developed.
  - Proposed improvements to preserve future corridors and create a regional and local walking and biking network.
  - Policies and recommended standards to guide bicycle and pedestrian project development.
  - Funding and Implementation strategies on how to carry out the plan.

### **ANTICIPATED WORK**

- Seek adoption of the plan by the individual governments to establish support for the plan.
- Identify one or more projects from the plan that could be completed in the near term.

### **BACKUP MATERIAL**

- Final Draft of the Bicycle/Pedestrian Plan (provided to Policy members; also available on the MPO website – [www.farmingtonmpo.org](http://www.farmingtonmpo.org)).
- PC Resolution 2008-4 for review.

### **RECOMMENDATION**

- It is recommended that the Policy Committee adopt the Farmington MPO Bicycle/Pedestrian Plan (*PC Resolution 2008-4*).

**Discussion:** Mr. Delmagori presented the staff report and said the final draft of the Bicycle Pedestrian Plan (BPP) has been issued to the public for comment. Mr. Delmagori went over the time line of events and changes for the BPP. Mr. Delmagori said projects have been identified and broken down into regional and local categories. The policies and standards have been reviewed and changed by both committees and the MPO has identified funding sources. The implementation strategies have also been discussed with the entities and will coincide with the Access Management Plan. Mr. Delmagori said he would like to thank the Technical Committee and the Bicycle Pedestrian Group for all their hard work in developing the BPP.

Mr. Hinson opened the meeting to the public.

Mr. Gordon Glass of the BPAG committee said he would like to thank the MPO for the work done on the plan. Mr. Glass said the public will appreciate the efforts which took a lot of patience on the MPO's part. Mr. Glass said he would like to see all of the new standards and policies implemented in new developments. Mr. Glass added that it would be a good idea to get at least one project done as quickly as possible so the citizens can see progress being made and to show that the plan has a purpose. Mr. Glass suggested the first project should be the bike lanes on Sunrise Parkway between Butler Avenue and San Juan College. Mr. Glass also suggested the path between Aztec and Bloomfield would be a good project to be completed because it would have a high number of people who would use it.

Mr. Ed Horvat said he was the President of the River Reach Foundation and said the BPP is needed for quality of life in the area. Mr. Horvat said the River Reach Foundation really likes the BPP, but the routes along the river corridor need to be added. Mr. Horvat said he understood the issues regarding right-of-way and access along the river corridor, but he would like to have the project kept in mind for the future. Mr. Hinson said the right-of-way issues have been a problem along the river corridor for many years. Mr. Marcum agreed and said it would be nice to have a path along the entire corridor.

Mr. Hinson said he appreciated everyone's work and efforts that were put into the BPP. Mr. Horvat said the MPO has done a great job with the BPP.

Mr. Keith Ashmore said he was from Velo de Animas and he would like to see at least one project done within the next 12 months. Mr. Ashmore said that he has seen plans for bike paths before but nothing was ever completed. Mr. Ashmore agreed with Mr. Glass about the project on Sunrise Parkway being done. Mr. Ashmore said the developers need to take the BPP, the MPO and the entities seriously when they are asked to put in the paths. Mr. Ashmore added he hoped the entities would enforce the plan and not allow loop holes so developers won't have to keep up with the plan. Mr. Ashmore said having walking and biking paths and bike lanes will increase the quality of life in the area. Mr. Ashmore said the entities need to petition for funding from other sources, including earmarks. Mr. Hinson said that funding will be one of the biggest factors in the projects being completed.

Mr. Fran Fillerup said he encouraged the entities to be on board with the BPP and said the public needs to stay involved with the plan. Mr. Fillerup said the MPO really needs to push this plan to the Commissions and Councils. Mr. Ashmore added that citizens need to support the plan. Mr. Ashmore said he has seen an increase in people biking and walking to work, so people are commuting not just riding and walking for exercise. Mr. Ashmore added the MPO should get pictures of commuters who walk and bike to work in the area to show the Commissions and Councils. Mr. Hinson said with the cost of gas continually rising there will be more and more people biking and walking to work.

Mr. Marcum asked how the MPO was going to make sure the process is completed and the BPP won't be forgotten by the entities. Mr. Delmagori said he would like to see the planners in the entities be required to send the plans to the MPO for review on larger developments. Mr. Marcum asked how the MPO would close the loop so the plan will be coherent. Mr. Delmagori said the Technical Committee will need to also be involved and will need to ask the MPO for help.

Ms. Swadesh said she had been biking in the area for over 25 years and feels the BPP plan will help with the development of bike and walking paths, especially in Farmington. Ms. Swadesh

added the railroad rights-of-way should have been maintained years ago and it is too bad that people did not have any foresight at the time to hang onto those rights-of-way.

Dr. Widoe said he wanted to congratulate the MPO, the Policy Committee and the Technical Committee as well as the BPAG for getting the plan done. Dr. Widoe said the plan will help the area and the NMDOT likes to see this type of planning.

Mr. Delmagori thanked the BPAG group for all its effort in the development of the BPP.

**Action:** Dr. Henderson motioned and Mayor Standley seconded the motion to adopt the Farmington MPO Bicycle/Pedestrian Plan (*PC Resolution 2008-4*). The motion passed unanimously.

**4. BICYCLE IMPROVEMENTS LETTER OF SUPPORT  
FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	Bicycle Improvements Letter of Support
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	June 4, 2008

**CURRENT WORK**

- During development of the Bicycle/Pedestrian Plan, a local bicycle club brought to the attention of the MPO a concern about bicyclist safety on East Main.
- Westbound on East Main from Villa View to Old Aztec Hwy does not have a paved shoulder for bicyclists.
- The bike club mentioned cyclists often share the travel lane with motorists when riding into Farmington.
- The MPO would like to submit a letter of support to District 5 for securing funding for bicycle improvements to this segment of East Main.

**ATTACHMENTS**

- MPO Letter of Support.

**RECOMMENDATION**

- It is recommended that the Policy Committee approve the Letter of Support for bicycle facility improvements on East Main between Villa View and Old Aztec Hwy.

**Discussion:** Mr. Delmagori presented the staff report and letter of support for the bicycle facility improvements on East Main between Villa View and Old Aztec Hwy.

**Action:** Mayor Standley motion and Dr. Henderson seconded the motion to approve the Letter of Support for the bicycle facility improvements on East Main between Villa View and Old Aztec Hwy. The motion passed unanimously, 4-0.

5. **ACCESS MANAGEMENT**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**Agenda Item**

<b>Subject:</b>	Access Management
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	June 4, 2008

**BACKGROUND or PREVIOUS WORK**

- Access Management policies have been finalized with the Technical Committee.
- Definitions and functions for eight road classifications have been completed.
- Standards and objectives to support the policies have been identified.
- A status report on access management development was presented to the individual councils/commissions in April and May.

**CURRENT WORK**

- Typical road sections for the classifications have been finalized with the Technical Committee.
- It was agreed to accept intersection and driveway spacing standards used by NMDOT for the MPO.

**ANTICIPATED WORK**

- Develop corner clearance standards.
- Access management standards for medians.
- Develop Access Management Plan document for entity and NMDOT review.

**BACKUP MATERIAL**

- Summary of draft policies and standards.
- Intersection and driveway spacing standards.
- Typical urban and rural road section diagrams.

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a status report on access management.

**Discussion:** Mr. Delmagori presented the staff report and a recap of recent access management development. Mr. Delmagori said the Technical Committee has finalized the Access Management policies. The Definitions and functions for eight road classifications have been completed. The Technical Committee has identified standards and objectives to support the policies. MPO staff reported on the status of the Access Management Plan to the individual councils/commissions during the month of May.

Mr. Delmagori said the Technical Committee has finalized the road sections and has come up with three classifications for urban roads, four classifications for rural roads and a frontage road classification. The Technical Committee agreed to use the NMDOT standards for intersection and driveway spacing.

Mr. Marcum asked if the 12-foot travel lanes would have the typical 4-foot buffer for the bike lanes or if there will be a buffer between the bike land and traffic lane. Mr. Delmagori said the bike lanes will mostly be adjacent to the road. Mr. Delmagori said sidepaths are good for limited access roads, but on roads with several access points the bike lane should be placed within the road sections.

**Action:** Report was received.

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

<b>Subject:</b>	Regional Travel Model Update
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	June 4, 2008

**BACKGROUND or PREVIOUS WORK**

- PTV America was contracted to update and expand the travel model for the MPO.
- Staff has reviewed the network calibration work performed by PTV.
- 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.

**CURRENT WORK**

- Mid-forecast year (~2014) and revised long-range forecast (2030) land use data provided to PTV.
- Mid-forecast and long-range forecast scenarios completed by PTV.
- AM/PM peak hour models and a 24-hour daily model are in the validation stage.
- PTV is finalizing calibration/validation processes for the AM/PM peak hour and 24-hour models.
- Final documentation on the model update is being provided to the MPO.

**ANTICIPATED WORK**

- Final reviews of work conducted by PTV.
- Use the updated and expanded model for model run requests by the entities.

**RECOMMENDATION**

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

**Discussion:** Mr. Delmagori presented the staff report. Mr. Delmagori said the MPO will be reviewing the calibration of the travel model with PTV. Once the final model update is complete the MPO will be able to do model run requests. The update will also expand the MPO's modeling capabilities to include A.M. and P.M. peak hour and daily information.

**Action:** Report was received.

7. **EAST ARTERIAL PROJECT**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**Agenda Item**

<b>Subject:</b>	East Arterial Project
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	June 4, 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 gave a presentation on the project to the Technical Committee on May 22.

**PROJECT HIGHLIGHTS**

- The East Arterial project will provide access to new athletic fields and reservoir.
- Consultants currently working on environmental assessment: slope, drainage, vegetation, and ROW needs.
- Environmental work will take place during the summer.
- The project will use access control to limit driveways and intersections.
- The proposed cross section calls for a two travel lanes, median, shoulders, and a parallel, multi-modal sidepath.
- The East Arterial will likely open this area of Aztec to new economic development opportunities.

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a status report on the East Arterial project in Aztec.

**Discussion:** Mr. Delmagori presented the staff report. Mr. Hinson asked if the route would reconnect with U.S. 550. Mr. Delmagori said the route will connect to New Mexico 173 and then back to U.S. 550.

**Action:** Report was received.

**8. TRANSIT ACTIVITIES**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**Agenda Item**

<b>Subject:</b>	Transit Activities
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	June 4, 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.

**REGIONAL TRANSIT DISTRICT**

- The NWNMCOG is investigating a feasibility study for the development of a Regional Transit District (RTD) in northwest New Mexico.
- An RTD is an agreement among two or more government entities to have authority to finance, plan, construct, operate, maintain, and promote a regional transit system.
- Staff met with a consultant working with NWNMCOG to discuss local transit services and needs.
- The MPO would like to assist efforts by the COG wherever possible.

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a report on transit activities.

**Discussion:** Mr. Delmagori presented the staff report and said the Red Apple Transit numbers continue to climb in ridership. Mr. Delmagori said the NWNMCOG is doing a transit feasibility study for the development of a Regional Transit District for northwest New Mexico. The RTD will go from Interstate-40 to Shiprock and then east, with the possibility of expanding into the Durango, Colorado area. The MPO will assist with the study when possible.

Dr. Henderson said the Red Apple Transit has come a long way from the beginning of the transit system and they are doing a good job for the area.

Ms. Roderick asked who was the contact person at the City for the transit system. Mr. Delmagori said Rod Hunt is the contact person.

Mr. Hinson said the ridership in Bloomfield is up and he appreciates the system being available for the other entities to use.

Dr. Widoie said the national transit report indicated there has been a 20% increase in transit ridership nationwide. Ms. Roderick said that more people would ride the Red Apple Transit if it were more convenient. Mr. Hinson suggested that Ms. Roderick contact Mr. Hunt.

**Action:** Report was received.

## **9. NMDOT REPORT**

**Discussion:** Dr. Widoie said the planning funding for the MPO has increased by \$1,600 and the federal obligation amount increased from 90% to 91.5%.

Dr. Widoie said the current transportation bill is going to expire in 2009 and it could be another 2.5 years before another bill is passed. However, Congress will most likely pass smaller bills keeping transportation funding available until the main bill is passed.

Dr. Widoie said the area Federal Earmarks are good, however the state STIP people had listed the description for Piñon Hills Boulevard wrong and he had informed them to fix the error. Dr. Widoie said they would fix the error and it would not affect the earmark. Mr. Delmagori asked about the other earmarks for the City of Aztec and San Juan County. Dr. Widoie said they are good, and added the MPO sent the correct descriptions on all the projects but the description for Piñon Hills Boulevard was changed at the STIP state level.

Dr. Widoie invited the Policy Committee to the next RPO meeting to be held July 9 at the Zuni Pueblo.

Dr. Widoie said that a town hall meeting will be held on August 7-9, coordinated by NMDOT and New Mexico First, to consider sustainable funding strategies for all forms of transportation. The NMDOT would like to have some representation from the Northwest corner of New Mexico and Dr. Widoie encouraged the Policy Committee to attend the meeting.

Dr. Widoie said the state is working on a Context Sensitive Solutions study. FWHA and SAFETEA-LU encourage this program. The program helps communities see the positive within the community and makes sure the vision of the growth is in accordance with what the citizens want. Farmington has been chosen as the Northwest area for the project study.

**Action:** Report was received.

## **10. INFORMATION ITEMS**

### **FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item**

<b>Subject:</b>	Information Items
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	June 2, 2008

## INFORMATION ITEMS

- a. **MPO Associate Planner.** An update on the hiring process will be provided to the Committee on June 12.
- b. **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](http://www.farmingtonmpo.org)).
- c. **FY2008 UPWP 3<sup>rd</sup> Quarter Report.** The summary of activities and expenditures by the MPO during January-March is now available on the MPO website.
- d. **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.
- e. **Joint Policy/Technical Committee Meeting.** All are in agreement to hold a Joint Policy/Technical Committee meeting to discuss current and future transportation activities in this area. Staff will suggest that this meeting be held on Thursday, July 24.
- f. **Other**

**Discussion:** Mr. Delmagori presented the staff report. Mr. Delmagori asked if July 24 would be a good day to hold the Joint Policy/Technical Committee meeting. Mr. Hinson asked if the meeting would be a whole day meeting or a 4-hour meeting. Mr. Delmagori said it would be a 3 to 4-hour meeting. Mr. Marcum said that the rodeo is in town until the 24 and he would not be able to make the meeting if it was held on the 24. Mayor Standley said he would not be able to attend on July 24<sup>th</sup> either. Mr. Delmagori asked if July 27 would work better. Mr. Hinson said he would need to check and get back to the MPO. Mayor Standley said he would need to check also. Mr. Delmagori said the MPO would contact the Technical Committee and Policy Committee to schedule the meeting.

Mayor Standley asked if the NMDOT was going to have four lanes open on U.S. 64 during the rodeo. Mr. Delmagori said the District said there would be four lanes open. Mayor Standley asked if Dr. Widoe could find out and get back to the Policy Committee.

**Action:** Report was received.

### 11. **Business**

- a. **Chairman** – none
- b. **Members** – none
- c. **Staff** – none

### 12. **Business from the Floor**

Ms. McNally said she would like to thank the MPO and BPAG group for the work that has been done on the Bicycle/Pedestrian Plan. Ms. McNally said it is a good plan and she is glad the MPO has taken on the project which has been needed for a long time. Ms. McNally said the turn out for the meetings have always been good and there has been a great deal of public involvement with the plan. Dr. Widoe agreed and said the MPO has done a very good job with both public participation and developing a good plan.

**13. Adjournment**

Dr. Henderson motioned and Mayor Standley seconded the motion to adjourn the meeting. Mr. Hinson adjourned the meeting at 6:45 p.m.

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Chair, Mr. Sam Hinson

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Secretary, Virginia Turney

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	FY2009-2014 TIP Amendment #1
<b>Prepared by:</b>	Martin Lucero, MPO Associate Planner
<b>Date:</b>	September 3, 2008

**BACKGROUND or PREVIOUS WORK**

- On August 3, 2008 the Farmington MPO advertised Amendment #1 to the FY2009-FY2014 Transportation Improvement Program.
- The amendment changed the earmark slated for the bridge project on CR 6100 to bridges located on CR 2900 and CR 7150.
- The change was due to the County securing other funding sources to complete the bridge project on CR 6100.
- A public hearing was held on Amendment #1 during the August 28 Technical Committee meeting.

**AMENDMENT DETAILS**

	<b>Project Name</b>	<b>Scope</b>	<b>Funding Source</b>	<b>Fiscal Year</b>	<b>Funding Amount</b>
<b>Current Project</b>	Bridge #567 on CR 6100	Preliminary Engineering	Federal Earmark (NM089)	FY2008	\$490,000
<b>Amended Project</b>	Bridge #8116 on CR 2900 and Bridge #8105 on CR 7150	Design and Construction	Federal Earmark (NM089)	FY2009	\$490,000

**CURRENT WORK**

- The MPO is holding a 30-day public comment period from August 3, 2008 to September 5, 2008.

**ANTICIPATED WORK**

- Collect public comments and present findings to the Policy Committee during its regularly scheduled meeting.
- Present Technical Committee recommendation to the Policy Committee for consideration.

**RECOMMENDATION**

- It is recommended that the Policy Committee approve Amendment #1 to the FY2009-2014 TIP as recommended by the Technical Committee.

**PUBLIC NOTICE**

The Farmington Metropolitan Planning Organization (FMPO) is the transportation planning forum for the cities of Farmington, Aztec and Bloomfield and the surrounding county area. The MPO develops a Transportation Improvement Program (TIP), which is a program of projects reasonably expected to be funded within the next six years.

**The Farmington MPO is advertising Amendment #1 to the Farmington Metropolitan Planning Organization FY2009-FY2014 Transportation Improvement Program.**

The amendment involves a **project name, scope, and fiscal year change** to an earmark bridge project on CR 6100 in San Juan County. Since the County has already secured other funding sources to complete the bridge project on CR 6100, the County is authorizing the earmark funding for design and construction of two other bridge projects:

	<b>Project Name</b>	<b>Scope</b>	<b>Funding Source</b>	<b>Fiscal Year</b>	<b>Funding Amount</b>
<b>Current Project</b>	Bridge #567 on CR 6100	Preliminary Engineering	Federal Earmark (NM089)	FY2008	\$490,000
<b>Amended Project</b>	Bridge #8116 on CR 2900 and Bridge #8105 on CR 7150	Design and Construction	Federal Earmark (NM089)	FY2009	\$490,000

**As required by federal law and the Farmington MPO Public Participation Plan, the FMPO is holding a 30-day public Comment Period and Public Hearing on Amendment #1. The 30-day comment period is from Sunday, August 3, 2008 to Friday, September 5, 2008. The public may also make comments on the proposed amendment at the following meeting:**

**Public Hearing:** During the Farmington MPO Technical Committee meeting at 1:00 p.m. on **Thursday, August 28, 2008** in the Commission Room, Aztec City Hall, 201 W Chaco, Aztec, New Mexico.

**Written comments** may be sent to the Farmington MPO at:

Fax: (505) 599-1299

Mail: Farmington MPO, 800 Municipal Drive, Farmington, New Mexico, 87401

Email: [jdelmagori@fmtn.org](mailto:jdelmagori@fmtn.org)

The public may view the FY2009-2014 TIP Amendment at [www.farmingtonmpo.org](http://www.farmingtonmpo.org). For more information contact Joe Delmagori, MPO Planner, at (505) 599-1392.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	FY2009 UPWP Budget Amendment
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	September 2, 2008

**BACKGROUND or PREVIOUS WORK**

- The MPO approved the FY2009 Unified Planning Work Program (UPWP) in April.
- The MPO budget was based on estimated PL and 5303 funding available to the MPO.
- A Work Authorization was submitted to the MPO on June 12 with final PL amounts.
- The City of Farmington also finalized the MPO total budget prior to the start of the new fiscal year.

**CURRENT WORK**

- The funding amount for FTA 5303 remains unchanged.
- Due to an increase in the federal obligation limit, the PL amount increased from an estimated \$110,368 (federal and local match combined) to \$112,273.
- A budget amendment is required that illustrates the final PL amount as well as the overall MPO budget total.

**BACKUP MATERIAL**

- Summary tables that show the estimated and final budget amounts for the MPO.

**RECOMMENDATION**

- It is recommended that the Policy Committee approve the FY2009 UPWP budget amendment.

FY2009 UPWP Budget Comparison

	Estimated Budget (April)	Final Authorizations
PL - Fed	\$ 83,618	\$ 85,246
PL - Local Match	\$ 14,250	\$ 14,527
Total	\$ 97,868	\$ 99,773
PL TCounts - Fed	\$ 10,680	\$ 10,680
PL TCounts - Local Match	\$ 1,820	\$ 1,820
Total	\$ 12,500	\$ 12,500
PL - Fed Total	\$ 94,298	\$ 95,926
PL - Local Match Total	\$ 16,070	\$ 16,347
PL Total Funding	\$ 110,368	\$ 112,273
FTA 5303 - Fed	\$ 21,810	\$ 21,810
FTA 5303 - Local Match	\$ 5,453	\$ 5,453
Total	\$ 27,263	\$ 27,263
Local Match Totals	\$ 21,522	\$ 21,800
Overmatch	\$ 213,891	\$ 205,017
Total Budget	\$ 351,521	\$ 344,552

FY2009 Required Local Match Summary

	FHWA PL		Traffic Counts	FTA 5303	Final Auth. Entity Totals
	Estimated Budget (April)	Final Authorizations	Final Authorizations	Final Authorizations	
Aztec	\$ 1,425	\$ 1,453	\$ 182	\$ 545	\$ 2,180
Bloomfield	\$ 1,425	\$ 1,453	\$ 182	\$ 545	\$ 2,180
Farmington	\$ 8,550	\$ 8,716	\$ 1,092	\$ 3,272	\$ 13,080
San Juan	\$ 2,850	\$ 2,905	\$ 364	\$ 1,091	\$ 4,360
Total	\$ 14,250	\$ 14,527	\$ 1,820	\$ 5,453	\$ 21,800

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	Traffic Count Program
<b>Prepared by:</b>	Martin Lucero, MPO Associate Planner
<b>Date:</b>	September 3, 2008

**BACKGROUND**

- MPO maintains traffic counts for 221 locations throughout the MPO boundaries.
- Locations are taken according to a three year cycle and periodically change due to the deletion or addition of various locations.
- This year's list includes the addition of 8 new locations based on splits to existing sections and the deletion of two locations that function as local roads.
- The MPO will also be adding 11 new locations to its count list in 2009.
- The MPO expects to take 83 counts in 2008.

**CURRENT WORK**

- The proposed location list is attached for review.
- The Technical Committee modified a few locations based on current road construction projects.
- MPO anticipates taking the counts in September and October.

**RECOMMENDATION**

- Staff recommends that the Policy Committee approve the 2008 traffic count locations as recommended by the Technical Committee.

Name	From	To	Located At:	Area	Func Class
Chaco St	NM 516	Park Ave	Approximately 300 ft west of Ash St.	Aztec	MNAR
Chaco St	Park Ave	US 550	Approximately 100' E of Park Ave	Aztec	MNAR
Light Plant Road	Riverside Dr	NM 516	South of NM 516	Aztec	COLL
NM 516	Oliver Dr	Lt Plant Rd	West of Swire	Aztec	PRAR
NM 516	Lt Plant Rd	Ruins Rd	Approximately 200' East of Lt Plant Rd	Aztec	PRAR
NM 516	Ruins Rd	Chaco St	Animas River Crossing	Aztec	PRAR
NM 574	CR 3095	CR 3072	At CR 3077	Aztec	MNCL
NM 574	CR 3072	NM 516	Approximately 500' N of Lydia Rippey Rd	Aztec	COLL
US 550	S Rio Grande Rd	NM 516	At Zia St	Aztec	PRAR
US 550	NM 516	NM 173	Between N Rio Grande and Sabena	Aztec	PRAR
Zia St	Ash St	Mesa Verde Ave	Between Main Ave and Church	Aztec	COLL
US 550	Sullivan Rd	US 64	San Juan River Crossing	Bloomfield	
US 64	US 550 N (First St)	CR 4899	Approximately 1 mi east of US 550 (First St)	Bloomfield	PRAR
West Blanco	US 550 N (First St.)	Frontier St.	Between 5th and 4th	Bloomfield	COLL
CR 3000	CR 350	CR 3100	Approximately 1500' East of CR 350	County	MNAR
CR 3000	CR 3100	CR 3008	Approximately 500' East of CR 3100	County	MNAR
CR 350	CR 3000	NM 516	Animas River Crossing	County	COLL
CR 3535	NM 516	End of Road	Approximately 1200' N of NM 516	County	COLL
CR 5500	US 64	CR 5510	San Juan River Crossing	County	MNCL
CR 5500	CR 5510	US 550	At CR 5315	County	MNCL
CR 6100	US 64	CR 6575	At CR 6645	County	MJCL
CR 6100	CR 6575	CR 6400	West of CR 6545	County	MJCL
Murray Dr/NM 5001	Pinon St	Miller	Animas River Crossing	County	PRAR
NM 170	Pinon Hills Blvd	CR 1424	Approximately 4000' north of Pinon Hills Blvd	County	PRAR
NM 173	CR 2950	NM 575	Approximately 2.5 mi east of US 550	County	MJCL
NM 371	Old Fruitland Hwy/ NR 36	Murray Dr/ NM 5001	San Juan River Crossing	County	MNAR
NM 516	CR 350	Oliver Dr	East of CR 350	County	PRAR
Twin Peaks Rd/ CR 6480	CR 6200	CR 6500	Between CR 6481 and CR 6479	County	COLL
US 64	CR 6893	CR 6700	West of CR 6700	County	PRAR
US 64	CR 4899	CR 4800	East of CR 4870	County	PRAR
US 64	CR 4800	CR 4785	Approximately 1 mile E of CR 4800	County	MNAR
US 64	CR 6700	CR 6800	Between CR 6700 and CR 6825	County	PRAR

Name	From	To	Located At:	Area	Func Class
30th	Butler	Knudsen	Between Northridge and Carlton	Farmington	MNAR
30th	Knudsen	Sullivan	Approximately 400' east of Knudsen	Farmington	MNAR
Apache	Auburn	Dustin	Between Behrend and Allen	Farmington	MNAR
Apache	Dustin	Butler	East of Court Ave	Farmington	MNAR
Auburn Ave N	US 64/Broadway	Apache	Between Arrington and LaPlata	Farmington	COLL
Auburn Ave N	Apache	Glade	At Navajo St	Farmington	COLL
Auburn Ave S	Murray Dr/ NM 5001	US 64/Broadway	Between Pinon and Maple	Farmington	COLL
Brookside	Glade/Auburn	20th	South of 20th	Farmington	COLL
Butler	Main St	Vine/Apache	Between LaPlata and Apache	Farmington	MNAR
Butler	Vine/Apache	Ute	North of Comanche	Farmington	MNAR
College	Windsor	Pinon Hills Blvd	Between Windsor and Messina Dr	Farmington	MNAR
Cooper	Butler	Sullivan	Between Chaco and Laguna	Farmington	COLL
Dustin Ave.	Apache	Ute	South of Mohave Ave	Farmington	MNAR
Dustin Ave.	Ute	20th	Between 17th and 18th	Farmington	MNAR
Dustin Ave.	38th	Pinon Hills Blvd	Between 38th and Skyline	Farmington	MNAR
English	Largo	NM 516/E Main St	Approximately 500' S of E Main	Farmington	COLL
Fairview	20th	Cliffside	North of 20th	Farmington	COLL
Farmington Ave	20th	30th	Approximately 400' S of 30th	Farmington	COLL
Foothills	Pinon Hills Blvd	Crestwood	Between Sagebrush and Alder	Farmington	COLL
Foothills	Crestwood	Rinconada	Between Tarry Terrace and Greenwood	Farmington	COLL
Hutton	Cliffside	30th	Approximately 200' N of Cliffside	Farmington	MNAR
Hydro Plant Rd	Murray Dr/ NM 5001	McCormick School Rd	At Laguna St	Farmington	COLL
Lake St	Pinon St	US 64/Broadway	Between Animas and Maple	Farmington	COLL
Main St	San Juan Blvd	Browning Pkwy	Approximately 400' east of San Juan Blvd	Farmington	PRAR
Miller	Murray Dr/ NM 5001	US 64/Broadway	Animas River Crossing	Farmington	COLL
Municipal Dr	Navajo	20th	Between Gladden and Ashurst	Farmington	MNAR
Municipal Dr	Airport Dr	Navajo	At Reilly	Farmington	MNAR
Navajo St E	Vine Ave	Main St	Approx. 500' North of Main	Farmington	COLL
Navajo St W	Municipal Dr	Four Corners Airport	East of McHenry	Farmington	COLL
NM 516	Morningstar Dr	Main St	Animas River Crossing	Farmington	PRAR
NM 516	So Side River Rd	Morningstar Dr	Approximately 300' south of Morningstar	Farmington	PRAR
NM 516	30th	Largo	South of Hudson	Farmington	PRAR
NM 516	Largo	Shopping Center	East of Beckland Dr	Farmington	PRAR
NM 516	English	Pinon Hills Blvd	Approximately 500' east of Sierra Vista Dr	Farmington	PRAR
NM 516	Shopping Center	English	Approximately 200' west of English	Farmington	PRAR
NM 516	Pinon Hills Blvd	Country Club	Between Pryor and Schmitz	Farmington	PRAR
Pinon Hills Blvd	NM 170	30th	LaPlata River Crossing	Farmington	MNAR
Pinon Hills Blvd	30th	Butler	Approximately 4900' northeast of 30th	Farmington	PRAR
Pinon Hills Blvd	College	NM 516/E Main St	Approximately 500' west of English Road	Farmington	PRAR
Pinon St	Lake St	Lorena	Approximately 600' east of Lake	Farmington	MNAR
Pinon St	Lorena	Behrend	Between Auburn and Behrend	Farmington	MNAR
Pinon St	Behrend	Orchard	At Allen St	Farmington	MNAR
San Juan Blvd	Butler	Scott	Approximately 600' W of Scott	Farmington	MNAR
Sunset Ave	20th	30th	Between 25th and 26th	Farmington	COLL
Sunset Ave	30th	Twilight	South of 32nd St	Farmington	COLL
US 64	NM 489 (CR 6100)	NM 170	Approximately 3000' east of CR 6100	Farmington	PRAR
US 64/Broadway	Butler/Pinon St	Scott Ave	West of Ivie Ave	Farmington	PRAR
US 64/Broadway	Scott	Murray Dr/ NM 5001	Animas River Crossing	Farmington	PRAR
Ute St	Gladeview	Dustin	Between Allen and Orchard	Farmington	COLL
Ute St	Dustin	Butler	At Monterrey	Farmington	COLL
Windsor Dr	College Blvd	Beckland Dr	Between Knollcrest and Holiday	Farmington	COLL

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	Access Management
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	September 3, 2008

**BACKGROUND or PREVIOUS WORK**

- Access Management policies have been finalized.
- Standards and objectives to support the need for access management have been identified.
- Definitions and functions for eight road classifications and their respective typical road sections have been completed.

**CURRENT WORK**

- The MPO accepted intersection and driveway spacing standards used by NMDOT.
- Corner clearance standards will be based on guidelines from the Transportation Research Board (TRB) Access Management Manual.
- The use of medians as access control will use information from NMDOT and TRB.

**ANTICIPATED WORK**

- Research and develop remaining elements for the plan.
- Prepare a draft access management plan which incorporates work completed to this point.

**BACKUP MATERIAL**

- Summary of draft policies and standards.
- Tables showing intersection spacing standards and corner clearance.
- Information on median control collected from NMDOT and TRB.

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a status report on the access management plan.

*DRAFT POLICIES & STANDARDS  
FOR FMPO ACCESS MANAGEMENT  
(August 2008)*

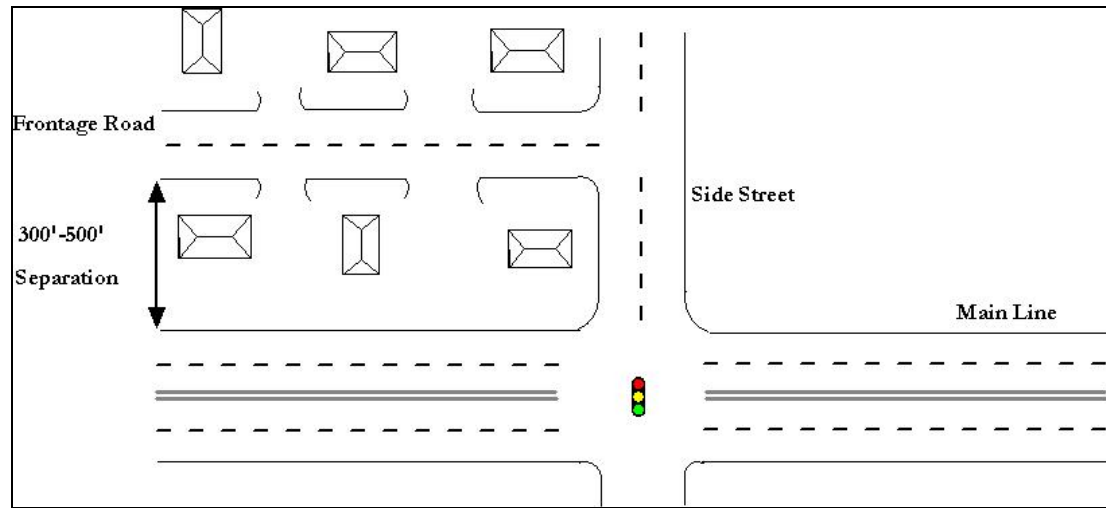
*POLICY #1* – Establish access management standards to maintain capacity of roadways, improve safety, and minimize the number of access points on arterials and collectors.

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.

	<b>DEFINITION</b>	<b>FUNCTION</b>	<b>PURPOSE</b>	<b>CLASSIFICATION EXAMPLE</b>
<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 <sup>th</sup> 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 to collect traffic from local roads to rural minor arterials.	Maintain mobility while providing access points	Serve traffic generators typically of intra-county importance and serves trips between low density residential & commercial areas.	CR 3950 CR 6100 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, and be in compliance with ADA requirements.

**Urban Sections**

	<b>NUM. LANES</b>	<b>ROW</b>	<b>SIDEWALK</b>	<b>BUFFER ZONE</b>	<b>BIKE LANE</b>	<b>TRAVEL LANE</b>	<b>CURB/GUTTER</b>	<b>MEDIAN/TURN LN</b>	<b>PARK/EMER. LN</b>
<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'	4'	5'	12'	2'	None	10'
	2	80'	5	4'	5'	12'	2'	12'	None

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

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

**Rural Sections & Frontage Road**

	<b>NUM. LANES</b>	<b>ROW</b>	<b>SIDEWALK</b>	<b>BUFFER ZONE</b>	<b>BIKE LANE</b>	<b>TRAVEL LANE</b>	<b>CURB/GUTTER</b>	<b>MEDIAN/TURN LN</b>	<b>PARK/EMER. LANE</b>	<b>SLOPE</b>
<i>Rural Principal Arterial (RPA) adjacent to urban areas</i>	4	100'	6'	None	None	12'	2'	14'	10'	None
<i>RPA with multi-modal sidepath</i>	2	100'	10' (Multi-modal sidepath)	3' (adjacent to sidepath)	10' (side-path)	12'	None	16'	6' (paved shoulder)	Typ. 12'
<i>RPA for rural/outlying areas</i>	2	100'	None (part of shoulder)	None	None (Part of shldr)	12'	None	16'	13' (paved shldr for bike/ped)	Typ. 12'
<i>Rural Minor Arterial (RMA) adjacent to urban areas</i>	2	80'	5'	4'	5'	12'	2'	14'	None	None
<i>RMA for rural/outlying areas</i>	2	80'	None (part of shoulder)	None	None (Part of shldr)	12'	None	14'	12' (paved shldr for bike/ped)	Typ. 12'
<i>Rural Major Collector (RCol) adjacent to urban areas</i>	2	80'	5'	4'	5'	12'	2'	None	10'	None
<i>RCol for rural/outlying areas</i>	2	80'	None (part of shoulder)	None	None (part of shldr)	12'	None	None	12' (paved shldr for bike/ped)	Typ. 12'
<i>Rural Local (RLoc)-County road section</i>	2	60'	None	None	None	12'	None	None	5' (unpaved shoulder)	Typ. 12'
<i>RLoc (variation)</i>	2	60'	5'	4'	None	Varies	2'	None	Varies	None
<i>Frontage Road</i>	2	60'	5'	4'	None	11'	2'	14'	None	None

**Intersection Access Spacing\***  
**(Centerline to Centerline in Feet)**

<b>ROAD CLASS</b>	<b>POSTED SPEED</b>	<b>SIGNAL SPACING</b>	<b>UNSIGNALIZED SPACING</b>	<b>ROAD CLASS</b>	<b>POSTED SPEED</b>	<b>SIGNAL SPACING</b>	<b>UNSIGNALIZED SPACING</b>
UPA	≤ 30 mph	2,640	1,320	RPA	≤ 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
UMA	≤ 30 mph	1,760	660	RMA	≤ 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
UCol	≤ 30 mph	1,100	330	RCol	≤ 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
Frontage	Commercial/ Industrial	N/A	330	RLoc	≤ 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

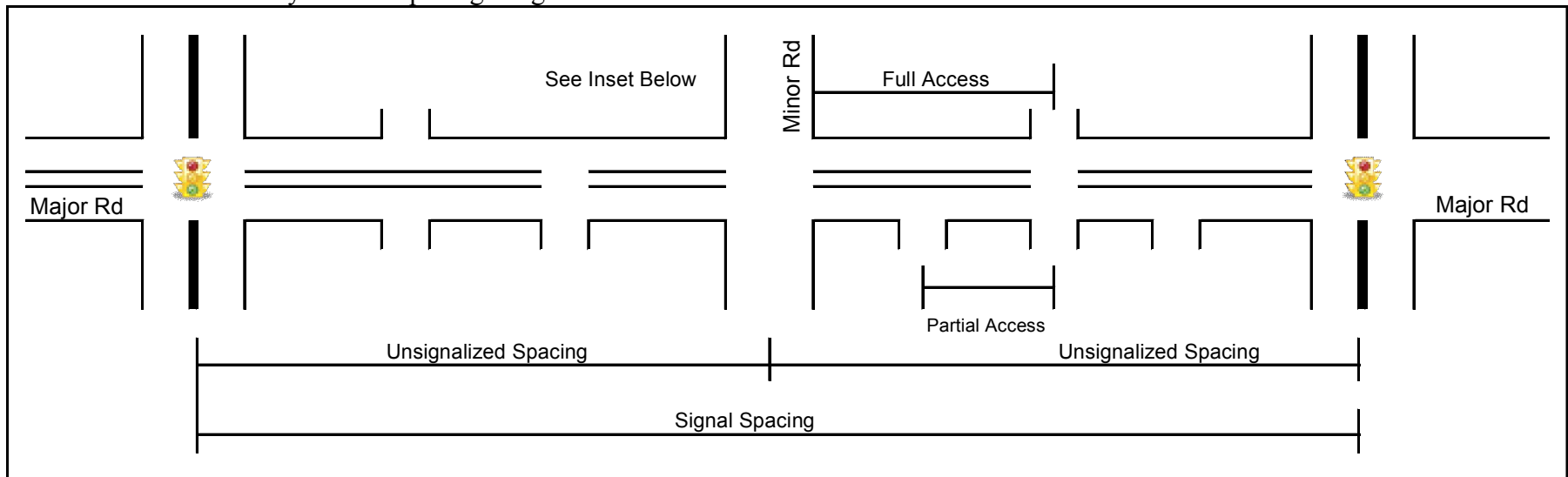
Corner Clearance is the distance from an intersection to the closest driveway.

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



	<b>AUXILIARY LANE CRITERIA</b>	<b>SIGHT DISTANCE</b>
<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.

*Guidelines for Selecting a Median Type*

Use a TWLTL when:

- ADT is less than 24,000 vehicles per day.
- On collector streets in residential neighborhoods.
- On collector streets where access locations are at a minimum

Use a Non-traversable median when:

- Building any new multi-lane urban arterial.
- ADT is greater than 24,000 vehicles per day.
- Multi-lane highways have high pedestrian activity.
- Locations have a high crash rate
- Locations need left-turn access control in order to improve safety.

*Median Opening Spacing Considerations*

- Sufficient width is needed to allow use as a directional opening (typically 14’ minimum).
- Median openings should be designed to accommodate the largest design vehicle anticipated to use the opening.
- The median opening should be designed to permit U-turns where practical and feasible.
- The length needed for left turn bays is based on site-specific conditions.

- Median openings at intersections or full-access driveways should be spaced with a minimum frequency based upon the road classification and posted speed as defined in Table ?.
- Adequate storage, deceleration, and taper lengths should be provided for each speed change lane at a median opening based on site-specific conditions.

*Driveway Spacing and Medians*

- It is strongly recommended that driveways on opposite sides of the road be aligned to create a four-legged intersection with a median that provides full access (See Figure ?). In this scenario, driveway centerlines should be centered approximately with the median opening.
- A T-intersection using a non-traversable median opening should typically be developed as defined in Figure ?.
- Refer to Figures ? to ? for access restriction alternatives.
- Offset driveway locations that access traversable medians should be avoided whenever possible.
- Where offset driveway locations are expected to result in turning movement conflicts at the median opening, access restrictions should be considered

Figure A – Full Access Median

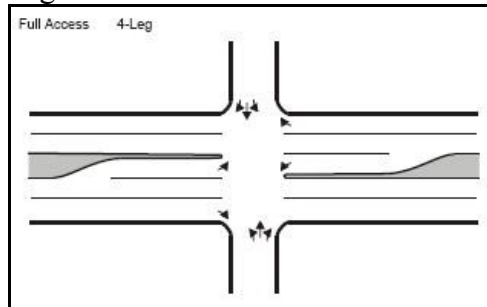


Figure B – 3-Leg Full Access Median

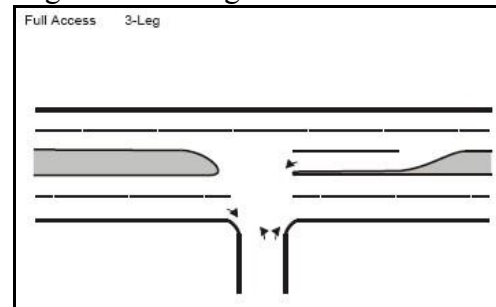


Figure C – Prohibited Movements Median

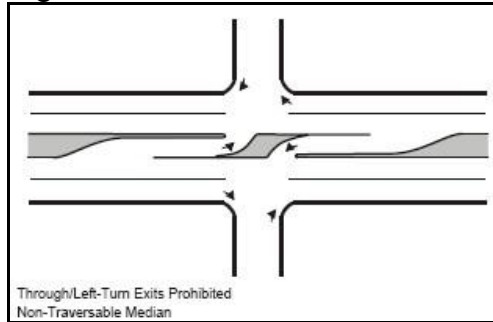
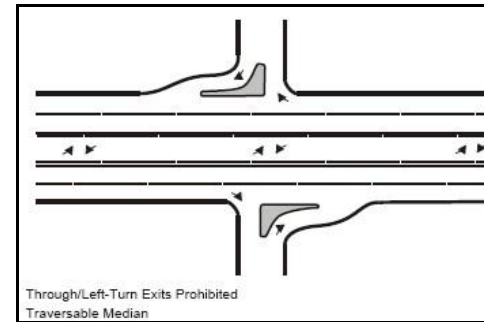


Figure D – Prohibited Movements with Traversable Median



*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).

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	Bicycle/Pedestrian Plan
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	September 2, 2008

**BACKGROUND or PREVIOUS WORK**

- The Policy Committee adopted the Bicycle/Pedestrian Plan on June 12, 2008.
- Bloomfield adopted the plan on July 14.
- Aztec and San Juan County each adopted the plan on August 5.
- Farmington is scheduled to adopt the plan on September 16.

**CURRENT WORK**

- Staff will issue copies of the plan after all adoptions are complete.
- Staff is providing assistance to the City of Farmington Parks Department for the creation of a bike map and brochure.

**ANTICIPATED WORK**

- Begin to carry out the implementation strategies outlined in the Bicycle/Pedestrian Plan.
- Implement the policies outlined by the plan.
- Coordinate with the entities on identifying small projects that could be completed in the near future.
- Determine the process and timeframe for technical review and prioritization of regional projects (possibly incorporated into MTP update).

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a report on the Bicycle/Pedestrian Plan.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	Safe Routes to School Committee
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	September 2, 2008

**BACKGROUND or PREVIOUS WORK**

- A local citizen in Farmington is championing the cause to develop a Safe Routes to School (SRTS) program.
- Two meetings with the SRTS Committee have been held.
- Participants include the MPO, Farmington Traffic Engineering, the police department, hospital staff, and a school board member.
- Mesa Verde Elementary has been identified as the pilot school.

**CURRENT WORK**

- SRTS strategies, known as the 5 “E’s”, are guiding the development of the program.
- The SRTS champion is organizing walking events at Mesa Verde in order to participate in the October 8 International Walk to School Day.

**ANTICIPATED WORK**

- Continue to attend SRTS Committee meetings.
- Assist with Evaluation efforts related to safe routes.
- Collect data on students already walking to school and on those being dropped off at school.
- Assist the local champion with applying for SRTS funding.

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a report on the Safe Routes to School Committee.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	FY2008 Performance & Expenditures Report
<b>Prepared by:</b>	Martin Lucero, MPO Associate Planner
<b>Date:</b>	September 3, 2008

**BACKGROUND**

- This report summarizes the major accomplishments by the MPO from July 1, 2007 through June 30, 2008.
- A full summary of significant accomplishments is attached.
- A full copy of the MPO Year End report will be posted on the MPO website.

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a report on the FY2008 Performance & Expenditures Report.

## **PROGRAM ADMINISTRATION**

### Significant Accomplishments

- The FY2009 UPWP was approved by the Policy Committee and submitted to NMDOT.
- Approved a budget amendment to the FY2008 UPWP.
- Adopted PC Resolution 2008-1, supporting many of the recommendations from the House Memorial 35 Technical Committee.
- Approved criteria to be used to rank and prioritize regional bicycle and pedestrian improvements.
- Approved walking and biking policies.
- Adopted the FY2009-2014 Transportation Improvement Program through PC Resolution 2008-2.
- Adopted PC Resolution 2008-3, approving the annual MPO Self-Certification document.
- Adopted the Bicycle/Pedestrian Plan through PC Resolution 2008-4.

## **GENERAL DEVELOPMENT/COMPREHENSIVE PLANNING**

### Significant Accomplishments

- Draft access management policies were finalized by the Technical Committee.
- Standards and objectives to support the purpose and need for access management were developed.
- Finalized typical road sections that illustrated the elements for each classification at full build-out.
- Completed the input of MPO traffic count data into the Traffic Count Data Services (TCDS) program.
- Aztec Transportation Network Study final report was issued by the consultant, incorporating comments on the TNS from the City of Aztec, NMDOT, and MPO staff.

## **LONG RANGE PLANNING**

### Significant Accomplishments

- Completed revisions to the 2005 base year and 2030 socioeconomic data for the Regional Model.
- Incorporated actual traffic counts into the travel model for 2004 - 2006.
- PTV America calibrated model and expanded the model to include AM peak hour and 24-hour model.
- Completed a traffic model request for the Aztec East Arterial project.
- Staff utilized GIS to analyze and assign socioeconomic data to the Traffic Analysis Zones (TAZ) that provide the land use inputs for the traffic model.
- The Policy Committee adopted the Bicycle/Pedestrian Plan through PC Resolution 2008-4.
- Completed a request from the City of Farmington for traffic count and traffic model data for the Piñon Hills Boulevard extension.
- Completed a traffic model request to compare three scenarios related to the Piñon Hills extension for San Juan County.

## **SHORT RANGE PLANNING**

### Significant Accomplishments

- Red Apple Transit worked with Navajo Transit and Raytheon Industries to provide employee transit services to the Raytheon plant south of Farmington.
- Reviewed and modified transit projects with the Red Apple Transit operator for the TIP update.

## **TRANSPORTATION IMPROVEMENT PROGRAM**

### Significant Accomplishments

- The Policy Committee approved Amendment #1 to the FY2008-2013 TIP.
- The Policy Committee approved Amendment #2 to the FY2008-2013 TIP.
- The Policy Committee adopted the FY2009-2014 TIP on April 16.

## **EXPENDITURE REPORT**

### Significant Accomplishments

- The MPO started FY2008 with a total UPWP budget of \$276,340.
- In FY2008, \$201,403 was spent overall by the MPO.
- Of that total, \$111,873 was provided by the federal share for FHWA PL funds and FTA 5303.
- The MPO expended all of its federal funding in FY2008.
- During the 4th quarter, expenditures were covered by the local overmatch provided by the entities.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	Transit Activities
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	September 2, 2008

**RED APPLE UPDATE**

- Overall ridership reached nearly 11,000 passengers in July, the largest ridership total for a single month.
- Bloomfield route had one of its highest monthly ridership totals with nearly 550 passengers.
- The National High School Finals Rodeo may have contributed to these ridership numbers.
- The July ridership report is attached.

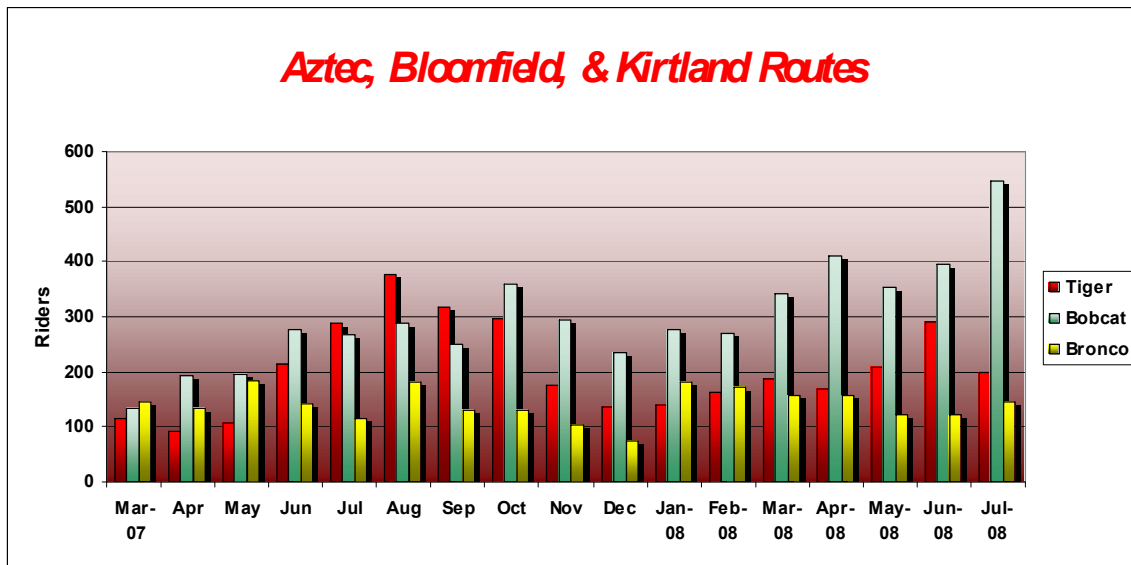
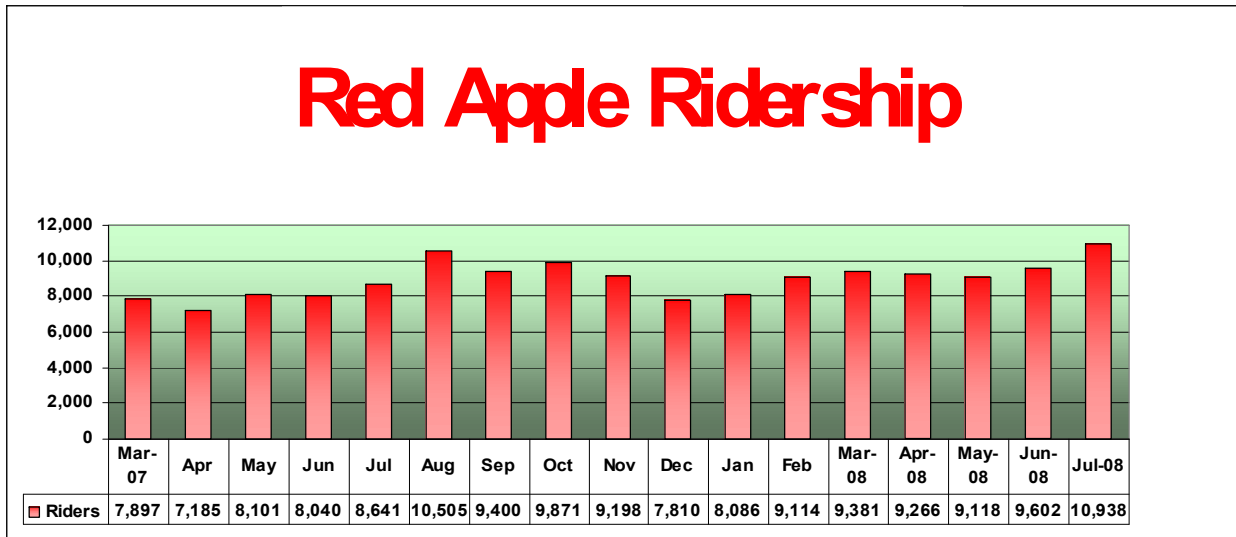
**REGIONAL TRANSIT DISTRICT**

- The NWNMCOG issued a white paper on the development of a Regional Transit District (RTD) in northwest New Mexico.
- An RTD is an agreement among two or more government entities to have authority to finance, plan, construct, operate, maintain, and promote a regional transit system.
- The local governments were invited to join an organizing committee to explore the development of an RTD.
- Some governments in northwest New Mexico have adopted resolutions to show support for an RTD.
- The MPO would be willing to assist the COG with this effort wherever possible.

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a report on transit activities.

June-July 2008 Red Apple Ridership



	Mar-07	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-08	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08
<b>Tiger</b>	117	93	107	214	289	377	319	298	175	136	141	163	186	170	207	290	200
<b>Bobcat</b>	134	193	196	275	266	289	250	358	294	235	276	269	342	411	353	394	546
<b>Bronco</b>	147	133	185	143	115	181	131	132	103	75	180	172	157	158	123	121	145

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	Information Items
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	September 2, 2008

**INFORMATION ITEMS**

- a. **MPO Administrative Aide.** The new secretary for the MPO will begin work on September 15.
- b. **Update and Expansion of the Regional Travel Model.** PTV America completed the update and expansion of the model in July. The model can now estimate AM peak, PM peak, and daily volumes in the base year (2005), mid-forecast year (2014), and long range forecast year (2030).
- c. **Other**