M I N U T E S
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
JULY 26, 2012

Technical Members Present:	Roshana Moojen, City of Aztec, Alternate Brad Ellsworth, City of Bloomfield Cynthia Lopez, City of Farmington Nica Westerling, City of Farmington Dave Keck, San Juan County
Staff Present:	Joe Delmagori, MPO Planner Duane Wakan, MPO Associate Planner June Markle, MPO Administrative Aide
Technical Members Absent:	Mike Huber, City of Aztec
Staff Absent:	Mary Holton, MPO Officer
Also Present:	Phil Gallegos, NMDOT District 5, via telephone Julie Luna, MRCOG, via telephone Fran Fillerup, City of Farmington Derrick Garcia, MPO Intern Daisy Swadesh Ann Trulove

1. CALL TO ORDER

Vice Chair Mr. Ellsworth called the meeting to order at 10:00 a.m.

2. APPROVE THE MINUTES FROM THE JUNE 28, 2012 TECHNICAL COMMITTEE MEETING

Mr. Keck made a motion to approve the minutes from the June 28, 2012 Technical Committee meeting. Ms. Moojen seconded the motion. The motion to approve the minutes passed unanimously.

3. RECEIVE A PRESENTATION ON COMPLETE STREETS (JULIE LUNA – MRCOG)

Subject:	Complete Streets Presentation
Prepared by:	Joe Delmagori, MPO Planner
Date:	July 18, 2012

BACKGROUND
▪ Complete Streets is a means of designing a roadway so that it accommodates all modes of travel, such as walking, biking, and transit. ▪ Complete Streets promote safety for all users. ▪ Elements of Complete Streets include: wide sidewalks, buffer zones, on-street parking, bike lanes, bus shelters, pedestrian median refuge, and ADA compliance. ▪ Many cities have implemented Complete Streets policies to be used when designing new roads or retrofitting existing corridors.

CURRENT WORK
▪ The Mid-Region Council of Governments and the New Mexico Healthier Weight Council have been developing a Complete Streets policy. ▪ Julie Luna with MRCOG will give a presentation to the Technical Committee that summarizes their work relating to this policy.

BENEFITS OF COMPLETE STREETS
▪ Better accessibility for various modes. ▪ Increased safety through slower vehicle speeds and more pedestrian and bicycle amenities. ▪ Reduction in crashes and fatalities. ▪ Reduced transportation costs. ▪ Opportunities for economic growth and activity.

RECOMMENDATION
▪ It is recommended that the Technical Committee receive a presentation on Complete Streets.

DISCUSSION: Mr. Delmagori introduced Ms. Julie Luna, present via telephone, who is with the Mid-Region Council of Governments (MRCOG). Mr. Delmagori had asked Ms. Luna to give a presentation on the work being done in the Albuquerque MPO to implement a Complete Streets policy and how to use these strategies in designing new roads and retrofitting existing corridors. Mr. Delmagori thought that hearing about Albuquerque's efforts would be a good-kick start to the efforts of FMPO and its entity agencies.

Ms. Luna's presentation is summarized below:

- Definition from National Complete Streets Coalition
    - Complete Streets are designed and operated to combine safe and convenient access and travel for all users; pedestrian, bicycle riders, transit riders, and motor vehicle drivers, as well as people of all ages and abilities.
- No specific formula for a complete street
- Complete streets may include all or some of the following: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, frequent and safe crossing opportunities, median islands,

accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

- Complete Streets is more than design; it involves how the road is planned and how it is expected to operate; these changes need to take place in the planning/design stage of a roadway.
- A Complete Streets policy should:
    - Be designed for all users;
    - Design should be appropriate to surrounding local context
    - Include complete networks, connectivity, and integration
    - Use best engineering practices to balance user needs
    - Require amending policies, practices, and design concepts
    - Include a specific process for granting any exceptions and make sure these decisions are made at the upper level of government
- Some examples of Complete Streets designs in Albuquerque:
    - East mountains – Frost Road – includes side path and new shoulders;
    - Silver Bicycle Blvd – low traffic, posted speed limit of 18 mph to encourage low speed traffic and catch attention of drivers, markings indicating shared lanes of traffic between vehicles and bicyclists
    - Martin Luther King Drive (university area to the downtown area) – more traditional construction that includes sidewalk buffer, bike lanes, and traffic lanes;
    - Isleta Blvd. (South Valley – more rural example) – 3-lanes with center turn lane, bike lane, sidewalk, buffer, as well as transit stops.
    - Lead/Coal Ave. (pair of one-way streets) – used to be 3 lanes; recently re-designed to two driving lanes with a bike lane, wide sidewalks, buffer. Roadway goes through a neighborhood and people are very happy with the new design.

Ms. Westerling asked if the speed limit was dropped in this area following the re-design. Ms. Luna said it was not dropped, but that drivers seem to now obey the posted speed of 30 mph. Mr. Wakan asked if this might be taken to two-way traffic. Ms. Luna said this had been studied, but determined it would not work.

Ms. Luna then highlighted some of the health and safety benefits of Complete Streets:

- Complete Streets impact public health:
    - More walkability increases physical fitness
    - Lower traffic crash risks
    - Less air pollution
- People are 65% more likely to walk in a neighborhood with sidewalks
- Impact of Complete Streets and safety – traffic crashes are the leading cause of accidental death and injury
- Unconnected neighborhood streets forces adjacent roadways to be wider, faster, and less safe

Ms. Luna next explained Complete Streets work done by MRCOG:

- MRCOG's Policy Board directed their staff to update the Future Albuquerque Area Bikeways & Streets (FAABS) document using Complete Streets principles (last updated in 2004)
    - Goals are to promote complete streets appropriate to surrounding context; integrate land use and transportation; promote network efficiency with connectivity and street network density

- Steps to promote Complete Streets:
    - Identify land use context
    - Identify roadway type (taking into consideration functional class)
    - Provide conceptual roadway design guidelines
- Promote network efficiency by connectivity
- Complete Streets are important for activity centers with major regional destinations.
- Relationship between street connectivity and congestion.
- MRCOG looking for other health advocates to assist in promoting Complete Streets concepts and principles.
- MRCOG recommends using the ITE manual on Designing Walkable Urban Thoroughfares and the NJDOT/PennDOT Smart Transportation Guidebook

Mr. Delmagori asked what the reaction has been to Complete Streets from their Policy and Technical Committee members and local entities. Ms. Luna said the reaction so far has been positive, but they have not yet presented the concepts to the homebuilders' associations.

Ms. Westerling asked if streets must typically be wider when following Complete Streets designs. Ms. Luna said that, in some cases, the roadways will have to be wider. Ms. Westerling added that local homebuilders in San Juan County would protest the need for wider streets. Ms. Luna agreed that some of the residential local streets in the Albuquerque area are currently as wide as collectors. MRCOG wants to promote that other streets be narrower, but they are just beginning to change their designs and get feedback on the changes.

Mr. Delmagori commented that it appeared from Ms. Luna's presentation that most MPOs and cities had begun the process with a resolution followed by work on the policy and guiding design principles and asked if MRCOG would recommend this process to other MPOs to use. Ms. Luna agreed. Mr. Delmagori asked if she had any information on the Las Cruces MPO's design manual. Ms. Luna did not have this information but recommended contacting Ms. Caeri Thomas.

ACTION: The report was received.

2. AMENDMENT #5 TO THE FY2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND AMENDMENT #3 TO THE FY2013-2018 TIP

Subject:	FY2012-2017 TIP Amendment #5
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	July 17, 2012

BACKGROUND
▪ On July 1, 2012 the Farmington MPO advertised Amendment #5 to the FY2012-FY2017 Transportation Improvement Program and Amendment #2 to the

FY2013-2018 TIP. ▪ Because the project change occurs in FY2013 and the projects are included in both TIPs, amendments to each TIP need to be made. ▪ The amendment revises one project as described in the attached notice.

CURRENT WORK
▪ The MPO is holding a 30-day public comment period from July 1, 2012 to August 1, 2012. ▪ A public hearing on Amendment #5 and Amendment #3 will be held during the July 26, 2012 Technical Committee meeting.

RECOMMENDATION
▪ It is recommended that the Technical Committee hold a public hearing on and recommend approval of Amendment #5 to the FY2012-2017 TIP and Amendment #3 to the FY2013-2018 TIP.

DISCUSSION: Mr. Wakan reported that this project is for the City of Farmington and revises the Pinon Hills sidewalk project. Because this project change occurs in FY2013 and the projects are included in both TIPs, amendments to each TIP need to be made.

Mr. Wakan explained that the Amendment is to change the project to construct sidewalks on Pinon Hills from Butler to Main and also to construct sidewalks on Farmington Avenue from 20th to 30th Street. The project cost of $600,000 in Transportation Enhancement funding would be divided between the two projects with $435,000 going to Pinon Hills Blvd and $165,000 going to Farmington Ave. The public comment period was opened on July 1 and will close August 1, 2012.

Mr. Ellsworth opened the public hearing. No comments were received and Mr. Ellsworth closed the public hearing.

ACTION: Ms. Lopez moved to recommend approval of Amendment #5 to the FY2012-2017 TIP and Amendment #3 to the FY2013-2018 TIP. Ms. Moojen seconded the motion. The motion was passed unanimously.

3. RECOMMEND APPROVAL OF THE RENEWAL OF THE JOINT POWERS AGREEMENT (JPA).

Subject:	Renewal of the Joint Powers Agreement
Prepared by:	Joe Delmagori, MPO Planner
Date:	July 18, 2012

BACKGROUND or PREVIOUS WORK
▪ The cities of Aztec, Bloomfield, and Farmington, and San Juan County

participate in the Metropolitan Planning Organization through the Joint Powers Agreement (JPA).

- The JPA is set to expire on September 30, 2012.
- The JPA explains the responsibilities of the City of Farmington as the fiscal agent and the functions and organizational structure of the Policy and Technical Committees.
- It describes the roles and work products required of the MPO.
- The JPA was reviewed with both Committees in June.

CURRENT WORK
▪ Staff has identified and proposed only minor revisions to the JPA. ▪ No additional changes from the entities have been brought to the attention of staff. ▪ The JPA will go into effect from October 2012 to September 2015.

RECOMMENDATION
▪ It is recommended that the Technical Committee recommend approval of the renewal of the Joint Powers Agreement.

DISCUSSION: Mr. Delmagori reported that the Joint Powers Agreement (JPA) has been updated and would go into effect from October 1, 2012 to September 30, 2015. Over the past couple of months, both MPO Committees have reviewed the document with only minor revisions being made by Staff. No additional changes from member entities were proposed.

ACTION: Ms. Lopez moved to recommend approval of the renewal of the Joint Powers Agreement. Ms. Moojen seconded the motion. The motion passed unanimously.

4. <u>RECOMMEND APPROVE OF AN AMENDMENT TO THE MPO MAJOR THOROUGHFARE PLAN TO REFLECT REVISIONS MADE TO THE CITY OF FARMINGTON MAJOR THOROUGHFARE PLAN</u>

Subject:	MPO Major T-Plan
Prepared by:	Joe Delmagori, MPO Planner
Date:	July 18, 2012

BACKGROUND
▪ The MPO last revised the regional Major Thoroughfare Plan in July 2011. ▪ The purpose of the regional Major T-Plan is to identify current road classifications, proposed classification changes, and proposed new road corridors. ▪ The MPO Major T-Plan provides the local entities with a regional planning tool.

▪ Farmington City Council took action in May and June that amended the Farmington Major Thoroughfare Plan.

CURRENT WORK
▪ As outlined in the MPO Major T-Plan Policy and Procedures document, the City of Farmington has requested that the MPO amend its Major T-Plan to reflect the changes made to the Farmington plan. ▪ A few revisions are located in the Northeast Farmington area. ▪ Several revisions include classification changes to other roads in the city.

RECOMMENDATION
▪ It is recommended that the Technical Committee recommend approval of an amendment to the MPO Major Thoroughfare Plan to reflect revisions made to the City of Farmington Major Thoroughfare Plan.

Mr. Phil Gallegos with NMDOT was conferenced into the meeting via telephone in preparation of receiving the NMDOT report.

DISCUSSION: Mr. Delmagori reported that the MPO Major Thoroughfare Plan was last revised in 2011. Since that time, the City of Farmington and its planning staff has taken their thoroughfare plan to the public for review and comments and their revisions were completed in June 2012.

Mr. Delmagori said that the Regional Thoroughfare Plan now needs to be updated to match the revisions made to the City of Farmington Thoroughfare Plan. The proposed revisions to the MPO Major Thoroughfare Plan are as shown:

Road Name	Termini	DESCRIPTION
Hood Mesa Trail	Foothills to East Road	Currently shown as a proposed Collector but alignment needs to be revised to match what was approved by the City of Farmington
Marseille Blvd	Current end of road to Lakewood	Add as a proposed Collector
Glade Road	Pinon Hills Blvd to the North	Was removed from MPO Major T-Plan; add back to Major T-Plan, noting thee road functions as a Collector but will remain unpaved.
Herrera	Cliffside to East Main St	Add as a proposed Collector
Herrera	East Main St to English	Add as a Collector
Malta	US 64 to Southside River Road	Add as a Collector
Unnamed Road	North of Four Corners Airport to Pinon Hills Blvd	Add as a proposed Collector
Spine Road	NM 170 to Pinon Hills Blvd (La Plata Ranch development)	Add as a proposed Collector

Piedras St	Current end of road to NM 170	Add as a proposed Collector

Mr. Delmagori added that one additional minor administrative revision needs to be made to correctly label Wall Street as a minor arterial and not as a collector.

ACTION: Ms. Moojen moved to recommend approval of the amendment to the MPO Major Thoroughfare Plan to reflect revisions made to the City of Farmington Major Thoroughfare Plan. Ms. Lopez seconded the motion. The motion passed unanimously.

7. RECEIVE A REPORT FROM NMDOT

Mr. Phil Gallegos reported that the next phase of the US 64 project is in the right-of-way acquisition process. The project will be let sometime during the fall. The funding will be obligated, but the right-of-way certification may take a few months to complete. Mr. Gallegos said District 5 expects the project to go out to bid in January, possibly sooner if right-of-way clearance is obtained.

Mr. Gallegos asked if the projects referenced in Amendment #5 to the FY2012-2017 TIP and Amendment #3 to the FY2013-2018 TIP would be a single bid project. Ms. Westerling said it would be bid as one project with the Pinon Hills portion being the primary and the Farmington Avenue section being the secondary. Mr. Gallegos said he will proceed with processing the Amendment.

Mr. Gallegos said that NMDOT had recently had a meeting to review MAP -21. The department is assessing the bill and plans to continue operating in the same manner. With the changes to the funding categories announced, NMDOT will be making the necessary changes to the STIP, but any other revisions will wait for direction from FHWA. Mr. Gallegos said NMDOT noticed that the Transportation Enhancement projects could be affected. They have now been lumped into a category with Safe Routes to School and Recreational Trails and the funding has gone down slightly.

Mr. Delmagori added that the MPO also planned to hold off on related MAP-21 items until proper direction has been received from FHWA and the Planning Liaison at NMDOT.

Mr. Gallegos also reported that the project at the intersection of Light Plant Road and NM 516 has been delayed slightly. NMDOT has begun condemnation procedures with the land owner. The project letting will be pushed back to November or December instead of the planned October let.

Mr. Delmagori reported discussion on the TCSP funding in Aztec moving from FY2012 to FY2013. NMDOT has agreed that the MPO can submit an administrative modification rather than an amendment. Mr. Delmagori said that once that is completed, the MPO will notify NMDOT. Mr. Gallegos asked that the MPO send a letter to Mr. Miguel Gabaldon so the administrative changes can be made to the STIP.

Planning Liaison Maggie Ryan was unable to attend this meeting and no report was submitted.

8. RECEIVE A PRESENTATION ON BEFORE AND FAFTER CASE STUDIES FOR ROUNDABOUTS AND ROAD DIETS

Subject:	Before and After Studies
Prepared by:	Joe Delmagori, MPO Planner
Date:	July 18, 2012

BACKGROUND
▪ During the recent presentation recapping the Walkability Workshop at the June 21 Policy Committee meeting, Councilor Darnell inquired about how roundabouts and lane reductions through road diets can maintain traffic volumes and capacity. ▪ Staff offered to research before and after studies that have looked into these situations. ▪ Roundabouts and road diets have the additional benefit of improving safety for pedestrians and bicyclists. ▪ Roundabouts and road diets are excellent methods to achieve walkability as was learned during the Walkable Communities Workshop.

CURRENT WORK
▪ Staff will give presentations that summarize a roundabout case study in South Lake, TX and a road diet case study in Seattle, WA. ▪ Staff is also working to obtain information from a roundabout study conducted in St. George, UT. ▪ The South Lake case study report provides data that the roundabout has been able to increase volume at the intersection while reducing delay. ▪ The Seattle case study provides information on reducing speed, reducing collisions, improving safety, and maintaining the road's capacity.

RECOMMENDATION
▪ It is recommended that the Technical Committee receive a presentation on Before and After case studies for roundabouts and road diets.

DISCUSSION: Mr. Delmagori reported that at the June Policy Committee Meeting, Staff had given a recap of the walkability workshop and Councilor Dan Darnell had asked how roundabouts and road diets can maintain road capacity, potentially increase traffic through the corridor, and improve safety. Staff researched this issue and presented findings from two before and after case studies.

Seattle, Washington – Road Diet

The City of Seattle wanted to improve safety, increase mobility and complete another segment of their bike/pedestrian network. Seattle completed a study of Stone Way

that showed reducing travel lanes from four lanes down to two with a two-way left turn lane could maintain capacity and reduce speeds. There was also improvement to safety performance and increased bicycle/pedestrian use.

The traffic volume throughout the corridor decreased approximately 6% with part of the corridor seeing a drop of 15%. Seattle collected crash data for 28 months before and after the road diet which showed that overall collisions declined by 14% and crashes involving pedestrians declined significantly.

Mr. Delmagori said that part of the reason road diets work is that there is one less lane to contend with when making driving decisions. With one lane, there is a lead car that sets the pace and dictates what the speeds are going to be and other motorists cannot get around the lead car. In a FHWA report, they stated that the left turn lane separates turning traffic and removes it from the through lanes which results in reduced queuing and better efficiency of travel lanes.

Mr. Delmagori reported that other studies have shown that traffic volumes can still be maintained and, in some cases, the volume has been shown to increase after a road diet. Road diets improve pedestrian safety by having fewer lanes to cross, reducing multiple lane conflicts (vehicle in one lane stops for pedestrian but vehicle in adjacent lane does not), allowing for a pedestrian median refuge to be built, and on-street parking provides a sidewalk buffer and enables pedestrian bulb-outs to be built.

South Lake, Texas - Roundabout Case Study

In the South Lake, Texas roundabout study, Mr. Delmagori commented that roundabouts can improve volumes at an intersection and also reduce delays. South Lake, Texas found they had significant delay issues at a major intersection. Motorists were using a nearby neighborhood as a cut-through to avoid the delay at the intersection. The intersection had an all-way stop, was operating at a Level of Service (LOS) E and F which Mr. Delmagori noted was the worst service level possible, and the roadway handled 8,900 vehicles per day.

South Lake compared three options to improve the intersection and reduce cut-throughs:

Option #1 - Add an Eastbound turn lane

This option was to add a turn lane to alleviate some of the queue that built up at the intersection. Analysis showed the turn lane improved the level of service from E/F to C/D on some of the legs, but it did not increase the intersection volume nor enable improvements to the entire intersection.

Option #2 – Install a traffic signal

This option was to install a traffic signal to improve the entire intersection. Analysis indicated it would result in an improved level of service to B/C, and although it reduced delays at the intersection, there was no improvement to through volumes.

Option #3 – Install a roundabout

This was the option that South Lake chose. They installed a modern roundabout to reduce delay and increase through volumes. They collected volume and delay data for approximately one year, before and after the roundabout was installed. They found

that entering volumes increased by 30% in the AM peak and by 75% in the PM peak. Delay decreased by 88% in the AM peak and by 76% in the PM peak.

Mr. Delmagori added that the addition of a roundabout can improve walkability primarily because it reduces the conflict points from 32 found in a tradition four-way stop intersection to 8 because of the elimination of much of the turn movements. A roundabout allows the pedestrian to negotiate with traffic in one direction at a time, requires lower approach speeds for vehicles, and vehicles are required to yield which improves traffic flow.

Mr. Delmagori reported on a crash study by the National Cooperation Highway Research Program (NCHRP) which shows that with the installation of roundabouts in all types of settings, there will be a reduction in potential crashes from 35%-80%. Roundabouts have proved to be very effective in improving safety.

Through other research, Staff identified some additional improvements relating to roundabouts:

- Operational savings between $5,000-$10,000 per year since there are no electric costs
- 25-year average life for a roundabout; signals have about 10-20 years
- Minimal idling with roundabouts reduces emissions and fuel consumption by about 30%
- Reduction in delay by 56%-89%

Mr. Delmagori hoped these two case studies provided some of the information Councilor Darnell had requested and Staff would be presenting this information to the Policy Committee in August.

ACTION: The presentation was received.

9. RECEIVE A REPORT ON THE NEW TRANSPORTATION REAUTHORIZATION BILL, MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)

Subject:	Transportation Reauthorization
Prepared by:	Joe Delmagori, MPO Planner
Date:	July 18, 2012

BACKGROUND
▪ MAP-21 was signed into law on July 6. ▪ MAP-21 is a two year bill that provides $109 billion in FY2013 and FY2014. ▪ The core programs are retained. ▪ The principal requirements of MPOs are maintained while the most significant new requirement is incorporating performance measures into the planning process.

CURRENT WORK
▪ AMPO has provided the MPOs with a summary of MAP-21. ▪ FHWA has developed a MAP-21 website that highlights the bill and provides information on funding levels.

RECOMMENDATION
▪ It is recommended that the Technical Committee receive a report on the new transportation bill MAP-21.

DISCUSSION: Mr. Delmagori stated that in June Congress passed a transportation bill and on July 6, MAP-21 was signed into law. MAP-21 is the replacement for SAFETEA-LU, although SAFETEA-LU was extended until the end of the federal fiscal year. Beginning October 1, 2012, MAP-21 will go into effect.

Mr. Delmagori reported on the nationwide funding levels that will be provided:

- Nearly $22 billion per FY for National Highway System
- Over $10 billion per FY for Surface Transportation Program
- Over $2 billion per FY for Highway Safety Improvement Program
- Over $2 billion per FY for Congestion Mitigation and Air Quality Program
- Over $800 million per FY for Transportation Alternatives (combination of Transportation Enhancements, Safe Routes to School, and Recreation Trails Program)

It was mentioned that the Transportation Enhancement Program has now been rolled into a new category called Transportation Alternatives which also covers the Safe Routes to School and Recreation Trails Programs. This change is unfortunate because there will now be competition for these funds where before each program had dedicated funding.

Mr. Delmagori noted that the most significant change to impact the MPO is the performance measures and targets sections. Staff is awaiting additional guidance and information from NMDOT and FHWA, but going forward projects will have to state and verify how they will improve safety, reduce emissions, and/or improve efficiency. Mr. Delmagori plans for Staff to begin looking at the impact of these performance measures on FMPO in the fall so that the MPO is ready to implement them for the next TIP cycle in the spring.

ACTION: The report was received.

10. RED APPLE TRANSIT

Subject:	Red Apple Transit
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	July 17, 2012

BACKGROUND or PREVIOUS WORK
▪ The new routes with additional stops and new timetables all went into effect on February 6, 2012. ▪ Ridership in 2012 through the first four months was 42,628; in 2011 ridership was 48,576 during the same period, which is a 12% decrease. ▪ A public meeting was held on July 12th to gather feedback on the new routes and to outline potential changes to the routes and timetables. ▪ The MPO interns continue to collect passenger data from the routes.

CURRENT WORK
▪ Public comments from July 12th meeting were organized and summarized. ▪ The MPO completed tabulated reports (boarding and alightments) for the month of June. Subsequent data will be tabulated on a monthly basis. ▪ MPO staff is assisting with modifications to transit maps to include the route timetables for easier reference.

RECOMMENDATION
▪ It is recommended that the Technical Committee receive a report on the Red Apple Transit data collection and public meeting.

DISCUSSION: Mr. Wakan reported that there was a public meeting on July 12 to gather feedback on the new routes and outline potential changes to the routes and timetables. Mr. Wakan explained that Page 13 of the agenda showed a summary of the comments received during the public meeting. Staff compiled and organized the comments by route and summarized the issues and concerns discussed at the meeting, such as ADA compliance issues, frequency of regional routes, shelters and shade, and easier to read bus schedules.

Page 20 of the agenda showed a map of the Red Apple routes and stops, and Staff had outlined one-quarter and one-half mile buffers to illustrate the geographic range that Red Apple provides service.

Mr. Wakan stated that data has been compiled for the month of June. Pages 15-19 of the agenda show each route's boardings and alightments by stop as well as some overall observations made for each.

Ms. Westerling asked who was receiving the recommendations. Mr. Wakan said that data is being collected for Mr. Bob Campbell and that the interns will continue to collect data throughout the summer for comparison purposes.

Mr. Wakan asked if the members of the public in attendance could have an opportunity to speak about the Red Apple. Mr. Ellsworth opened the public comment period.

Ms. Daisy Swadesh spoke on the noted loss in ridership over the past few months. Every time the schedule is changed, it disrupts how the system works. Ms. Swadesh

said any planned changes should be delayed until they have been thought through. She said a bus system should be grown like a tree: first identify the trunk and then add the branches. Riders who ride daily can usually figure out the changes. However, the infrequent rider or stops used only occasionally by riders (state/government buildings, hospital for medical testing) are more difficult to learn. Also, if the schedule has changed since the rider last used the system or alighted at a stop, they are overwhelmed.

Ms. Swadesh said that First Transit ought to understand how transit systems work and function. Farmington is becoming a city and like all other cities since World War II, it has been designed for those with a car. Those who don't have a car or who don't drive end up being dependent on friends/relatives or stop using transit and become homebound. Ms. Swadesh noted that this is true with the Apple Ridge residents. Apple Ridge had been a stop regularly used by residents, but when the stop was moved to Sullivan Avenue, many Apple Ridge users just gave up trying to use the system. Ms. Swadesh again asked that changes (i.e., cutting the system by half on Saturdays) be delayed until they can be studied further and another public meeting held.

Mr. Delmagori responded that another meeting has not been announced, but that another meeting could certainly be held in the next month or two. Mr. Delmagori added that following the July public meeting, all potential changes have been put on hold.

Ms. Swadesh commented that another main concern among riders is the one-hour headways. They would like to see buses running every half hour, which they understand means more buses, more drivers, and more money.

Ms. Westerling asked if Ms. Swadesh was asking for the system to go back to the way it was. She added that perhaps stops that were eliminated but used by riders could be added back to the schedule or be modified to accommodate two locations. Ms. Westerling also commented that consideration should be given to additional stops in areas not now being served by the Red Apple but which might have potential riders. Ms. Swadesh commented that some people have just become discouraged and are finding other ways to get to their destinations.

Ms. Swadesh noted that the changes implemented in February meant that, for the first time, drivers were not driving rushed all the time and that they had flex and rest time. She commented that the drivers do not want to return to having to stay on time every second. From this aspect, the changes have been good. Making changes to the hours of operation need to be further studied. Ms. Swadesh said that some people still do not know there is a bus system and many others do not understand how it functions. She noted that the circular routes are confusing and a grid system would be easier to visualize and use. Also having the information available on-line would provide riders with quick and easy access to the information.

Mr. Delmagori said that there are static route maps on the City's website but nothing interactive that provides information on mapping out a route. Ms. Swadesh said the existing maps are difficult to read and use.

Ms. Westerling asked what would be preferred by riders: to see the transit system make a major change such as to linear routes or modify the current system. Ms.

Swadesh said that with the existing road system, the current system is most likely how it has to be. Ms. Westerling added that the linear design was reviewed in the early stages of the transit system, but is it something that should be re-looked at keeping in mind there are many areas where a true grid system may not work. Mr. Delmagori said that a linear concept was the original recommendation from the consultant a couple of years ago, but the City was not able to jump from what it had at that time to a full linear system. He explained that the addition of the Purple and Yellow Routes is the beginning of building the grid or spines for the transit system and East Main is used as a diagonal connection through the city. Mr. Delmagori believed these two new routes can be the branches of the system and other routes can be used to help bring the outlying areas back into the system until a full system can be built that would include more drivers and buses. Ms. Westerling added that if by continually changing the system it becomes more confusing for riders, perhaps a one-time larger change should be considered.

Ms. Swadesh added that some of the needed and used stops are at San Juan College, SJRMC, and Smith's. She noted that the transfer from the westbound Yellow Route to the northbound Purple Route going to the College works perfectly, but coming back from the College, a rider could wait up to 52 minutes for the bus. Ms. Westerling added that there are going to be some growing pains whether there is one large change or many smaller tweaks. Ms. Westerling asked if those who are not riding the bus have been surveyed as to why they are not riding. She recommended an informational card/survey be distributed with local utility billings.

Mr. Delmagori agreed that better advertisement of Red Apple was mentioned at the meeting. He noted that the interns are distributing surveys on the bus now, but recommended surveys could also be available at the bus stops.

The public comment period was closed.

Mr. Wakan noted that the Spokane, WA transit system offers an on-line trip planner. A rider can put in their address and where they want to go and the planner gives them the routes, times, and transfer points. A tool of this type could benefit Red Apple ridership and MPO Staff can research how to implement this technology for the Red Apple.

ACTION: The report was received.

11. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	July 17, 2012

INFORMATION ITEMS

a. **Intelligent Transportation Systems.** The Farmington MPO will be updating the ITS software (Turbo Architecture) in the coming weeks. The Farmington MPO intends to incorporate local ITS projects into the NMDOT infrastructure. NMDOT is currently in the process of completing an update to the statewide ITS architecture.

b. **Committee Bylaws and Operating Procedures.** The Committee Bylaws and Operating Procedures will be reviewed and action taken at the August Technical Committee meeting. The MPO will open a 30 day public comment period in August. The update will be completed with action by the Policy Committee at their September meeting.

c. **Special Policy Committee.** A special Policy Committee will be held at the MPO office at 1:30pm on August 7 to take action on Amendment 5 (FY2012-2017 TIP) and Amendment 3 (FY2012-2018 TIP) requested by the City of Farmington for the Pinon Hills Blvd sidewalk project.

d. **Other.**

DISCUSSION: Mr. Delmagori reported that the state is updating their ITS and Staff will begin looking at the MPO system. Staff will meet with planners for the different entities in another month or so and the MPO ITS update should be completed in time for the September Policy Committee.

Mr. Delmagori reported that Ms. Westerling had recommended some definition changes on what constitutes a special meeting versus an emergency meeting. She also suggested wording changes relating to the telephone vote. Staff has made the revisions to reflect these recommended changes and they will be discussed with the Technical Committee in August.

Mr. Delmagori noted that there will be a special meeting of the Policy Committee on August 7 to take action on Amendment 5 to the FY2012-2017 TIP and Amendment 3 to FY2012-2018 TIP as requested by the City of Farmington.

13. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF & THE FLOOR

There was no additional business from the Chairman or Members.

Staff was asked by the MPO Officer to propose having a Technical Committee member attend Policy Committee meetings. Mr. Delmagori spoke with Technical Committee Chair Mike Huber who suggested having a Technical Committee representation attend a Policy Committee meeting when it was in their jurisdiction. This would provide technical expertise when questions arose about projects for that entity.

Ms. Lopez asked if each city was not already being represented. Mr. Delmagori said that was correct, but often that Policy Committee member cannot answer the specific project questions. By having the Technical Committee representative available they

could in most cases provide the needed information and answer any questions. Ms. Moojen commented that if a Farmington project was to be discussed and the meeting was being held in Aztec, Ms. Moojen as the designated Technical Committee representative might not have the answers to a Farmington project. She recommended that in this case, perhaps the Farmington Technical Committee member could be called upon to provide assistance. Ms. Lopez also suggested having the appropriate Technical Committee representative available on-call so that if they are needed, they could be contacted. The Technical Committee agreed through consensus that their representation at Policy Committee meetings would be on call depending on a specific topic or item.

Ms. Ann Trulove asked to comment on an earlier comment by Ms. Westerling on the Red Apple stop that used to be across the street from Apple Ridge. Since the stop has been moved to Sullivan Avenue, many Apple Ridge residents have had to quit riding the bus because the distance is too far especially when they are carrying packages.

14. BUSINESS FROM THE FLOOR

There was no additional business from the floor.

15. ADJOURNMENT

Ms. Lopez made a motion to adjourn the meeting. Ms. Westerling seconded the motion. Mr. Ellsworth adjourned the meeting at 11:50 a.m.

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Brad Ellsworth, Vice Chair	June Markle, MPO Administrative Aide