

# 21<sup>st</sup> Century Transportation Task Force

**April 29, 2008**

### 3-5 PM

## 9<sup>th</sup> Floor Council Committee Room

**Type of meeting:**

## Eighth Task Force Meeting

**Attendees:**

Councilor Isaac Benton, Mike Skaggs, Claude Luisada, Claude Morelli, Moises Gonzalez, Jeffrey Peterson, Antonio Sandoval (absent), Terry Keene (absent), Gary Bodman, Nevin Harwick, Alex Romero, Bert Thomas (absent), Bob Murphy (absent), Brent Wilson (absent), Chris Blewett (absent), Clovis Acosta, Dale Lockett, Joanne McEntire, Joel Wooldridge, JW Madison, Martin Sandoval (absent), Ralph Cipriani (absent), Frank Burcham, Gus Grace (absent)

### Resource Persons:

Ed Adams, Keith Perry, Pat Montoya, Donna Baca, Kara Shair-Rosenfield

**Observers:**

Jamie Welles (IPC), Roger Mickelson

## AGENDA TOPICS

# Welcome

## Councilor Benton

**Discussion:** Councilor Benton called the meeting to order.

## Approval of Agenda and Minutes

## Councilor Benton

**Discussion:** Councilor Benton moved to approve the agenda. The motion was seconded and passed unanimously. Councilor Benton moved to approve the minutes from the 4-15-08 meeting. The motion to approve the minutes was seconded and passed unanimously.

**Discussion:** Councilor Benton presented the outline of the report that he and Martin Sandoval drafted on 4-24-08. He explained that they had focused on identifying all of the main components to include in the report but did not go into great detail about specific recommendations.

Claude Morelli offered the following comments on the introductory section of the outline: 1) Include an Executive Summary at the very beginning. 2) Provide more background on the formation of the Task Force before going into an explanation of the development of the vision, mission, and goals. 3) Add a section that includes a statement of the key issues and opportunities that the Task Force has identified.

The group agreed with Claude's recommendations. These new sections will be added to the outline.

The group then went into an in-depth discussion about the first section under "Recommendations" – "Roadway, city-wide public transit, and other multi-modal improvements." Councilor Benton explained that they had broken out "Roadway" into three sections: Rehabilitation, Deficiency, and Maintenance, which is how funds are divvied up for roadways in the ¼ Cent Transportation Tax. The following comments and suggestions were offered about this section of the outline:

#### Rehabilitation

1. Nevin Harwick said that we need to be careful with terminology – rehabilitation vs. reconstruction, for example. Policy Statement #1 under "Rehabilitation" seems more like reconstruction than rehab to me. JW Madison asked if it be helpful to have definitions. Nevin thought a series of definitions at the beginning of the report would be helpful.
2. Joanne McEntire asked about other rights-of-way such as easements, cul-de-sacs in subdivisions.
3. Claude Morelli noted that there isn't a section just for addressing pedestrian issues and proposed creating a separate section. Councilor Benton said that he would not be opposed to creating a separate section for pedestrians but that pedestrian facilities exist in the public right-of-way for the most part.

#### Deficiency

4. Claude Morelli expressed concern about the "Consideration" statement under the "Deficiency" section. He said the statement seems like a red flag because it fails to address the need for social equability. He suggested adding "equitable" to the list of values. There was no objection from the group to adding "equitable" to the list of values. It was also suggested by the group that the list of values be numbered and/or alphabetized.
5. JW Madison said that he doesn't want to perpetuate the idea that transit is only for people who can't afford a car.
6. Jeff Peterson, going back to Claude Morelli's point about equability, said he's not sure about splitting hairs about serving different populations. Joanne offered that perhaps the best way to approach the issue is by addressing specific deficiencies rather than giving preference to certain populations.

#### Maintenance

7. Nevin Harwick questioned the statement under this section that the "City is nearly caught up on maintenance. Percentage can be decreased so that additional funding can be put towards other purposes." He said he remembered City staff telling the group that at one of the early meetings, but given the rising costs of construction and materials, he's not sure that it's wise to jump to this conclusion. He said he would like to see the City's records of the number of lane miles being maintained and the cost to maintain them. (*Ask DMD to provide info.*) JW Madison suggested rephrasing the statement to say that covering the cost of maintaining existing roads is required before new roads are built. Jeff Peterson said he's not sure about making new growth conditional

on covering existing maintenance. Nevin agreed, saying that as the City grows, so does the tax base. Claude Morelli said that additional tax revenue is generated by infill projects, too, and that you don't have build at the fringe to increase the tax base. Jeff said he liked what Claude M. said about infill; he asked if the Task Force can say something about where development takes place. Councilor Benton said that this question has come up in the past in the Task Force and that he thinks it's within the Task Force's purview to make recommendations about land-use policies as they relate to transportation issues.

8. Moises Gonzalez pointed out that some new modes of transportation won't rely on paving/asphalt, which could help reduce maintenance costs over time. Councilor Benton said that the lifecycle cost of roadway improvements should be taken into account and that a goal should be to achieve the lowest long-term lifecycle costs for our roadway system. Joel Wooldridge commented that sprawl development puts a greater burden on maintenance and costs more because sprawling roadway systems are inefficient to maintain.
9. Dale Lockett said that transportation is critically important to the hospitality industry. He expressed concern about the "Policy Statement" under this section and said that it's imperative to maintain all of the roadways, including new roadways, in the city. He also pointed out that maintenance costs might be a lot higher than we're anticipating, so ensuring that maintenance is fully funded is important to him.
10. Moises Gonzalez asked the question, how dire do we believe the situation is going to be in the future? Gas is not going back to \$2/gallon. How do we convey our concerns about this in the report?
11. Clovis Acosta said he thinks that some benchmarks on "adequate roadway conditions" need to be set. Jeff Peterson agreed that his would be a good idea but said there's no easy way to establish a rating system. Nevin Harwick said he believes that the City has a rating system already in place. *(Ask DMD to provide info.)*
12. Claude Morelli said that the goal should be for a lane of roadway to carry more people, not more vehicles. He also said that, with regard to land-use policy, the City already has in place policies to support better land use-transportation connections and that recommendations from the Task Force should be consistent with those policies.
13. JW Madison said that he thinks the Task Force's recommendations need to be provocative and daring. Dale Lockett disagreed, saying that if the Task Force's mission is to set a future vision that can be achieved, the recommendations need to be pragmatic, reasonable, and achievable through incremental steps. Councilor Benton said that it will be important to have support – from both elected officials and the public – for the recommendations. If the recommendations are too radical, the support might not be there. Claude Luisada said that providing alternatives can be more effective than taking a punitive, restrictive approach.
14. Claude Morelli mentioned that Boulder, CO, and Albuquerque offer roughly the same types of services, but Boulder has done a much better job of implementing its multi-modal system: e.g., bus headways are shorter (5 minutes), access to walking and biking facilities is better.

#### Trails & Bikeways

15. Claude Morelli said that the city's bike system fails to orient around destinations. Bike planning should start at destinations and span out from there. Questions: Are we serving our major destinations? Are we serving all populations?
16. Joanne McEntire suggested that there needs to be more and better bike storage at destinations. Clovis Acosta said that there is a huge demand for bike lockers at UNM, which are rented out at a minimal cost.
17. Moises Gonzalez said there should be some focus on filling in the system/network in the central part of the city. Joanne McEntire said that maybe the Task Force could make some

recommendations about prioritization.

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|  | <b>General Group Discussion: Having a Workshop?</b> |  |
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**Discussion:** Claude Morelli suggested that, in order to make more progress on the outline and get a draft report together, it might be worthwhile to hold a workshop-style meeting on a Saturday morning. The meeting could be facilitated and recorded, and a group of Task Force members could volunteer or be assigned to be the “writing group” to help write the report. There was general support for this idea; Kara will work on getting it scheduled.

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|  | <b>Scheduling of Next Meeting; Adjourn</b> |  |
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**Discussion:** The next meeting of the Task Force will be on Tuesday, May 13, 2008, 3-5 PM, in the City Council Committee Room on the 9<sup>th</sup> Floor of City Hall. The meeting adjourned at 5:00 PM.