I. EXECUTIVE SUMMARY

NM 599 serves as a North/South by-pass for vehicles traveling through Santa Fe and a WIPP route for low level nuclear waste traveling to the Waste Isolation Pilot Project near Carlsbad. As a high-speed limited access bypass through Santa Fe NM 599 provides local Santa Fe traffic an additional North South travel corridor and alleviates traffic congestion along Cerrillos Road and St. Francis Drive.

NM 599 was designed as a controlled access facility with interchanges at all access points. Currently, it is a limited access facility with 12 allowable access points. There are five interim at-grade intersections along the corridor where right-of-way has been preserved for future interchanges. Two additional access points at Jaguar Road and Caja del Rio have not been constructed. Changes in regional traffic demand and issues related to the alignments of the intersections of other roads with NM 599 have necessitated the need for reanalysis of the corridor.

This study has been coordinated with two concurrent studies sponsored by the New Mexico Department of Transportation: the Interstate 25 Corridor Study (from NM 550 to Old Pecos Trail) and the St. Francis Drive Corridor Study (from I-25 to NM 599). Each of these facilities provides different levels of transportation service and addresses different needs, but the three corridors also accommodate similar and overlapping travel demands. St. Francis Drive and NM 599 both serve north-south through travel. St. Francis provides greater accessibility to property, while NM 599 provides higher mobility. The Interstate 25 corridor provides interstate access to NM 599 and St Francis Drive, but has the potential to interconnect with other major streets, which could influence the operation of both NM 599 and St. Francis Drive. The executive summaries of the I-25 Corridor Study and the St. Francis Drive Corridor Study can be found in Appendix A.

Purpose and Need

The crash rates on NM 599 for the period from 2003 through 2007 were below the statewide average; however, the crashes have a high severity at the unsignalized intersections with most of the crashes having injuries. Fatal crashes within the five year period were all single car crashes mostly occurring at horizontal curves. The fatality rate in 2006 was much higher than the statewide rate because there were four fatalities in one crash. The lack of gaps in NM 599 traffic during the peak hours causes drivers to take risks to cross or access NM 599 which leads to a public concern about safety at the existing intersections.

NM 599 is used for local circulation in the area; however, the unsignalized intersections have failing levels of service during the peak hours. The NM 599 frontage roads are discontinuous along the corridor causing traffic to back track in order to reach their destinations. In addition, the local area roadway network is lacking in links between NM 599 and central Santa Fe which is a problem that must be addressed by local government.

This area of Santa Fe has many approved and proposed plans for the development of both housing and business. This economic development is important to Santa Fe to provide the opportunity for Santa Fe's population to live and work in the community. Improved access to NM 599 would support this development by improving the flow of traffic onto and across NM599 from the local area.

Access at the unsignalized intersections, CR 62, CR 70 Connection (Via Veteranos) and Camino de los Montoyas, is very poor with the level of service on the cross streets failing during the peak hours. Improved access to or across NM 599 is needed for local multimodal transportation on the north side of Santa Fe including vehicles, future transit, pedestrians and bicycles.

NM 599 must continue to function as a relief route for the City of Santa Fe and as an alternative for hazardous waste transport from Los Alamos around the populated areas of Santa Fe. Improved access to or across NM 599 is needed for the all modes of travel as the area continues to develop. There is public perception that improvements are needed to address safety concerns, particularly at existing at-grade intersections.

The purpose of the study is to develop a prioritization plan for public funding that addresses the access issues and supports economic development, regional transportation and long range planning goals.

Detailed Evaluation of Alternatives

Viable alternatives for improvement were developed at all of the access points in between Interstate 25 and US 84/285. The Interstate 25 Interchange was analyzed as part of the I-25 Corridor Study. The US 84/285 Interchange was analyzed as part of the St. Francis Corridor Study.

1. **No Build –** The No Build Alternative would mean not making any physical changes to NM 599. No right-of-way would be required and no costs would be associated with this alternative. The No Build does not meet the project need of providing improved access to or across NM 599 for the all modes of travel as the area continues to develop. In addition, the No Build does not continue the development of an access controlled facility by removing at-grade intersections as was originally planned.
2. **Interstate 25 –** The I-25 Corridor Study recommends that the entrance and exit ramps be improved to improve the merge and diverge areas of the ramps and I-25 mainlines. Auxiliary lanes are recommended on I-25 between the interchanges. Acceleration and deceleration lanes are recommended on NM 599 for the southbound ramps.
3. **I-25 N. Frontage Road -** This alternative is shown in Figure 3, on page 23. Through traffic on the I-25 N. Frontage Road would use an overpass to cross NM 599. The existing intersection would be converted to a right-in, right-out so that frontage road traffic could access NM 599. The preferred alternative at the I-25 Frontage Road Intersection with NM 599 is to install an overpass. The overpass would improve the safety at the existing intersection and meet the purpose and need of eventually making NM 599 an access controlled facility. It is recommended that the I-25 Frontage Road Overpass be prioritized with the other alternatives.

4. **Jaguar Road –** The preferred alternative at the Jaguar location is to construct an interchange as shown in Figure 5 on page 29. The interchange meets the purpose and need of eventually making NM 599 an access controlled facility, it improves safety at the Airport Road Intersection, and it would provide improved access to Tierra Contenta, the Santa Fe Airport and undeveloped areas east and west of NM 599. It is recommended that the Jaguar Interchange be prioritized with the other alternatives.
5. **The W. Frontage Road from I-25 to Jaguar Road**, shown in Figures 7 and 8, on pages 35 and 40, would improve access to undeveloped lands west of NM 599. However, the owner of the land has plans to develop a north-south circulation road further away from NM 599 which would serve the same purpose. It is recommended that the alternative be eliminated.
6. **The E. Frontage Road from I-25 to Jaguar** shown in Figures 7 and 8, on pages 35 and 40, meets the purpose and need of improving circulation around NM 599. It would provide improved access to undeveloped areas east of NM 599. It is recommended that the frontage road be prioritized with the other alternatives.
7. **The W. Frontage Road from Jaguar Road to Airport** shown in Figure 9 on page 45 would improve access to undeveloped lands west of NM 599. However, the land is already master planned with an access road further to the west. This access road would provide better access given the grades of the proposed frontage road. It is recommended that the alternative be eliminated.
8. **The E. Frontage Road from Jaguar Road to Airport** shown in Figure 9 on page 45 would improve access to Tierra Contenta and undeveloped lands east of NM 599. Tierra Contenta is already master planned with an access road further to the west. The Tierra Contenta access road provides access to the remaining undeveloped land in the area. The Tierra Contenta Corporation has asked that the alternative be eliminated since it requires right-of-way from their property that is already platted for commercial and community development. It is recommended that the alternative be eliminated.
9. **Airport Road** - The preferred alternative at the Airport Intersection is to construct an interchange as shown in Figure 10 on page54. The interchange meets the purpose and need of eventually making NM 599 an access controlled facility, and it improves safety at the Airport Road Intersection. It is recommended that the Airport Interchange be prioritized with the other alternatives.
10. **Extension of Frontage Road across Santa Fe River** - The extension of the frontage road across the Santa Fe River as shown in Figure 12 on page 59 meets the purpose and need of improving circulation in the area of NM 599. This alternative would take traffic off of the existing CR 62 intersection which would improve the safety at that location. In addition it improves the traffic flow from the Caja del Rio intersection with the NM 599 frontage road that currently has to go out of direction by approximately three miles in order to go southbound. It is recommended that the alternative be prioritized with the other alternatives.

11. **Caja del Rio** - The preferred alternative for the Caja del Rio Location is to construct an interchange as shown in Figure 13 on page 65. An interchange meets the purpose and need of eventually making NM 599 and access controlled facility. This alternative would take traffic off of the existing CR 62 intersection which would improve the safety at that location. In addition it improves the traffic flow from the Caja del Rio intersection with the NM 599 frontage road that currently has to go out of direction by approximately three miles in order to go southbound. The estimated construction cost for the interchange is approximately the same as the cost for the south frontage road but it provides improved access both north and south. The frontage road only provides access to the south side of NM 599. It is recommended that the alternative be prioritized with the other alternatives.
12. **County Road 62** - The preferred alternative for the CR 62 Intersection is to construct an interchange as shown in Figure 15 on page 74. An interchange meets the purpose and need of eventually making NM 599 and access controlled facility. It would improve the safety at the existing intersection which has a high injury rate. It would also improve the existing level of service which is failing. It is recommended that the alternative be prioritized with the other alternatives. In the interim before funding is available for an interchange the NMDOT is considering other options such as a signal or flashers.
13. **County Road 70 Connection (Via Veteranos)** - The preferred alternative for the CR 70 Connection (Via Veteranos) Intersection is to construct an interchange as shown in Figure 16. An interchange meets the purpose and need of eventually making NM 599 and access controlled facility. It would improve the safety at the existing intersection which has a high injury rate. It would also improve the existing level of service which is failing. It is recommended that the alternative be prioritized with the other alternatives. In the interim before funding is available for an interchange the NMDOT is considering other options such as a signal or flashers.
14. **Ephriam Road** - The preferred alternative for the Ephriam Intersection is to construct an interchange as shown in Figure 17 on page 83. An interchange meets the purpose and need of eventually making NM 599 and access controlled facility. The frontage road alternative is the least expensive alternative; however, the interchange alternative provides access to the existing private land on the north side of NM 599 and to City of Santa Fe owned land on the south side of NM 599. It is recommended that the alternative be prioritized with the other alternatives.
15. **Camino de los Montoyas** - The preferred alternative for the Camino de los Montoyas Intersection is to construct an interchange with a frontage road to provide access on the south side as shown in Figure 20 on page 96. An interchange meets the purpose and need of eventually making NM 599 and access controlled facility. The frontage road alternative is less expensive than the overpass alternative. The interchange also provides better access to the area than the alternative to use the overpass with a frontage road back to the Ephriam Interchange. It is recommended that the alternative be prioritized with the other alternatives.

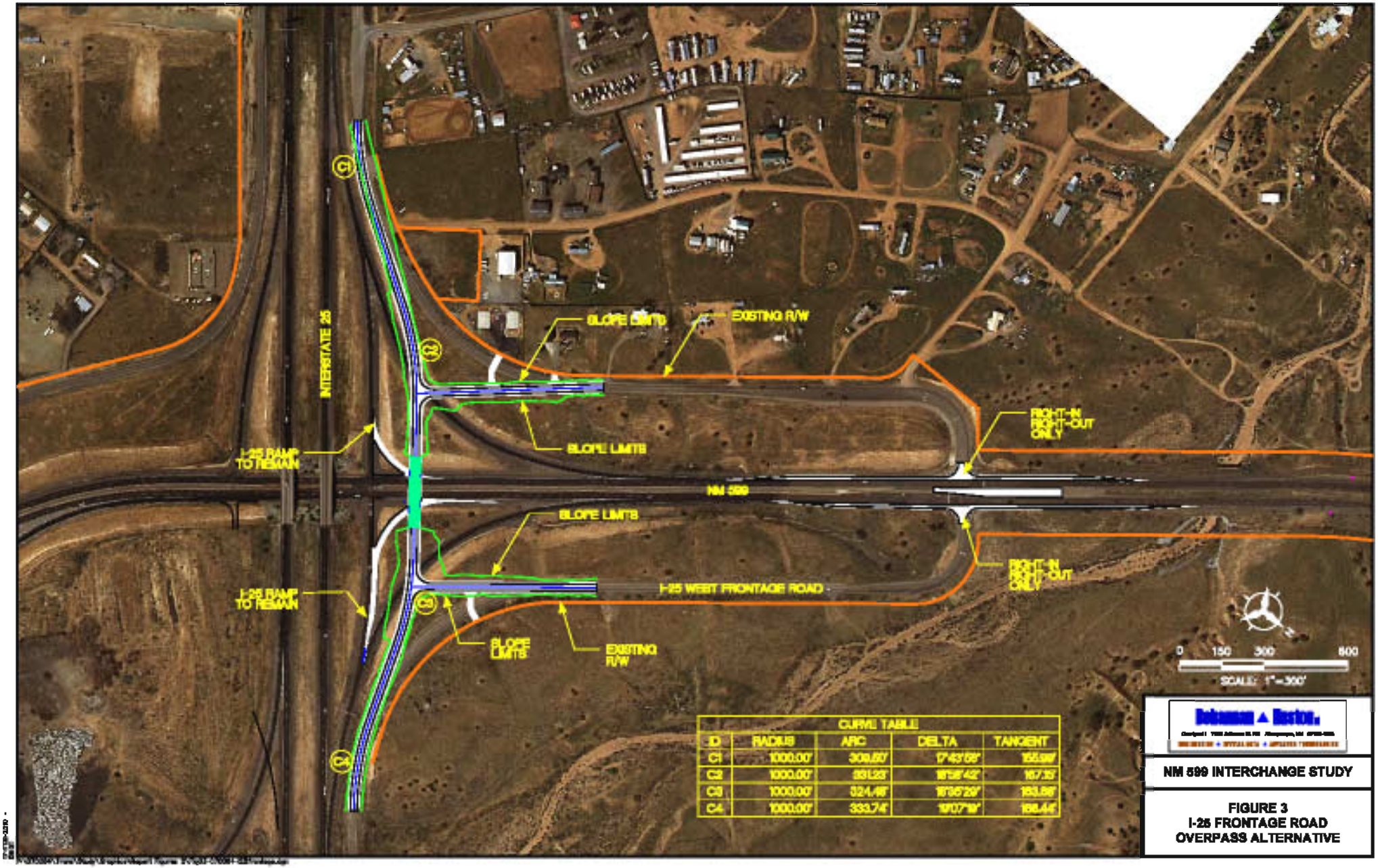
16. **The W. Frontage Road from Camino de los Montoyas to Ridgetop** shown in Figures 23 and 24 would meet the purpose and need of providing improved circulation in the NM 599 corridor. However, the undeveloped area is mainly City of Santa Fe open space. The city does not have a need for improved access. There is a private development parcel on the northwest corner of the Ridgetop Road Interchange. The developer of that parcel has plans to access Ridgetop Road. For these reasons it is recommended that the alternative be eliminated.
17. **The E. Frontage Road from Camino de los Montoyas to Ridgetop Road** shown in Figures 23 and 24 would provide improved circulation in the NM 599 corridor. However, the existing development plan for the Northwest Quadrant is approved without access at Camino de los Montoyas. There is no way to provide a frontage road in this area without providing a connection from Camino de los Montoyas to the Northwest Quadrant development which is currently not allowed by the approved development plan. In addition, the Northwest Quadrant Development has a circulation road in the plan further away from NM 599 that serves the same purpose. For these reasons, it is recommended that the frontage road alternative be eliminated.
18. **US 84/285 Interchange –** The St. Francis Corridor study recommends that an auxiliary lane be added between the eastbound NM 599 ramp and southbound US 84/285. The lanes would be restriped lanes so that the outside southbound lane drops at the Guadalupe interchange. This is to improve merge operations from NM 599 onto US 84/285.

Project Priority Plan

The NM 599 projects in order of priority for public funding are shown in Table 1. Projects were prioritized based on their ability to satisfy the purpose and need, public input, and cost. The total cost of all projects is $85,625,000.

Table 1 – NM 599 Priority for Public Funding		
Location	**Priority**	**Total Cost**
CR 62 Interchange	1	$6,500,000
CR 70 Connection Interchange	2	$8,000,000
Airport Road Interchange	3	$11,000,000
I-25 Frontage Road Overpass	4	$6,000,000
Extend NM 599 Frontage Road across SF River	5	$4,300,000
Caja del Rio Interchange	6	$12,650,000
Ephriam Rd Interchange	6	$8,000,000
Camino de los Montoyas Interchange w/ Frt Rd	8	$11,050,000
Jaguar Rd Interchange	8	$8,000,000
NM 599 E. Frt Rd to I-25	10	$10,125,000
Total Cost		$85,625,000

If private funding becomes available then any of these projects could be constructed. The projects with the least priority do not require an interchange or frontage road unless necessitated by development in which case they should be privately funded.



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	1000.00'	309.60'	17°43'59"	155.59'
C2	1000.00'	331.23'	18°58'42"	167.33'
C3	1000.00'	324.48'	18°35'29"	163.66'
C4	1000.00'	333.74'	19°07'16"	168.44'

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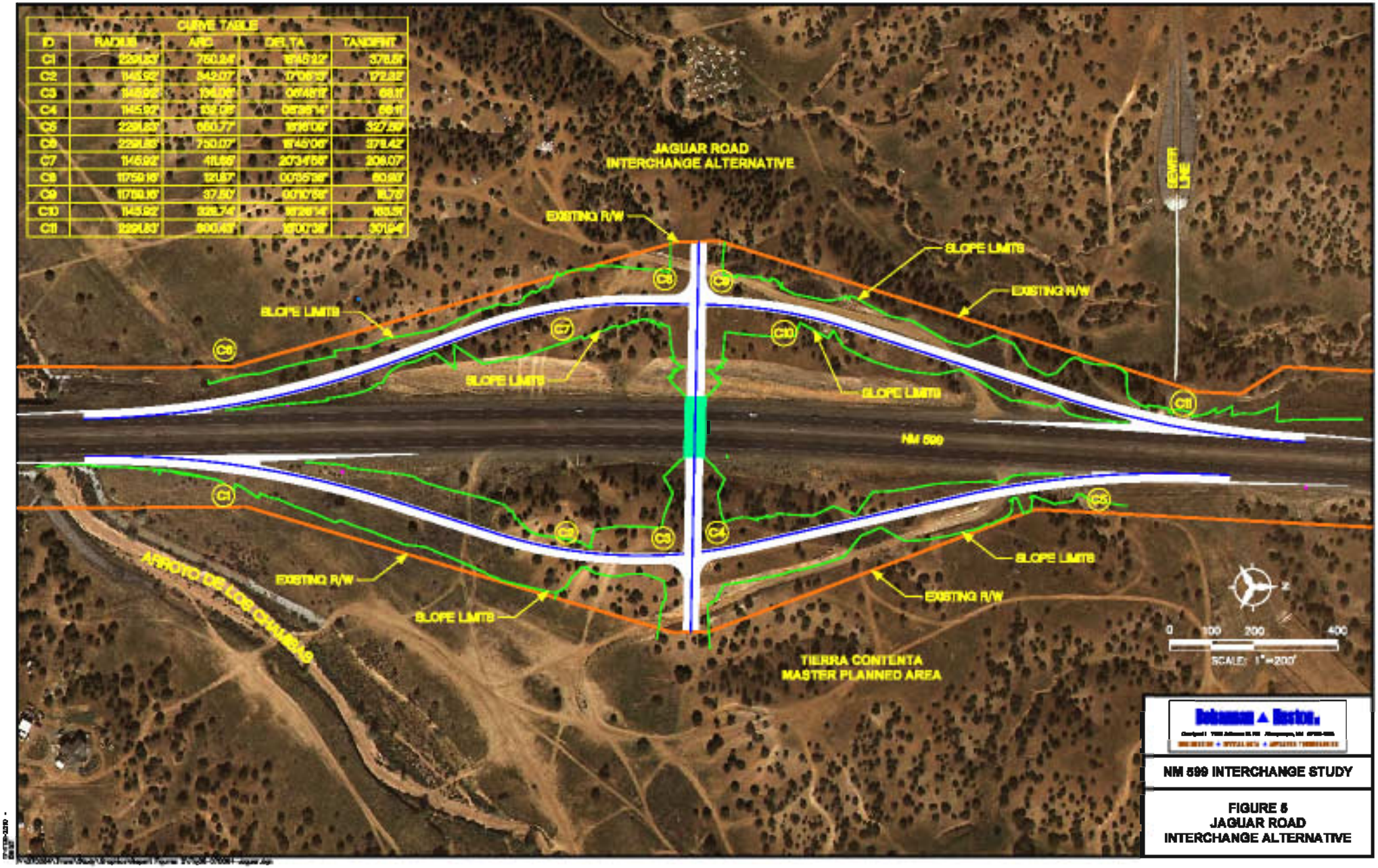
NM 599 INTERCHANGE STUDY

FIGURE 3
I-25 FRONTAGE ROAD
OVERPASS ALTERNATIVE



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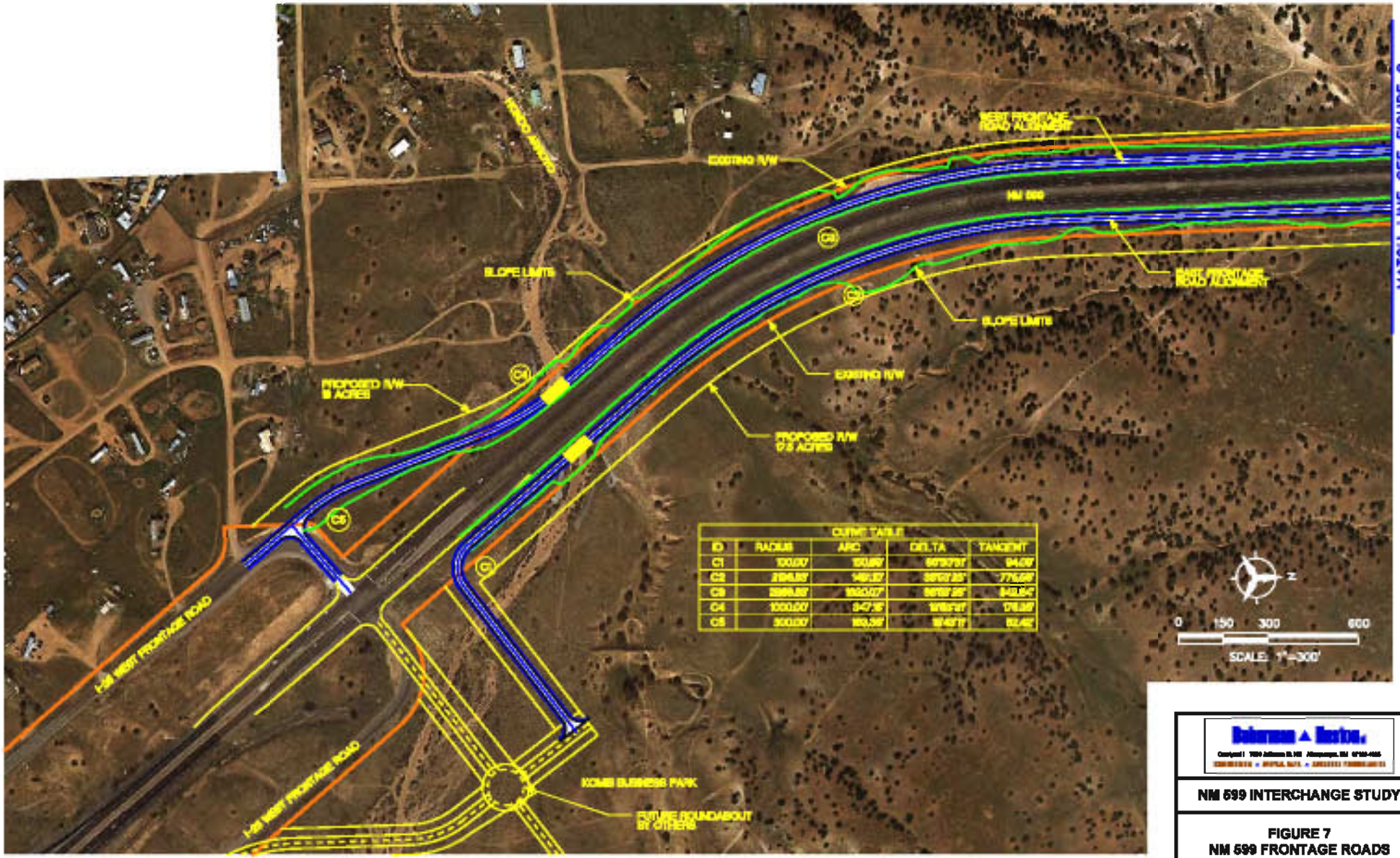
NM 599 INTERCHANGE STUDY

FIGURE 5
JAGUAR ROAD
INTERCHANGE ALTERNATIVE



Dekker ▲ Perich ▲ Sabatini

NM 599 INTERCHANGE STUDY

FIGURE 7
NM 599 FRONTAGE ROADS
I-25 TO JAGUAR ROAD

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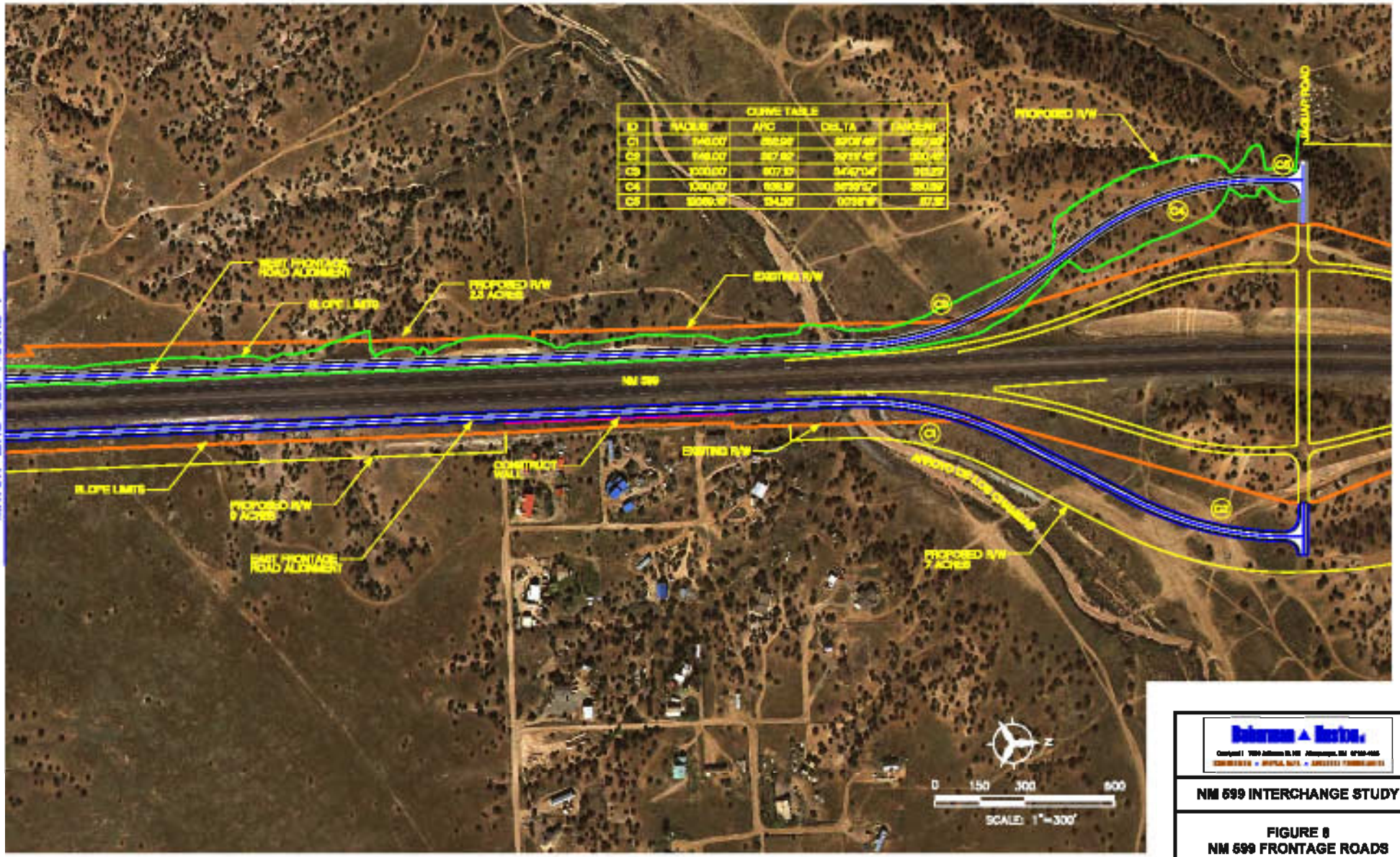

Dekker ▲ Perich.

NM 599 INTERCHANGE STUDY

FIGURE 8
NM 599 FRONTAGE ROADS
I-25 TO JAGUAR ROAD

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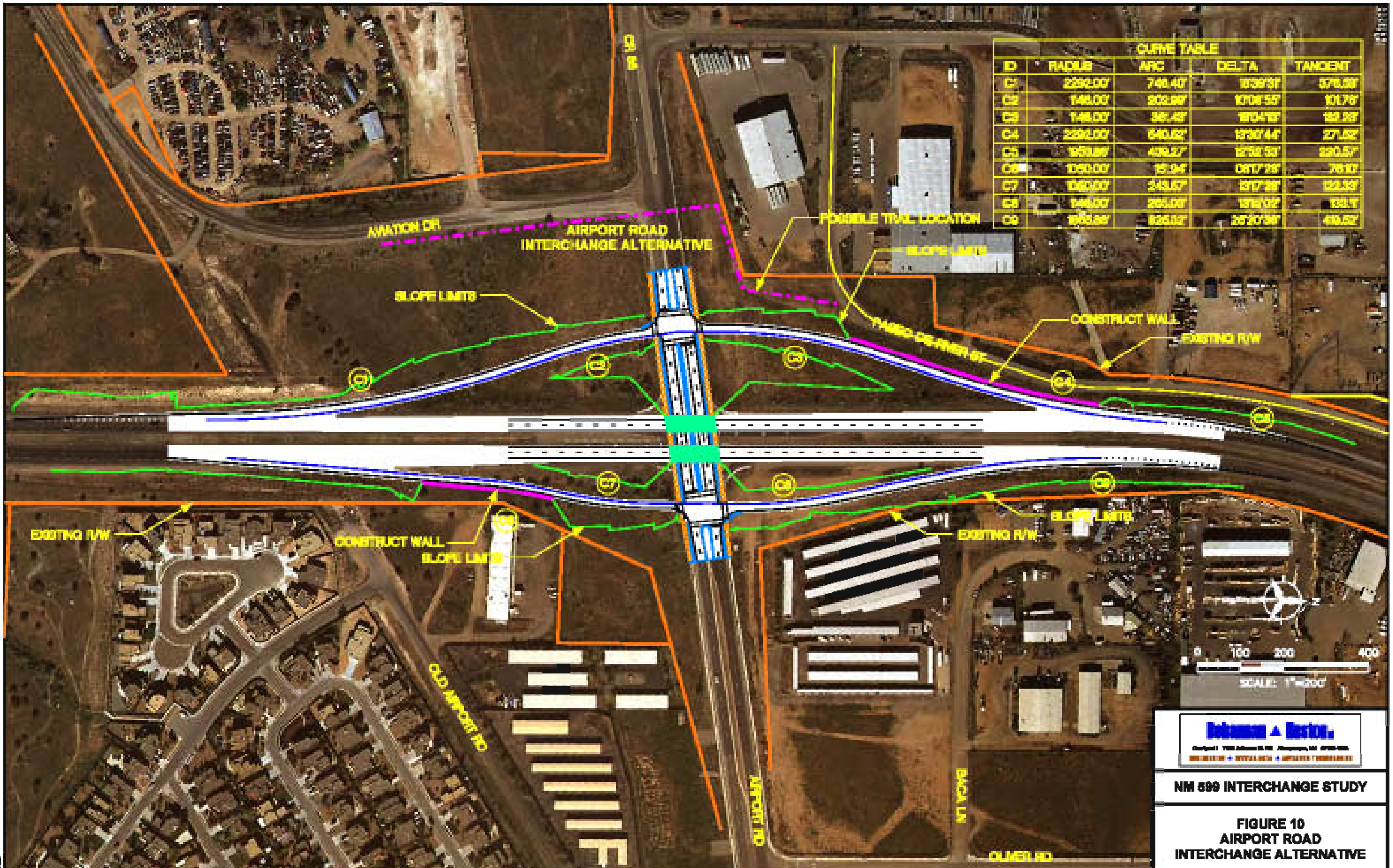
NM 599 INTERCHANGE STUDY

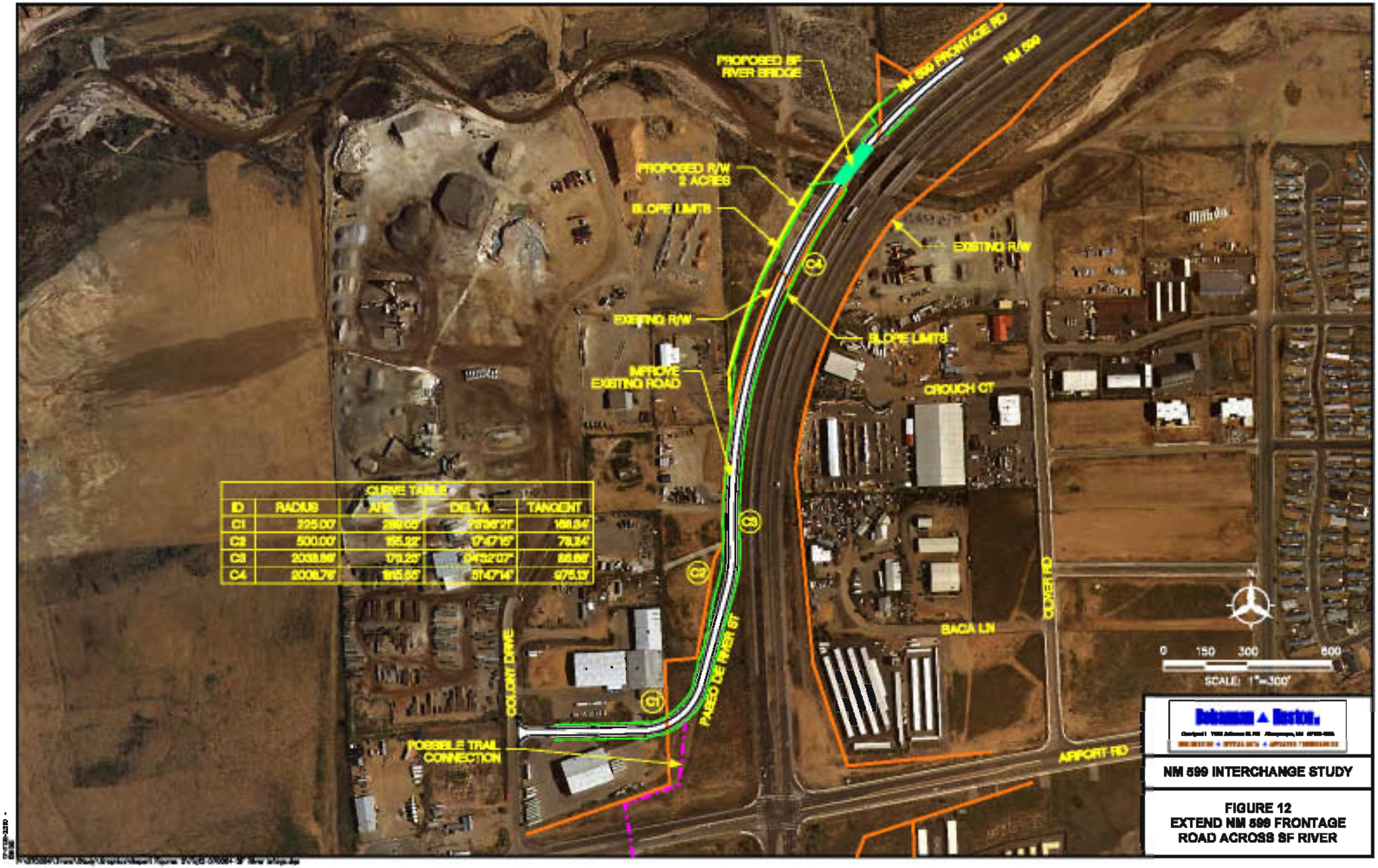
FIGURE 9
NM 599 FRONTAGE ROADS
JAGUAR ROAD
TO AIRPORT ROAD

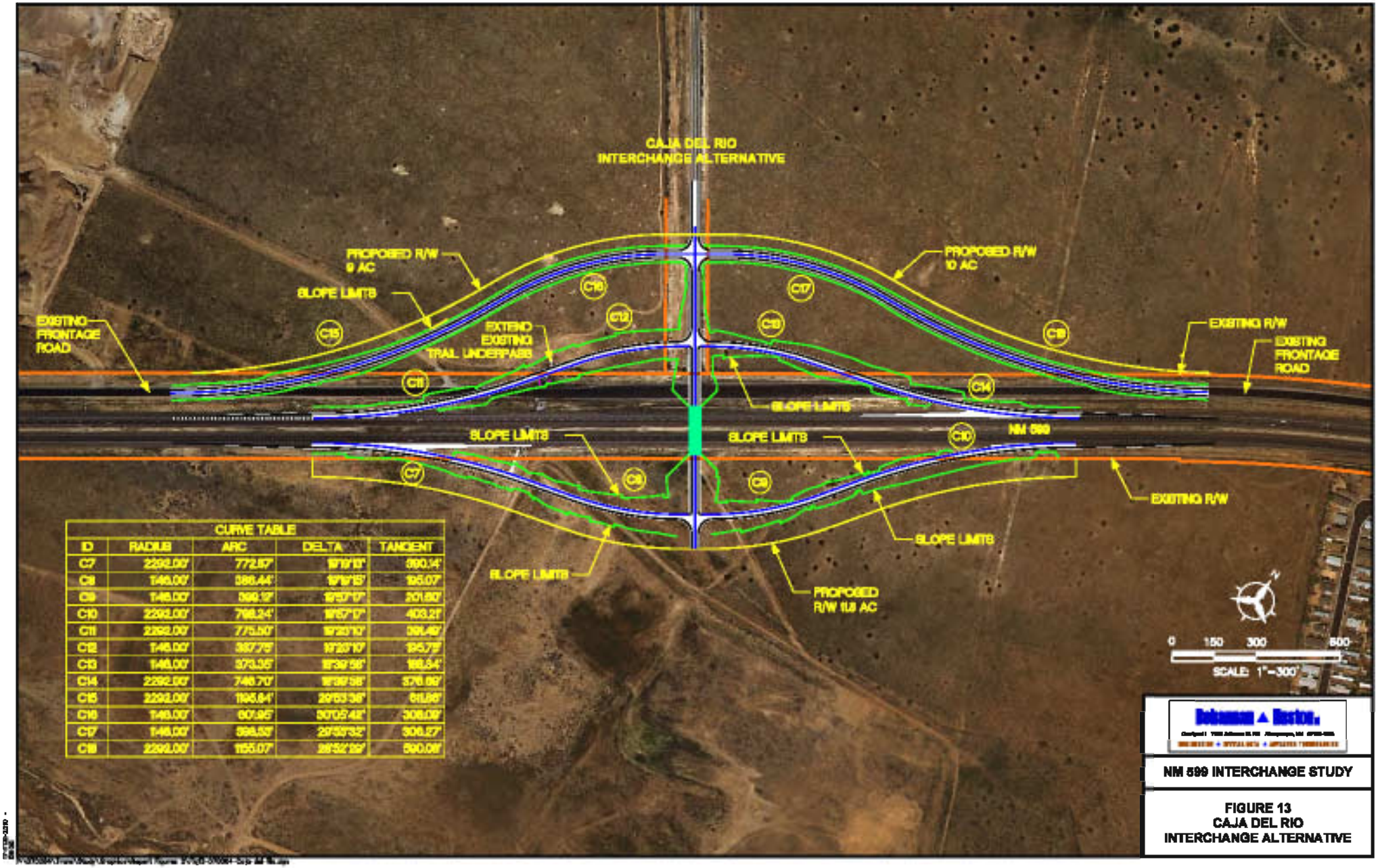


CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	2292.00'	746.40'	18°39'31"	376.59'
C2	148.00'	202.99'	107°08'55"	101.76'
C3	148.00'	36.43'	18°04'13"	182.28'
C4	2292.00'	540.52'	13°30'44"	271.52'
C5	1958.86'	439.27'	12°52'53"	220.57'
C6	1050.00'	15.94'	0°51'28"	76.10'
C7	1050.00'	243.57'	13°17'28"	122.33'
C8	148.00'	265.03'	102°36'02"	133.1'
C9	1958.86'	825.52'	25°20'36"	419.52'

NM 599 INTERCHANGE STUDY

FIGURE 10
AIRPORT ROAD
INTERCHANGE ALTERNATIVE


PROPOSED SF RIVER BRIDGE
NM 599 FRONTAGE RD
NM 599
PROPOSED R/W 2 ACRES
SLOPE LIMITS
EXISTING R/W
EXISTING R/W
SLOPE LIMITS
IMPROVE EXISTING ROAD
CROUCH CT
C4
C3
C2
C1
CURVE TABLE
ID | RADIUS | ARC | DELTA | TANGENT
C1 | 225.00' | 289.05' | 73°36'21" | 168.84'
C2 | 500.00' | 155.22' | 17°47'15" | 78.34'
C3 | 2038.86' | 178.25' | 04°32'07" | 89.66'
C4 | 2008.76' | 1815.85' | 51°47'14" | 975.13'
COLONY DRIVE
PASEO DE RIVER ST
BACA LN
CLOVER RD
AIRPORT RD
POSSIBLE TRAIL CONNECTION
N
0 150 300 600
SCALE: 1"=300'
Bohannan Huston
NM 599 INTERCHANGE STUDY
FIGURE 12
EXTEND NM 599 FRONTAGE ROAD ACROSS SF RIVER



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C7	2292.00'	772.57'	19°19'13"	390.14'
C8	146.00'	386.44'	151°41'5"	195.07'
C9	146.00'	399.19'	156°37'0"	201.60'
C10	2292.00'	798.24'	19°57'0"	403.21'
C11	2292.00'	775.50'	19°23'10"	391.49'
C12	146.00'	387.79'	151°23'10"	195.79'
C13	146.00'	373.35'	146°30'58"	188.34'
C14	2292.00'	746.70'	18°39'58"	376.69'
C15	2292.00'	1195.64'	29°53'36"	611.86'
C16	146.00'	60.95'	23°55'48"	308.09'
C17	146.00'	399.59'	29°55'32"	306.27'
C18	2292.00'	1155.07'	28°52'29"	590.08'

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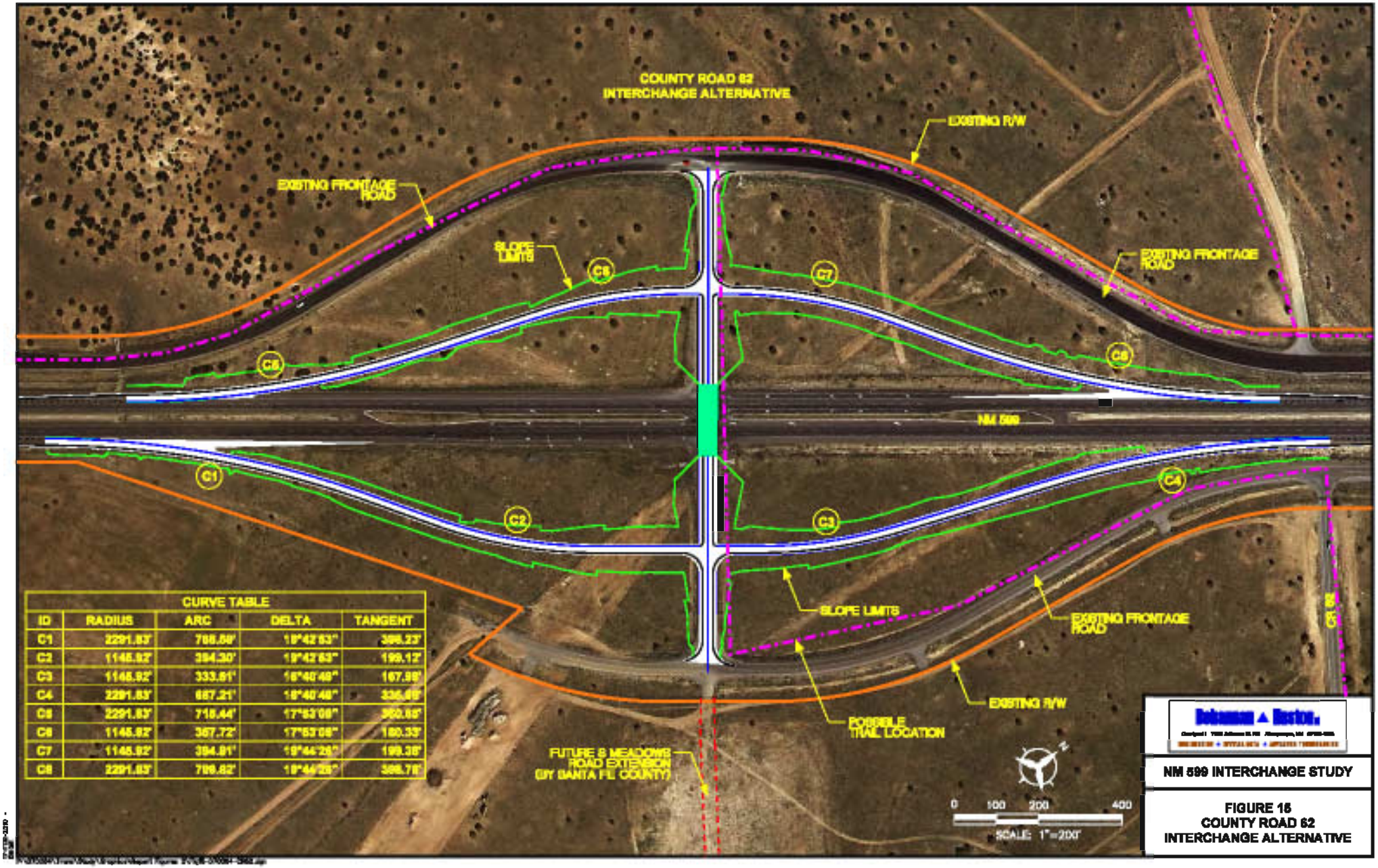
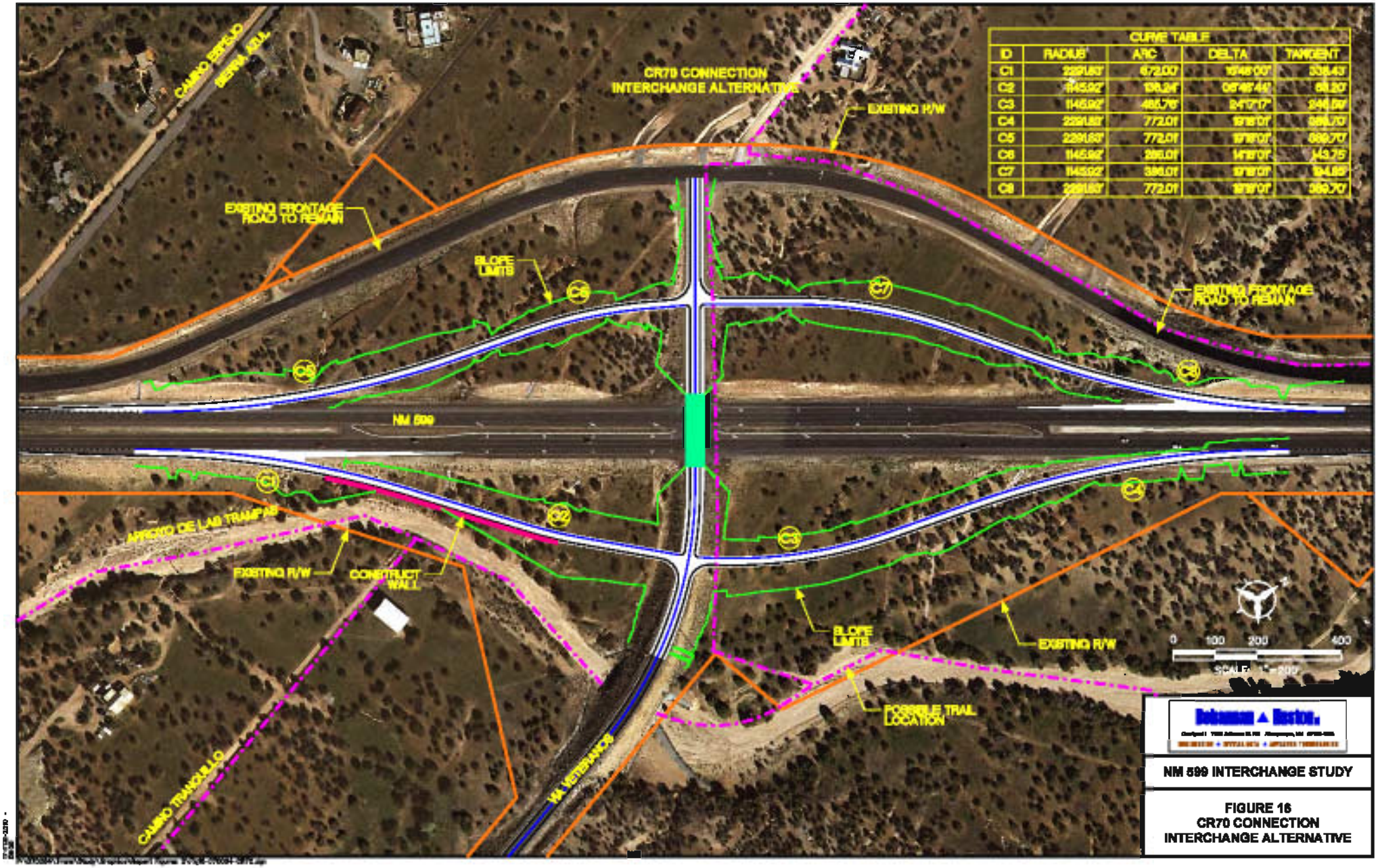
NM 599 INTERCHANGE STUDY

FIGURE 13
CAJA DEL RIO
INTERCHANGE ALTERNATIVE



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	2291.83'	766.59'	19°42'53"	386.23'
C2	1146.92'	394.30'	19°42'53"	199.12'
C3	1146.92'	333.61'	16°40'46"	167.98'
C4	2291.83'	667.21'	16°40'46"	336.69'
C5	2291.83'	716.44'	17°53'08"	360.85'
C6	1146.92'	357.72'	17°53'08"	180.33'
C7	1146.92'	394.91'	19°44'28"	199.38'
C8	2291.83'	789.82'	19°44'28"	398.78'



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	2291.83'	672.00'	16°48'00"	338.43'
C2	1145.92'	196.24'	09°48'44"	98.30'
C3	1145.92'	486.76'	24°19'17"	246.89'
C4	2291.83'	772.01'	19°18'01"	389.70'
C5	2291.83'	772.01'	19°18'01"	389.70'
C6	1145.92'	286.01'	14°18'01"	143.75'
C7	1145.92'	386.01'	19°18'01"	194.85'
C8	2291.83'	772.01'	19°18'01"	389.70'

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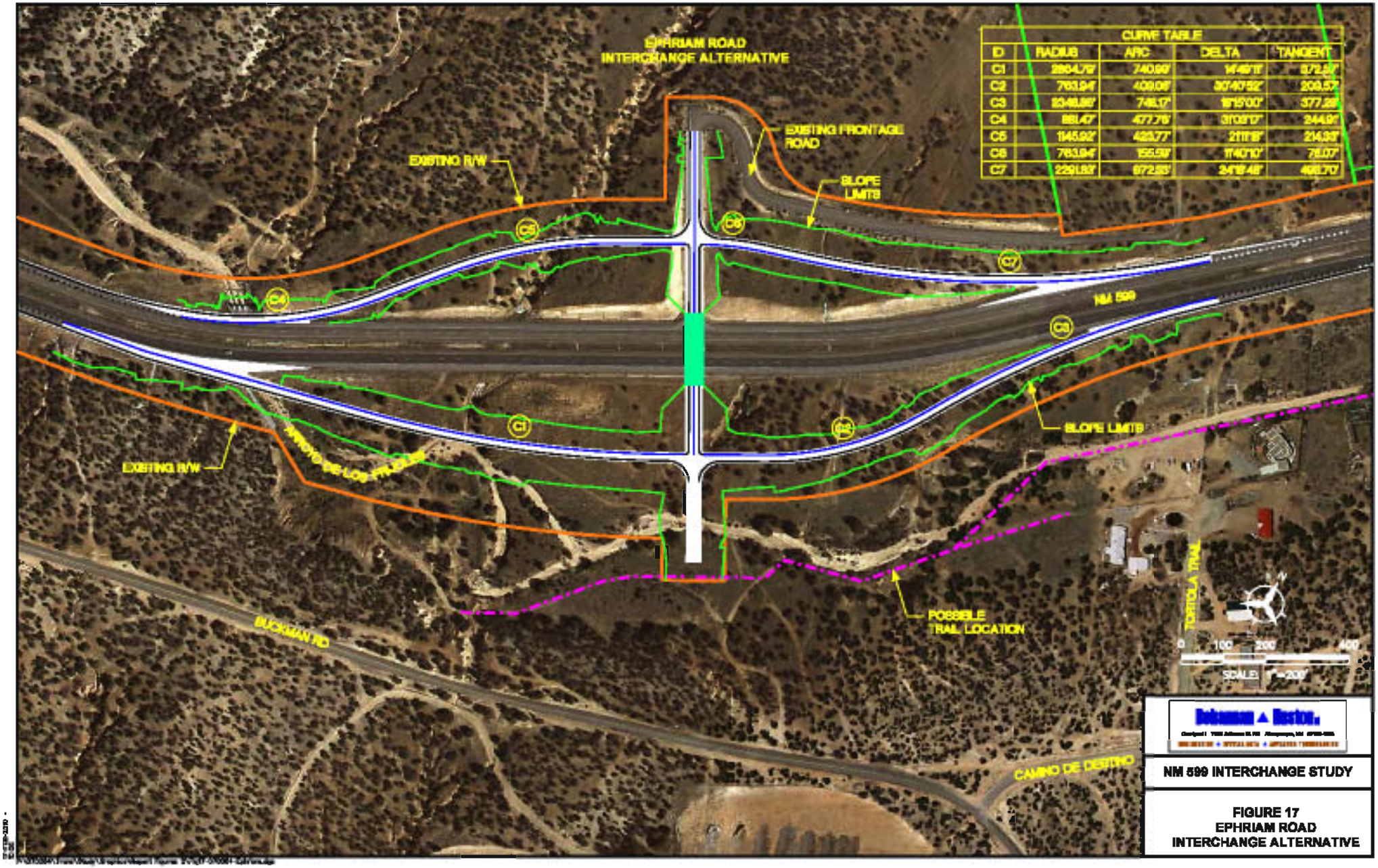
NM 599 INTERCHANGE STUDY

FIGURE 16
CR70 CONNECTION
INTERCHANGE ALTERNATIVE



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	2804.79'	740.99'	14°46'11"	372.57'
C2	783.94'	409.06'	30°40'52"	209.57'
C3	5348.86'	746.17'	8°15'00"	377.28'
C4	881.47'	477.76'	31°03'17"	244.97'
C5	1945.92'	423.77'	21°11'18"	214.33'
C6	783.94'	155.59'	11°40'10"	78.07'
C7	2291.83'	972.83'	24°19'48"	495.70'

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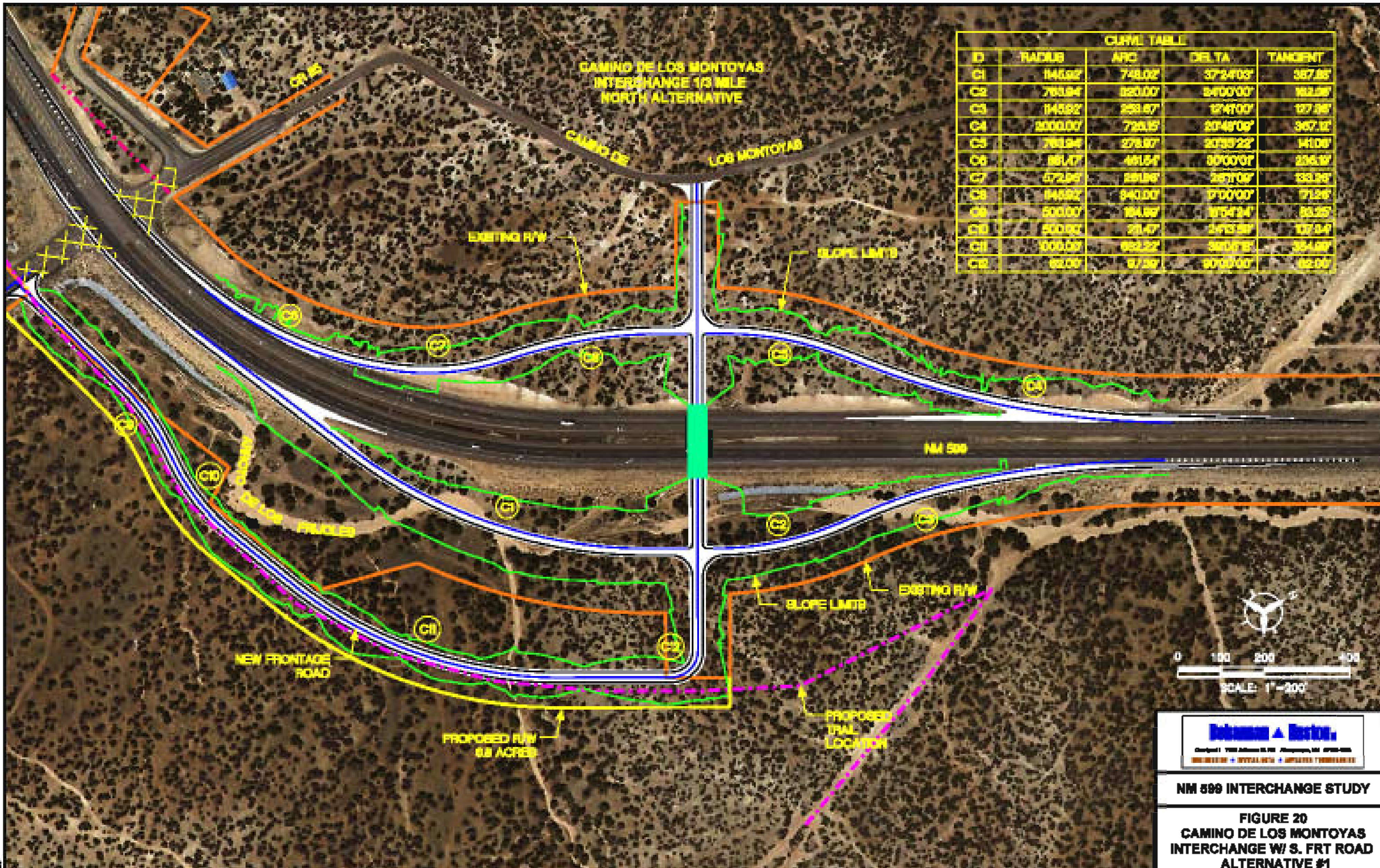
NM 599 INTERCHANGE STUDY

FIGURE 17
EPHRIAM ROAD
INTERCHANGE ALTERNATIVE



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	1145.92'	748.02'	37°24'03"	387.85'
C2	763.94'	320.00'	24°00'00"	162.38'
C3	1145.92'	253.67'	12°41'00"	127.36'
C4	2000.00'	726.15'	20°48'09"	367.12'
C5	763.94'	273.97'	20°33'22"	141.06'
C6	881.47'	461.54'	30°00'01"	236.19'
C7	572.96'	280.96'	28°17'09"	133.26'
C8	1145.92'	140.00'	7°00'00"	71.26'
C9	500.00'	164.99'	18°54'24"	83.25'
C10	500.00'	211.47'	24°13'59"	107.34'
C11	1000.00'	683.22'	39°08'48"	354.69'
C12	62.00'	97.39'	90°00'00"	62.00'

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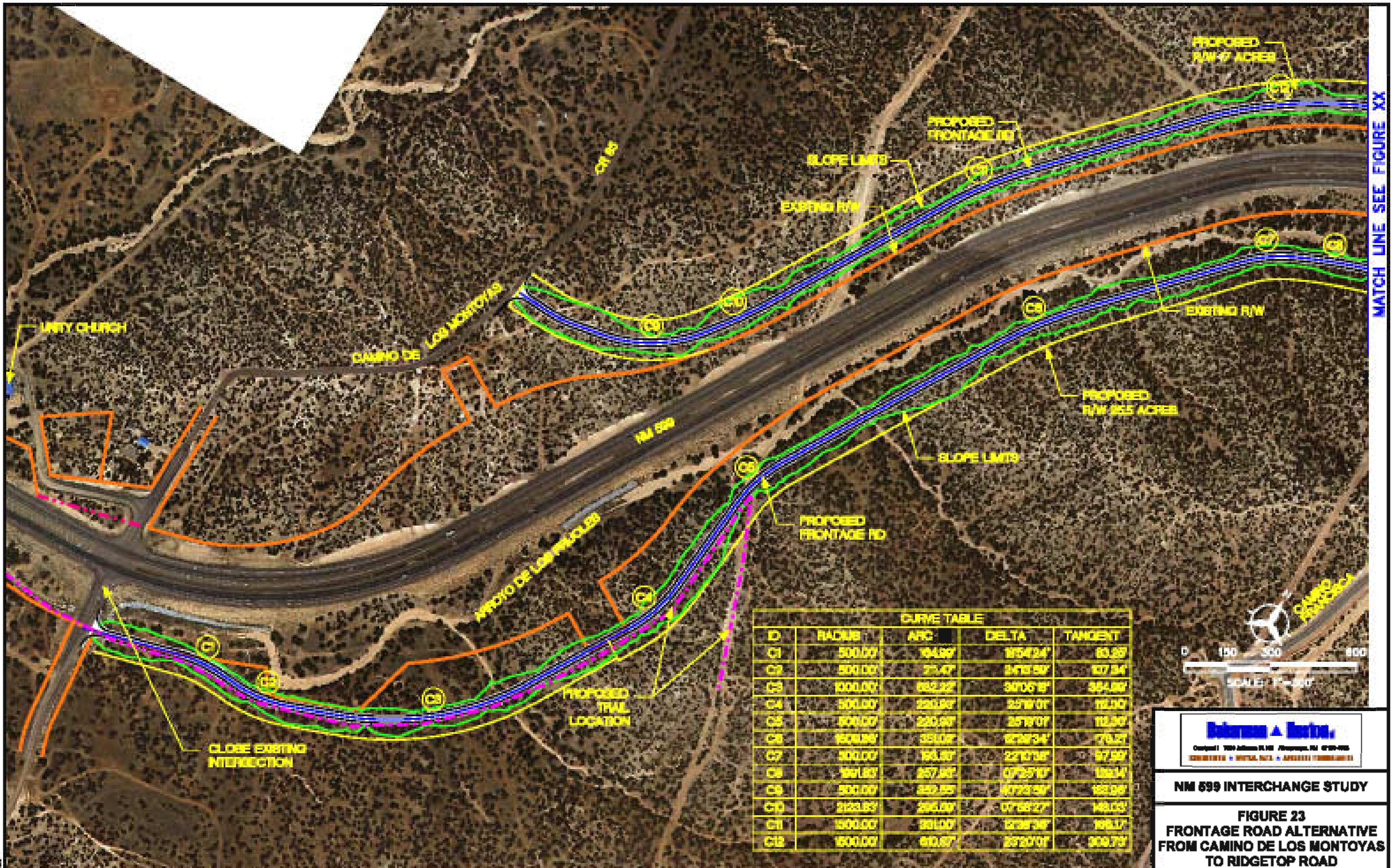
NM 599 INTERCHANGE STUDY

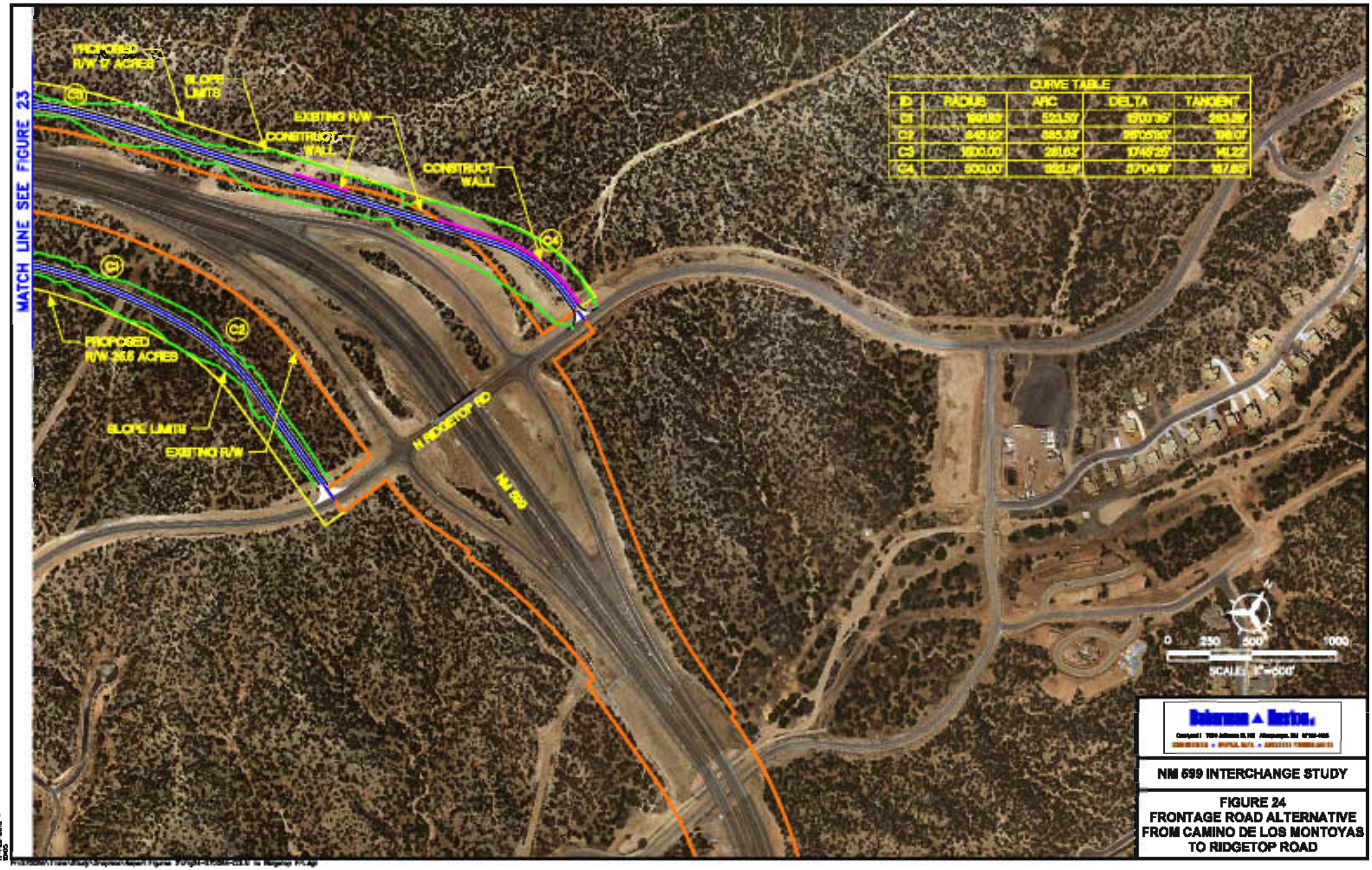
FIGURE 20
CAMINO DE LOS MONTOYAS INTERCHANGE W/ S. FRT ROAD ALTERNATIVE #1



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	500.00'	164.99'	18°54'24"	83.28'
C2	500.00'	211.47'	24°13'59"	107.34'
C3	1000.00'	682.22'	39°05'18"	354.89'
C4	500.00'	220.90'	25°19'01"	112.00'
C5	500.00'	220.90'	25°19'01"	112.30'
C6	1500.86'	351.02'	13°29'34"	176.27'
C7	500.00'	193.90'	22°13'08"	97.99'
C8	1991.83'	257.93'	07°25'10"	129.14'
C9	500.00'	352.55'	40°23'59"	183.98'
C10	2123.83'	295.09'	07°58'27"	148.03'
C11	1500.00'	331.00'	12°38'36"	166.17'
C12	1500.00'	610.67'	23°20'01"	309.73'

NM 599 INTERCHANGE STUDY

FIGURE 23
FRONTAGE ROAD ALTERNATIVE
FROM CAMINO DE LOS MONTOYAS
TO RIDGETOP ROAD



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NM 599 INTERCHANGE STUDY

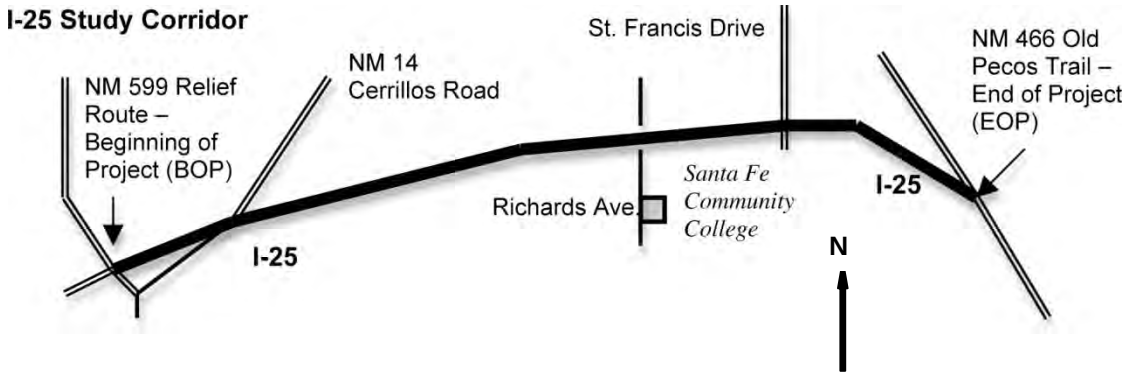
FIGURE 24
FRONTAGE ROAD ALTERNATIVE
FROM CAMINO DE LOS MONTOYAS
TO RIDGETOP ROAD

17-FEB-2010 -
SDS

I-25 Corridor Study: NM 599 to NM 466

The New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA) have commissioned this corridor study for the Interstate-25 (I-25) corridor through Santa Fe, New Mexico, to meet the existing and future travel demands through the year 2030, as shown on Figure ES-1.

FIGURE ES-1
Study Limits



Agency Coordination and Public Involvement

Technical staff from FHWA, NMDOT, Santa Fe Metropolitan Planning Organization (MPO), and the City and County of Santa Fe has provided guidance throughout this study during regular meetings with the Project Management Team. The draft Phase B report and recommendations were also presented to the MPO's Technical Coordination Committee and Transportation Policy Board (TPB) on January 26, 2010, and February 11, 2010, respectively.

Two public meetings were held on August 20, 2009, and on December 3, 2009 at the Genoveva Chavez Community Center during Phase B of the I-25 Corridor Study. Complete summaries of these meetings and the written and verbal comments received at each are included in Appendix B of this report.

Study Purpose and Need

The purpose of the I-25 Corridor Study is to develop a prioritized list of projects within the I-25 corridor, from NM 599/Veterans Memorial Highway (NM 599) to NM 466/Old Pecos Trail (NM 466) that will accommodate growth and enhance the regional transportation network in the surrounding area. The need for improvements to the I-25 corridor is driven by a combination of factors including safety, poor system connectivity,

insufficient access, and congestion. Safety concerns in the corridor include a higher proportion of crashes and fatalities. The interstate hampers system connectivity, and is an obstacle to north-south travel for personal, commercial, and emergency vehicles, as well as for transit, cyclists, and pedestrians—a growing concern with development of the Santa Fe Community College District. The expanding development is also driving the need for greater access to I-25, and the need to mitigate congestion and accommodate travel demand.

Detailed Evaluation of Improvement Concepts

Nine concepts were developed to meet the purpose and need of the study. Each of these, and a No Build Alternative were evaluated against a set of criteria established at the beginning of the study.

St. Francis Drive Interchange Improvements

The recommended improvements to the St. Francis Interchange, shown on Figure ES-2, will greatly enhance traffic operations on I-25 and St. Francis Drive, and improve vehicle, bicycle and pedestrian safety. The improvements include:

- Lengthen the on-ramps to allow greater distance to accelerate and safely merge onto I-25.
- Shift the off-ramp from southbound I-25 to northbound St. Francis Drive farther south of the signalized intersection at Sawmill Road to allow greater distance for vehicles to cross through traffic lanes before turning left at Sawmill Road.
- Move the northbound I-25 off-ramp to St. Francis Drive south of I-25 to separate it from the southbound I-25 off-ramp and the signalized intersection at Sawmill Road. The ramp will terminate at a signalized intersection with dual left-turn lanes onto northbound St. Francis Drive.
- Replace deficient bridge structures.
- Add street lighting.
- Make other geometric improvements to the ramps in accordance with NMDOT and AASHTO standards.

Cerrillos Road Interchange Improvements

The recommended improvements to the Cerrillos Road interchange, shown on Figure ES-3, will enhance traffic operations on I-25 and Cerrillos Road, and improve vehicle, bicycle and pedestrian safety. The improvements include:

- Tighten the turn radius of the southbound I-25 off-ramp to Cerrillos Road to shift it south of Beckner Road an additional 725 feet.
- Change the northbound off-ramp to a loop ramp located south of I-25 to separate it from the southbound off-ramp and move it much farther south of Beckner Road.

- Lengthen the on-ramps to allow greater distance to accelerate and safely merge onto I-25.
- Replace deficient bridge structures.
- Add street lighting.
- Make other geometric improvements to the ramps in accordance with NMDOT and AASHTO standards.

NM 466/Old Pecos Trail Interchange Improvements

The recommended improvements to the NM 466 interchange, shown on Figure ES-4, will enhance traffic operations on I-25 and NM 466, and improve vehicle, bicycle and pedestrian safety. The improvements include:

- Add barriers to the Rodeo Road left-turn pocket to prohibit vehicles from entering the pocket other than at the entrance.
- Separate the lanes at the ramp terminus with a 250-foot island to allow sufficient queuing storage for those vehicles turning right on NM 466 and entering the Rodeo Road left-turn pocket.
- Lengthen the on-ramps to allow greater distance to accelerate and safely merge onto I-25.
- Add street lighting.
- Make other geometric improvements to the ramps in accordance with NMDOT and AASHTO standards.

NM 599/Veterans Memorial Highway Interchange Improvements

The recommended improvements to the NM 599 interchange, shown on Figure ES-5, are primarily safety enhancements for vehicles, cyclists, and pedestrians, and include the following:

- Tighten the southbound I-25 on- and off-ramps to fit under the structures proposed in the NM 599 Corridor Study, which has the added benefit of moving the southbound off-ramp farther south of the signalized intersection at the existing frontage road.
- Add an acceleration lane on northbound NM 599 from the southbound I-25 off-ramp, and a deceleration lane on southbound NM 599 approaching the southbound I-25 on-ramp.
- Lengthen the on-ramps to allow greater distance to accelerate and safely merge onto I-25.
- Add street lighting.
- Make other geometric improvements to the ramps in accordance with NMDOT and AASHTO standards.

I-25 Auxiliary Lanes between NM 599 and NM 466

This concept proposes adding auxiliary lanes to both directions of I-25 between NM 599 and NM 466, shown on Figure ES-6 through ES-9, to provide additional capacity without the added cost of reconstructing the interchanges. This should result in a reduction in congestion and crashes, and a greater distance for safely merging onto the freeway. The noise level could increase with the freeway widening and moving slightly closer to sensitive receptor locations; however, this could be mitigated by sound walls.

Richards Avenue Interchange

This concept proposes adding a new interchange to I-25 at Richards Avenue, shown on Figure ES-10. This would provide additional access to I-25 and to the Santa Fe Community College District from I-25, and would dramatically improve emergency vehicle response time to locations I-25 between Cerrillos Road and St. Francis Drive. Some traffic would be diverted to I-25 from the surrounding road network, increasing congestion on I-25 and reducing congestion on the local streets. The additional volume on I-25 would be mitigated with the addition of auxiliary lanes on I-25 and the interchange improvements at St. Francis Drive.

Governor Miles Road Extension

This concept proposes extending Governor Miles Road from its terminus just east of Camino Carlos Rey, connecting to Galisteo Street and continuing east across the Rail Runner to Rodeo Park Drive, shown on Figure ES-11. This concept is one of three concepts referred to in this study as system connections because they provide additional connections to the regional transportation network. Residents surrounding Governor Miles Road have strongly opposed this extension and feel that their neighborhoods would be adversely affected by the additional traffic volume, which the model projects to be approximately 900 vehicles during an afternoon peak hour. This extension would not distribute the traffic on the local road network enough to offset the financial costs and impacts on the local neighbors.

Camino Carlos Rey Undercrossing

This concept proposes extending Camino Carlos Rey, from its terminus at Governor Miles Road, south under I-25 and Rabbit Road, and then east to the Northeast Connector, shown on Figure ES-12. The primary benefit of the undercrossing is the additional north-south connection across I-25 for vehicles, and a safer means of crossing I-25 for cyclists and pedestrians. An extension of Camino Carlos Rey is not projected to relieve enough traffic on Richards Avenue or provide sufficient operational benefits to the transportation network to offset the financial costs and impacts on the local neighbors.

Rail Runner Loop Overcrossing

This concept proposes an extension of the proposed Rail Runner Loop in the Las Soleras development, south over I-25, connecting with an extension of the East Frontage Road, shown on Figure ES-13. The primary benefit of the undercrossing is the additional north-south connection across I-25 for vehicles, and a safer means of crossing I-25 for cyclists and pedestrians, but would have a significant visual impact. The projected volume of traffic that

would use the overcrossing is not sufficient to offset the financial costs and impacts on the local neighbors.

Recommendations

Improvement Concepts Recommended for Inclusion in the Metropolitan Transportation Plan

The improvement concepts that provide the greatest benefit at the least cost are listed in Table ES-1 in order of priority, and recommended for inclusion in the MTP. The improvement concepts for additional system connectivity (Governor Miles Extension, Camino Carlos Rey Undercrossing, and Rail Runner Loop Overcrossing) are not believed to provide sufficient benefit for the costs that would be incurred and are, therefore, not recommended for inclusion in the MTP. The benefits are considered in terms of how well the concept contributes to the following evaluation criteria: multimodal mobility, vehicle mobility, vehicular safety, bicycle/pedestrian safety, and emergency vehicle response. The costs are considered in terms of the community and environmental impacts, and the financial costs of developing the concept. The benefits and costs are not weighted equally, but are based on the best judgment of the project management team for the I-25 Corridor Study, with guidance from the analysis described in Section 6 of this report.

TABLE ES-1
Concepts Recommended for Inclusion in the MTP

Priority	Improvement Concept
1	St. Francis Drive Interchange Improvements
2	Cerrillos Road Interchange Improvements
3	NM 466 (Old Pecos Trail) Interchange Improvements
4	NM 599 (Veterans Memorial Highway) Interchange Improvements
5	Auxiliary lanes on I-25: between Cerrillos Road and St. Francis Drive
6	New Richards Avenue Interchange
7	Auxiliary lanes on I-25: between St. Francis Drive and NM 466 (Old Pecos Trail)[a]
9	Auxiliary lanes on I-25: between NM 599 (Veterans Memorial Highway) and Cerrillos Road

[a]Because of the grade northbound, consideration should be given to extend the auxiliary lane north through the interchange at NM 466 (Old Pecos Trail) for slow moving vehicles.

Project Recommendations

The improvement concepts recommended above can be broken into smaller, individual projects that can be advanced as funding becomes available. Table ES-2 groups these projects by short-, medium-, and long-term priorities.

The short-term projects are recommended to address deficiencies in bridges at the St.Francis Drive and Cerrillos Road interchanges, as noted in the I-25 Corridor Study Existing Conditions Report. The medium-term projects are primarily safety enhancements that include extending all of the I-25 on-ramps to allow greater distance to accelerate and safely merge onto I-25, and shift each of the southbound off-ramps farther south of the adjacent signalized intersections to allow greater distance for vehicles turning left to safely traverse through traffic lanes. The long-term projects address capacity and access, and correct other geometric deficiencies.

TABLE ES-2
Project Recommendations

Short-term Improvement Projects	Planning Level Cost Estimate
St. Francis: NB I-25 off-ramp (includes remove and back-fill both I-25 bridges over existing ramp)	$ 1,500,000
St. Francis: Reconstruction of both I-25 Bridges Over Saint Francis (includes improvements to St. Francis)	$ 7,000,000
Cerrillos: NB I-25 off-ramp. Includes: • Remove and back-fill both I-25 bridges over existing ramp • Reconstruct NB on-ramp • Lengthen I-25 bridges to accommodate merge lane • Improvements to Cerrillos	$ 15,000,000

Medium-Term Improvement Projects	Planning Level Cost Estimate
NM 599: NB I-25 on-ramp	$ 200,000
Cerrillos: SB I-25 off-ramp to North Cerrillos	$ 1,200,000
Cerrillos: SB I-25 on-ramp	$ 900,000
St. Francis: NB I-25 on-ramp (from NB St. Francis)	$ 700,000
St. Francis: NB I-25 on-ramp loop (from SB St. Francis)	$ 900,000
St. Francis: SB I-25 off-ramp	$ 1,200,000
St. Francis: SB I-25 on-ramp	$ 5,000,000
NM 466: NB I-25 on-ramp (from NB Old Pecos Trail)	$ 1,300,000
NM 466: NB I-25 on-ramp lLoop (from SB Old Pecos Trail)	$ 1,000,000
NM 466: SB I-25 off-ramp and SB I-25 on-ramp	$ 4,200,000

TABLE ES-2
Project Recommendations

Long-Term Improvement Projects	Planning Level Cost Estimate
Cerrillos: SB I-25 off-ramp to South Cerrillos	$ 400,000
NM 466: NB I-25 off-ramp	$ 700,000
NM 599: SB I-25 off-ramp	$ 1,400,000
NM 599: SB I-25 on-ramp	$ 1,100,000
Auxiliary lanes on I-25: Cerrillos – St. Francis	$ 17,000,000
Auxiliary lanes on I-25: St. Francis Dr – NM 466	$ 2,000,000
Auxiliary lanes on I-25: NM 599 – Cerrillos	$ 4,000,000
Richards Avenue Interchange	$15M - $35M

Interim Safety Improvements

There are several low-cost, interim safety improvement projects, listed in Table ES-3, that could be considered should funding be delayed for the ultimate improvements recommended above.

TABLE ES-3
Interim Safety Improvement Projects

Interim Safety Improvement Projects	Planning Level Cost Estimate
Electronic Emergency Vehicle Access Gate(s)	$ 100,000
Partial Interchange Lighting at all four interchanges	$ 400,000
Prohibit left-turns onto Beckner from SB I-25 off-ramp to NB Cerrillos. Create U-turn pocket north of Beckner.	$ 300,000
NM 466: SB I-25 off-ramp (temporary extension)	$ 200,000
Cerrillos: NB I-25 on-ramp (temporary extension)	$ 200,000
Cerrillos: SB I-25 on-ramp (temporary extension)	$ 200,000
NM 466: NB I-25 on-ramp (from NB Old Pecos Trail--temporary extension)	$ 200,000
NM 466: NB I-25 on-ramp loop (from SB Old Pecos Trail--temporary extension)	$ 200,000
NM 466: SB I-25 on-ramp (temporary extension)	$ 200,000
NM 599: SB I-25 on-ramp (temporary extension)	$ 200,000

FIGURE ES-2
St. Francis Drive Interchange Improvements,
Option A: Signalized Ramp Terminal at
Northbound I-25 to Northbound St. Francis Drive

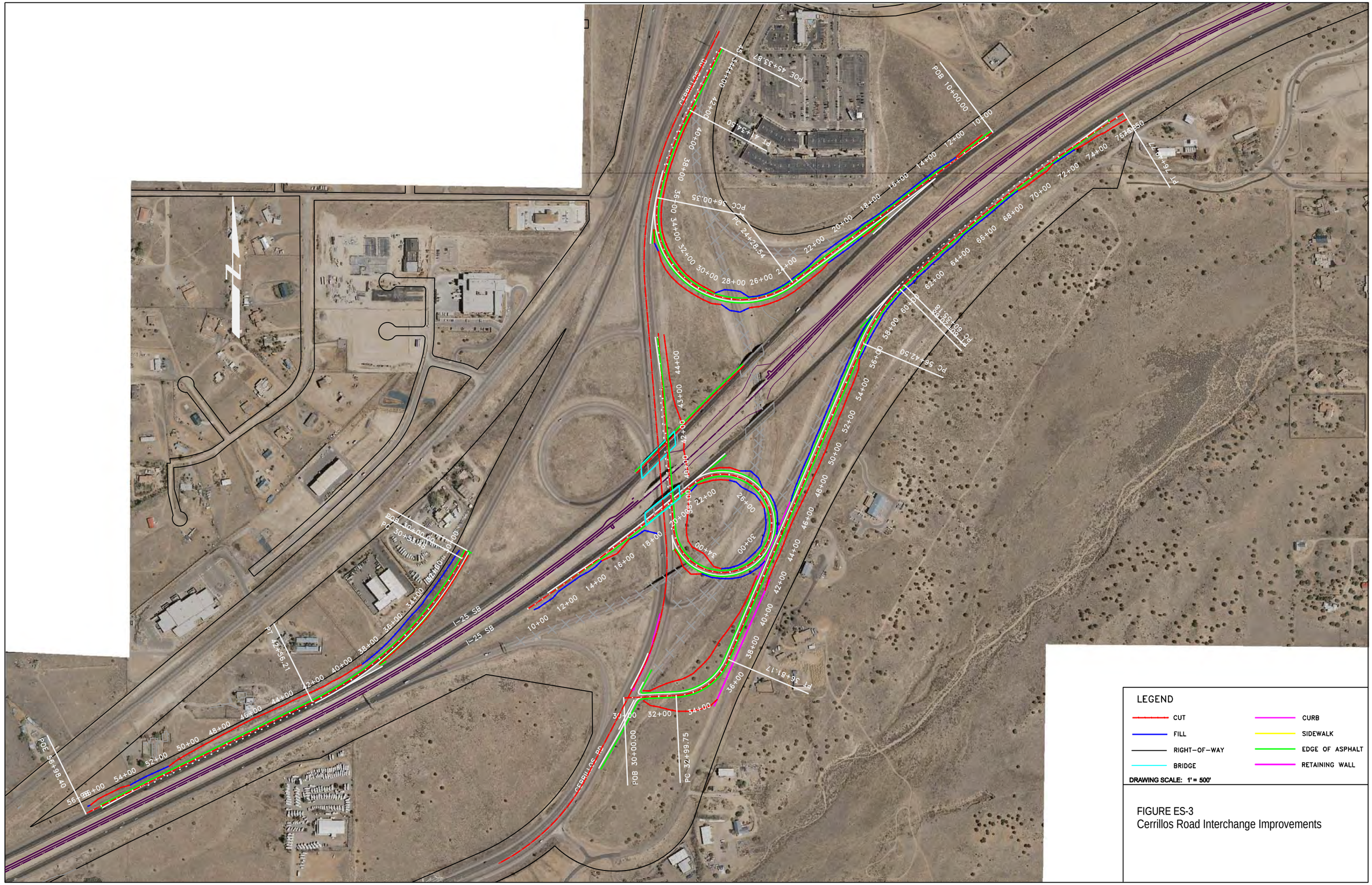


FIGURE ES-3
Cerrillos Road Interchange Improvements

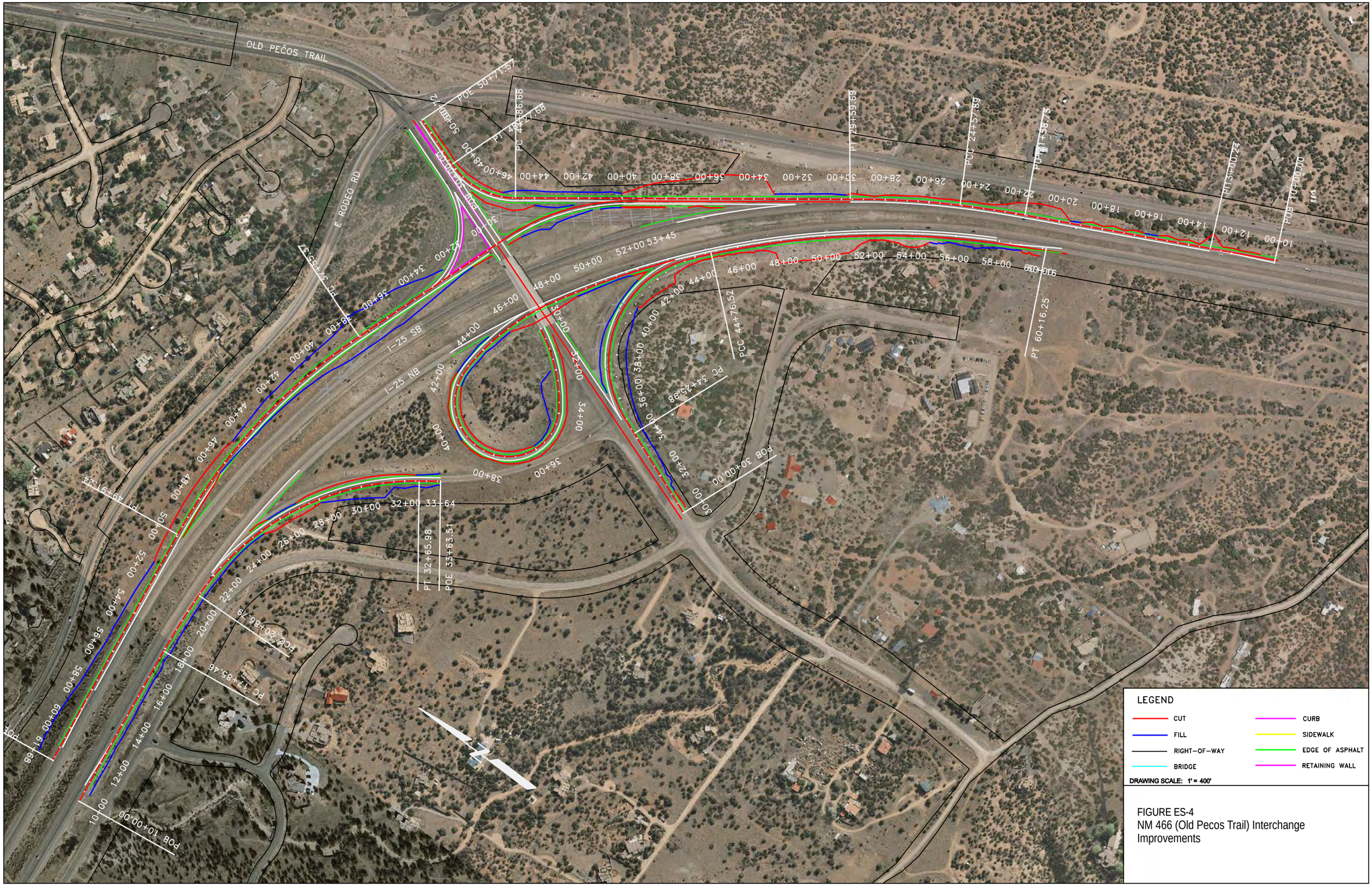


FIGURE ES-4
NM 466 (Old Pecos Trail) Interchange Improvements

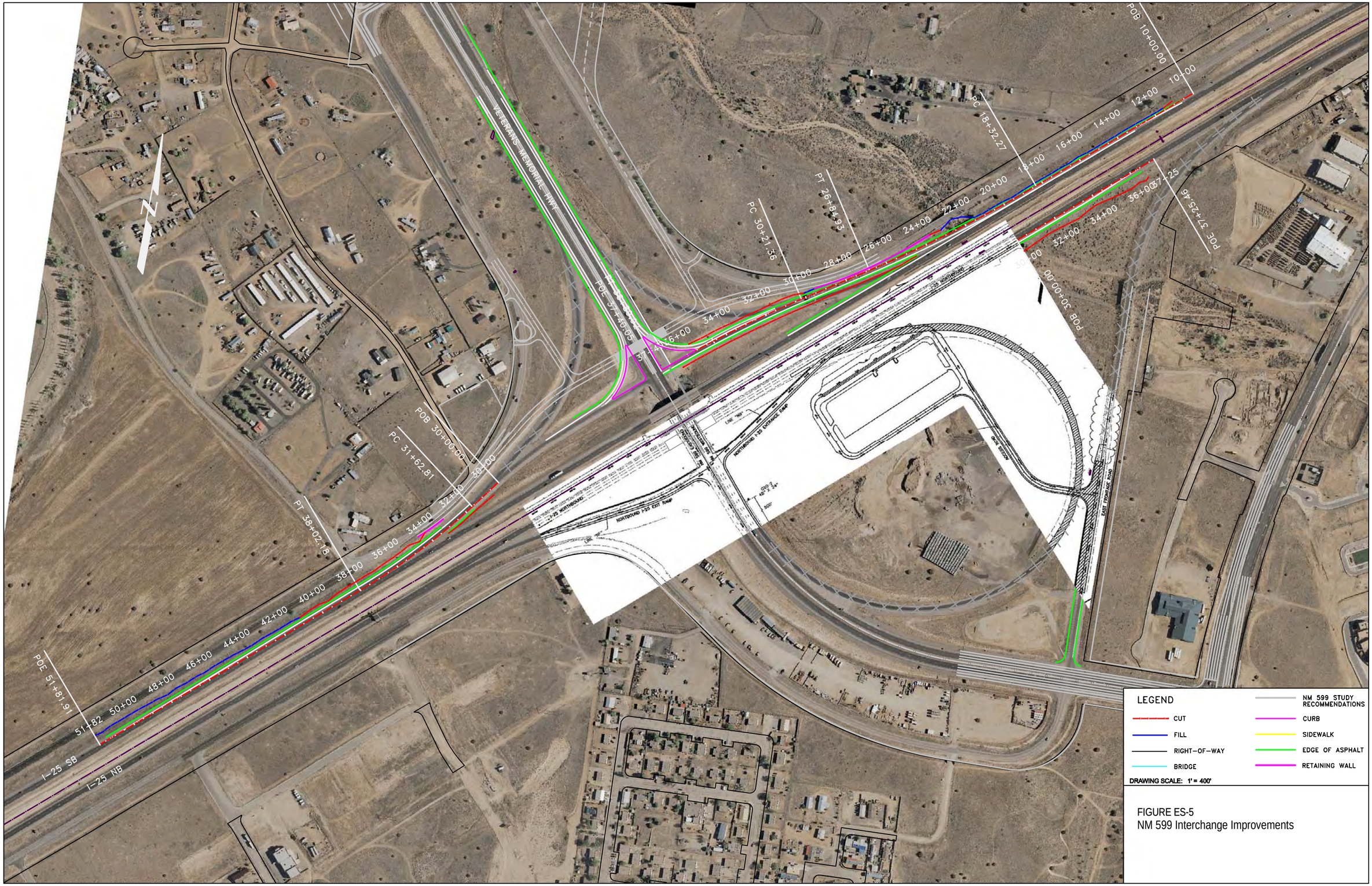


FIGURE ES-5
NM 599 Interchange Improvements

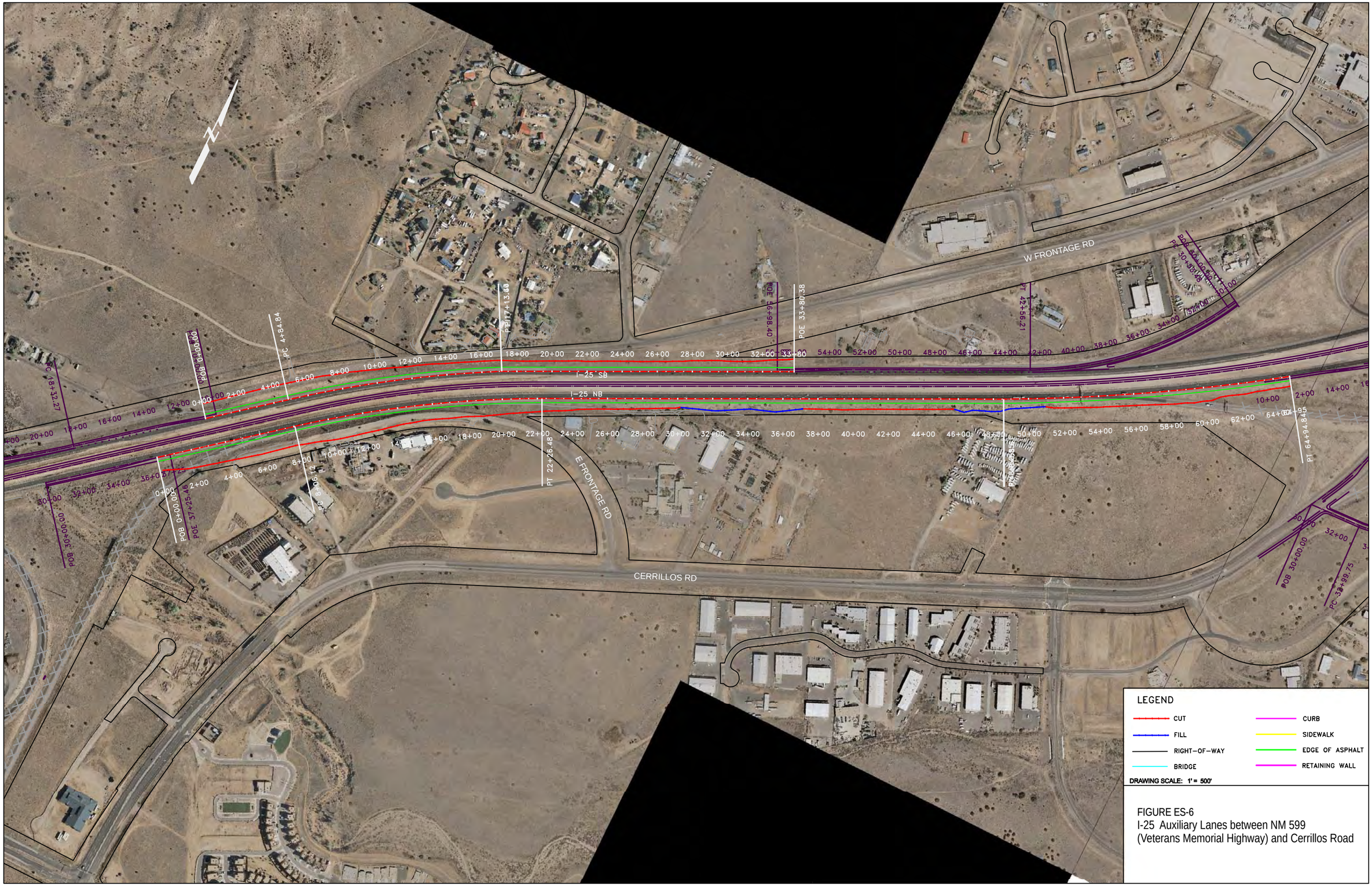


FIGURE ES-6
I-25 Auxiliary Lanes between NM 599
(Veterans Memorial Highway) and Cerrillos Road

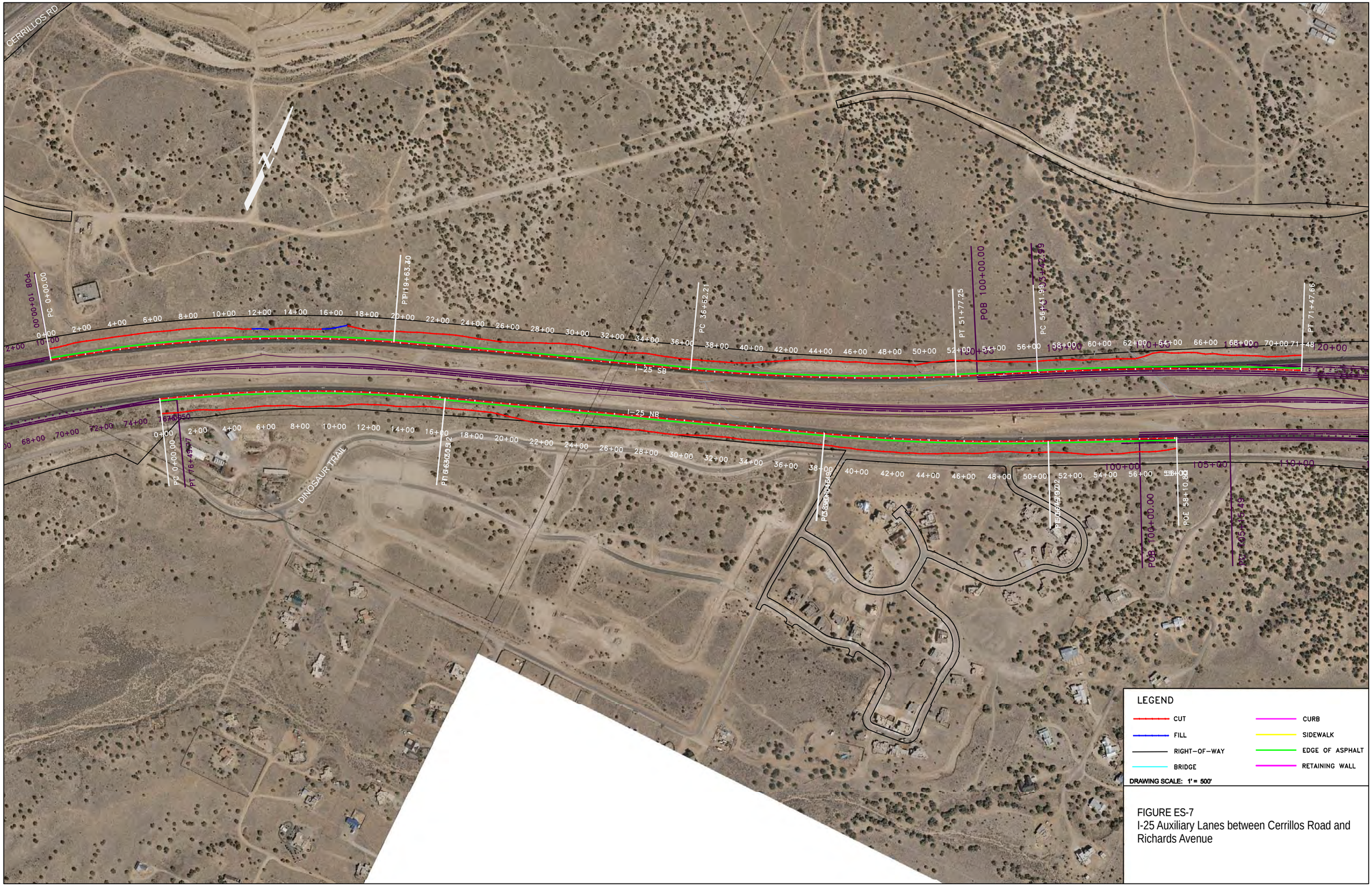


FIGURE ES-7
I-25 Auxiliary Lanes between Cerrillos Road and Richards Avenue

FIGURE ES-8
I-25 Auxiliary Lanes between Richards Avenue and St. Francis Drive

FIGURE ES-9
I-25 Auxiliary Lanes between St. Francis Drive and NM 466 (Old Pecos Trail)

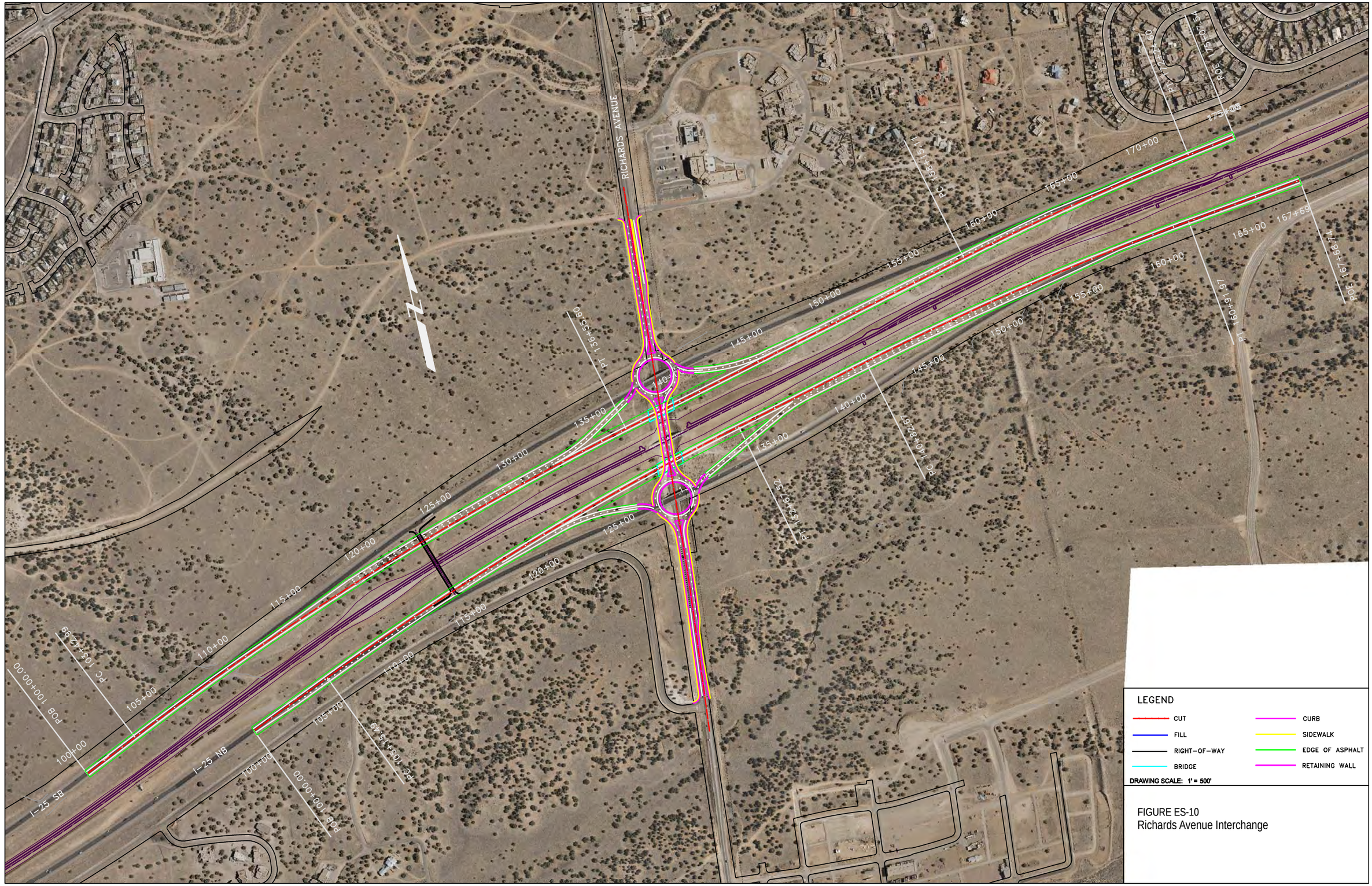


FIGURE ES-10
Richards Avenue Interchange

FIGURE ES-11
Governor Miles Road Extension

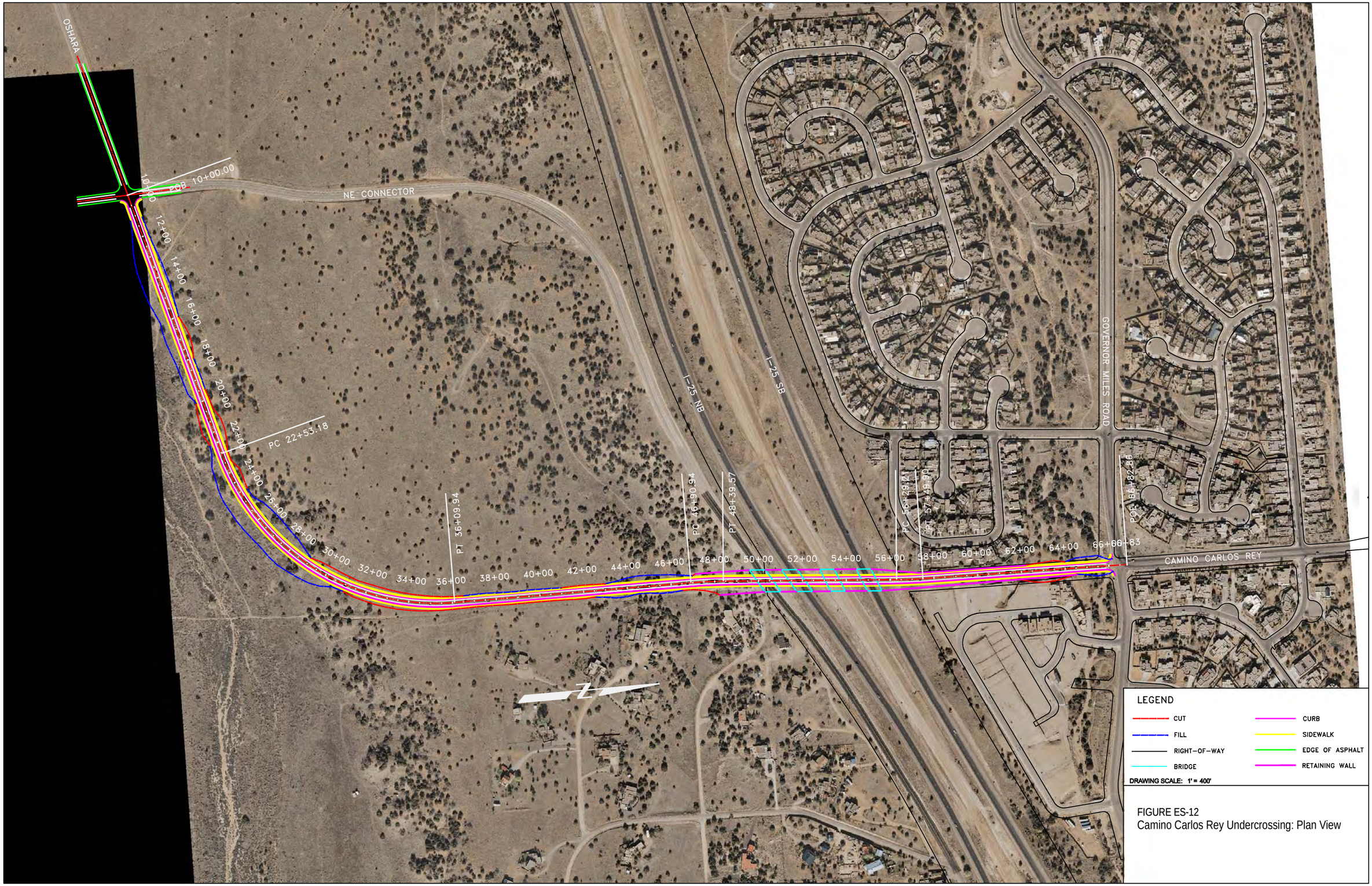


FIGURE ES-12
Camino Carlos Rey Undercrossing: Plan View

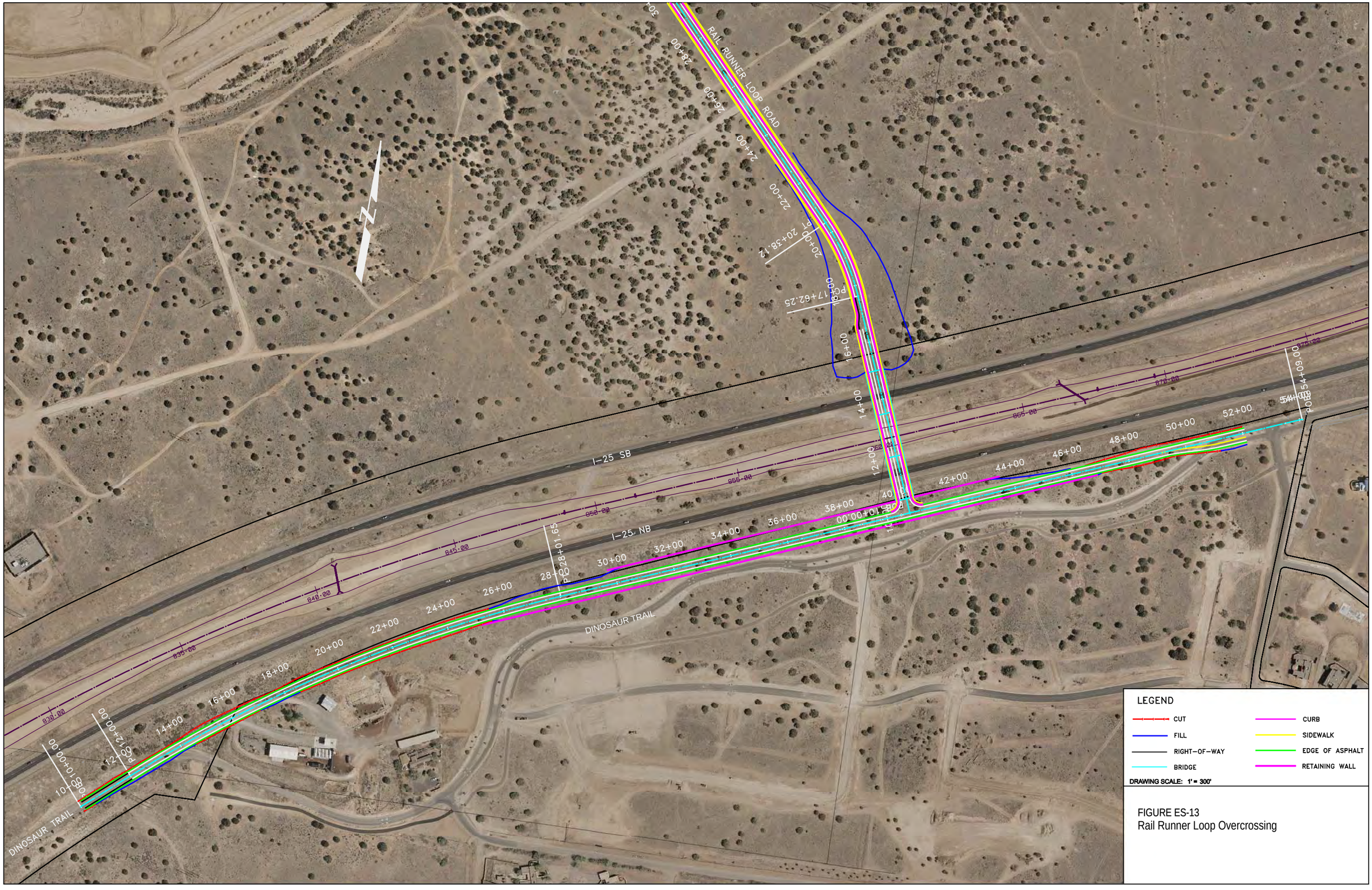


FIGURE ES-13
Rail Runner Loop Overcrossing

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September 18, 2009

St. Francis Drive Corridor Study (NMDOT Control Number: D5SF3)
Public Meeting Minutes, Santa Fe Public School Boardroom, 610 Alta Vista
September 16, 2009, 5:30 Open House, 6:00 Presentation

Prepared by: Sarah Gilstrap, Parametrix

SUMMARY

Display boards were provided for the public to view during the open house period from 5:30-6:00pm that encompassed engineering designs from Phase A, New Mexico Department of Transportation (NMDOT) Location Study Procedures, and the National Environmental Policy Act (NEPA) process. Study team members were available to answer questions about the display boards and the corridor study during the open house. Handouts of the powerpoint presentation and comment sheets were available to meeting attendees.

David Quintana, Project Development Engineer, NMDOT District 5, and Eric Wrage, Project Manager, began the meeting at 6pm with presentations of the study team and other agency members present, and gave an outline of what would be presented. The powerpoint presentation included an overview of the Phase A process and the alternatives evaluated and studied. Residents provided input regarding their transportation needs and concerns within the corridor. Approximately 48 members of the public, city, county, and state officials and project study team representatives were present. The meeting concluded at 8:00pm.

MEETING ATTENDEES:

Study Team Members present:
Bruce Poster, Southwest Planning and Marketing
Bert Thomas, BHI
Eric Wrage, BHI
Richard Clements, HDR
Denise Weston, Parametrix
David Quintana, NMDOT District 5

Support staff:
Sarah Gilstrap, Parametrix
Daniel Beene, Parametrix
David Forster, BHI

Members of the public and public officials:

Michael Gomez	Abe Franklin	John Romero
Thomas Nichols	Jeff Seres	Robert Martinez
David Pease	Karla Winterowd	Kathy Chambem
Roslyn Gomez	Kenneth Francis	Andrew Jandacek

Leroy Sanchez	Helen Tomlin	Kathleen Dickerson
Celeste Newbrough	Hope Reed	Gaven McGranahan
Barbara Jordan	Seth Hinshaw	Stan Leonard (?)
Sara Cunningham	Barbara Levin	Robert Benon
Steve Barela	Michael Levin	Jon Bulthuis
Barbara Fix	Alan Richardson	S. Corwin
Dan Stone	William Agneur	Rosemary Minnard
Fred Pearson	Dianne Dumas	Tom Sharpe
Marilyn Haring	Thomas Koglin	D. Aguilar

MEETING NOTES:
Eric Wrage (BHI) discussed the various studies within the corridor being conducted simultaneously including the City of Santa Fe's pedestrian study, the St. Francis Drive Pedestrian/Bicycle Crossing project, the NM 599 Interchange project, and the St. Francis Corridor Study. Eric described the NMDOT Location Study Procedures and how the Phase A evaluates the initial conditions of the corridor. Eric described the NEPA process and the requirement for public involvement, the environmental and cultural resource evaluations, and the initial alternatives evaluation. After the Phase A and Phase B processes, the recommended alternatives will make it onto a list of projects for future study and implementation.

[Refer to the powerpoint for clarification on exact design details]

Eric explained the criteria for the Phase A purpose and need: identify existing corridor deficiencies, develop initial alternatives, address increases in traffic congestion, enhance mobility, and prioritize potential future projects. The Phase A corridor study is available at all three libraries in the City of Santa Fe. The evaluation of 2030 conditions is based on the regional Santa Fe Metropolitan Planning Organization (SFMPO) travel demand model forecasts and future socioeconomic forecasts from the VISUM Model.

Eric explained that in response to the article in the Santa Fe New Mexican yesterday—land use assumptions follow current land use plans – that this study doesn't endorse a specific project. During Phase A, a series of alternatives were evaluated. Improvements are intended to address normal accepted levels of service. A large number of alternatives considered (see ppt): these alternatives were evaluated for 3 different segments of corridor:

Segment 1: Rabbit Rd/south end—access control facility
Segment 2: San Mateo to Alamo—very difficult to do anything in those areas
Segment 3: Alamo to NM 599—currently expressway facility

Initial screening of criteria includes the following: satisfy purpose and need, accommodate future travel demand, engineering feasibility, support general cohesion, environmental impacts, incorporate urban design features, and a cost evaluation. Quite a number of alternatives are under consideration for each segment with detailed results provided in the Phase A Report.

The secondary screening process included additional criteria such as: State/Federal regulatory concerns, State hwy/regional hwy, City/State/Federal resources, City's initiative to develop certain components such as transit. Application of the secondary screening criteria has resulted in the following recommendations for further evaluation in Phase B:

1) Enhanced transit system common to all 3 segment. Note: this alternative is beyond the scope of St.Francis Drive Corridor Study.

2) No build
3) Intersection improvements
4) Trail connectivity
5) Transportation systems management: applied to this corridor, ITS implementation, signal maintenance

At the meeting, alternatives for each segment were described in detail with aerial figures for each affected intersection shown in the ppt. Further details are included in the Phase A Report which is available on www.santafempo.org and a hard copy is available at all three Santa Fe libraries.

Phase A identified existing conditions and deficiencies on the corridor. Phase B activities will include regional travel demand modeling for all three Santa Fe projects, study impacts of the improvements on corridor operations, further evaluation of alternatives, additional public meetings, and develop a project list for inclusion into the MTP.

Clarifications/Questions

Bruce: Before we open the meeting up to comments, we will open the meeting to any questions about the presentation and the corridor study. Please adhere to common courtesies.

1) With regard to Segment 3, mention of traffic routed through Greg Ave--where would that connect to?
Answer: It would connect to Greg Ave and Rio Vista Place - basically a loop to increase the stacking distance for vehicles going onto St. Francis.

2) Go to the Cerrillos grade separation slide—explain how many thru lanes underneath, where would the vehicles turn north or south?
Answer: There would be two lanes in each direction underneath, 3 lanes northbound, ramp off Cerrillos on right, go thru roundabout, if going downtown, north on St. Francis, street off St. Francis is going down, same thing coming southbound, get off on right hand side, go north/south. Thru traffic underneath—Cerrillos going straight—thru roundabout, two lane roundabout in semi circle. Same thing in other direction. Train would still go thru on top, no other signal than a train crossing.

3) Since City has money for the crossing of St. Francis Drive, the study process is tainted; NMDOT has said that since City has funding, we will consider building a bridge. Doesn't that make all this incomplete?
Answer: There are a lot of studies going on that we are trying to stay coordinated with. We will incorporate any decisions of these other projects into Phase B and evaluate if they change any of our decisions. We have to let them go through their process, and once they are approved and adopted into our process, they may change our alternatives slightly.

4) Mentioned Rail Trail would be brought up to intersection—what happens at that point for bicycles, other thoughts on how bikes would get across to Railyard from Rail Trail?
Answer: We are looking at improving the intersection—improving current pedestrian crossing to accommodate bikes/pedestrians.

5) With Railrunner coming diagonally thru circle, would the trail be parallel?
Answer: We haven't flushed out how pedestrians would cross the roundabout—would be better to make changes for pedestrian crossings further out than at the roundabout, if this alternative moves forward.

6) Was a roundabout considered anywhere else, like at Cordova Rd, because that is an important pedestrian crossing. What shown so far looks unfriendly to pedestrians.
Answer: We will do what we can to improve the pedestrian experience, like tightening the radius. Roundabouts could be looked at additional locations; however, the size of the roundabouts mayneed to be bigger than current experiences.

7) I would like to see St.Francis turning onto the Zia intersection—is it still going to be one lane?
Answer: The analysis says a second southbound lane is not necessary, this shows minimum improvements. Second right-turn lane is not necessary due to analysis, but there will still be channelization and a separate right turn lane from St.Francis to Zia.

8) Still have to get out of lane from Siringo to Zia- are you considering extending that lane?
Answer: That would require widening that bridge and would need to be re-evaluated. A third lane south from Cerrillos—and other lane balancing will be looked at during Phase B. If this is approved to move into Phase B, we will look at traffic balancing then.

9) Show intersection of West San Mateo: explain what changes there would be?
Answer: There would just be a westbound thru lane—when restriped it created a pinch point. Further evaluation has been suggested with an additional lane through the intersection, drop the lane then re-merge-not continuous lane.

10) Confusing to me as you went through the slides, at the end you spoke about proposed improvements in Phase B for the three segments—are these the winning options?
Answer: The recommendations made it thru the screening process—slide 34. These have made it thru the cut but we need to do detailed evaluation of these alternatives and then come up with recommended improvements. When completed with Phase B, it will be determined which build alternatives will be recommended for implementation.

11) For St. Michaels, are you getting rid of loop onto St. Francis?
Answer: Yes, it would be replaced with left-turn onto St. Michaels but it needs to be evaluated because of grade.

Comments:

1) Tom Nichols: answered my question already.

2) David Pease: My concern is that I live near the Zia Railrunner station. I was at every NMDOT meeting, and they assured us that it would be a kiss and ride, not a park and ride. I see that you have said that the City is planning more dense development around train stations. Concerned that Zia area becomes a parking lot. I hope your plans are not proposing to bring more traffic into already congested area.

Answer: This study doesn't endorse any specific development, we are using land use developed by the City and the SF MPO for planning purposes.

3) Abe Franklin: I live at 1016 Belmont St., 3 blocks from St. Francis, I am on the bike/pedestrian committee, I ride every day and use my bike as a vehicle thru St.Francis and Cerrillos. Main concern is that data collection and analysis is heavily weighted to purpose and need. When making decisions, there are going to be traffic engineers who are going to have facts to state, minimal level of service D, or better. If have engineer specializing in other modes, no data to back statements. You aren't able to identify problems. How many cyclists ride the wrong way, make illegal left turns? And, how many ride thru Chevron every day to follow Rail Trail as alternative to St. Francis, Cordova? The specific problem is that

pedestrians/bicyclists notice that traffic turning from westbound Cordova onto southbound St. Francis, don't yield to pedestrians. Solution—left turn arrow at end of cycle, then left turn people would get arrow. That level of detail that you're detecting for motorists, you're missing bike/pedestrian problems. I know Phase A is done, moving into Phase B, so I am trying to give you constructive comments.

4) Kathy Chambem—not present.
5) Andrew Jandacek—Questions about the extent of the socioeconomic forecasts? What is the extent of the socioeconomic data, does it go into the County, or just MPO? Does that also consider County for future growth areas, e.g. community college district, state pen?

Answer: Yes, considers future growth areas, and it extends into the entire MPO planning boundary area, not just the City.

6) Alan Richardson—questions have been answered.
7) Barbara Fix: It has been difficult to live near St. Francis and Cerrillos. The Acequia trail dead ends into St. Francis—what had happened is that the City announced they would build the bridge—take federal money, subject to federal law, go thru the process. Who are decision makers for this process? And what in the world are you going to do if the City says there is going to be a bridge? Are you going to tear it down if you end up doing roundabout? Pedestrian bridge issue, is this at grade? Rail trail is at grade, so it is not coordinated and is worrisome. This doesn't make sense to me.

Answer: Decision makers include the management team—consultants include BHI, Parametrix, HDR, SW Planning and Marketing, NMDOT at District and the general office, City of Santa Fe-John Romero directly on it, Andrew Jandacek from the County of Santa Fe, and Santa Fe MPO staff. They helped us develop alternatives, with public input, will work to evaluate what will go into Phase B, then into MTP.

Denise Weston: We are doing the NEPA process due to St. Francis being a NMDOT/FHWA roadway, not because of federal funding. The Crossing project is a City project and are following the same Location Study Procedures but under Phase B right now. We will continue to coordinate on these projects—different purposes and needs, the Crossing project purpose is to improve trail connectivity for the Acequia trail across St. Francis Drive. We will consider recommendations in the Crossing project as we continue—both of these projects are following the NEPA process.

8) Barbara Fix: The NMDOT has said that the City will go ahead and build it anyway.

Answer: David Quintana: the City has money for the project. The bottom line is that they didn't want to hold up the plan for the Crossing-we don't want to wait 20 years to provide the crossing—there is logic in telling the City to continue with the project. The intent is to setup a planning process since it may not be implemented for 20 yrs, we will use information we conclude with to begin implementing future projects.

9) Michael Gomez: I am wondering about the drawing on p.3 for Zia Rd—encroaching into Albertsons building—why didn't you draft it better to fit into ROW? Can it be moved to the west?

Answer: The Railrunner is a concern—could be shifted—diamond interchange is centered in ROW—do acknowledge that we will have to study some kind of interchange during Phase B—need to carry into Phase B—to address pedestrians/transit, needs.

Michael Gomez: according to p. 230—this has led the City to study denser level of development. I thought the City study was shelved—not approved, just study. Why included in this study?

Answer: We tried to find a way to word it in the study that indicated the planning was currently underway with other studies and what kind of land uses may be needed to support transit system on regional basis. We will work on rewording the document.

10) Rosemary Minard: I noticed in the conclusion sections that there was often concern about increased traffic, congestion, awareness of the way alternatives would affect pedestrians/cyclists, and further divide the City. I live 3 blocks from Hickox and St.Francis—I hear a lot of semis, trucks. My impression is that these are through traffic vehicles. Has there been any effort to ascertain how much/percentage there is now and in future, are these heavy trucks? These trucks take St.Francis because they think it is shorter than NM599. Could we have signage for large trucks to use bypass, to alleviate that traffic now?

Answer: This is a valid comment. NMDOT has made an attempt to make the relief route as a truck route—there are signs on the interstate for them to use the relief route; however, we can't control whether or not they use them. Would be illegal for us to discriminate against certain vehicles and it is difficult to distinguish which ones can/can't use the roadway. There is a history behind using "relief route"—initially called bypass—a lot of reluctance from general citizenry due to develop/business communities along St. Francis who wanted traffic for economic development.

11) Barbara Jordan: A lot of cities limit truck traffic from 4-6:30 because of congestion issues.

Answer: We could look at that—local ordinance would need to be adopted.

8) Thomas Koglin: I worked at the NMDOT for a long time. They have a history of bypasses—laws that were in existence that prohibited bypasses—it is a sensitive subject. The reason they don't bother taking NM 599 is because NM has a weight distance tax—it is a bad idea to have a law that they will take the shortest route. At Zia Rd. it took the coming of Railrunner to eliminate free right turn—it is dangerous. It is a frustrating process-I want that station open, makes me livid that can't use train-willing to tolerate it, but now I am getting all the problems of the Railrunner and none of the benefits.
9) Celeste Newbrough: It would be nice to have the station open. You have been very thoughtful in studying this corridor. Would like to see the same kind of creativity and intensity and look at movement of pedestrians and bikes—you need to come at this study from this perspective. More information on sidwalks, pedestrian flow, pedestrian/bike safety, overpasses. If you have better pedestrian flow, you will have less traffic.
10) Barbara Levin: Need to focus on purpose as stated by MPO— why would you consider a no build alternative. I would like to see no build option to include complete streets concept, need pedestrian overpass.

Denise Weston Response: We define the no build alternative through the NEPA process for comparative purposes—we understand that the no build doesn't address the purpose and need statement.

11) Unknown Attendee: In addition to pedestrians and bikes, need to look at visual and vegetative resources, preservation and conservation of green space-these things make Santa Fe what people want to move to/live in—aesthetics.
12) Robert Benon: Need to consider more specifics of noise abatement. The area around NM 599 has huge walls-something like sound walls with same function might help with noise. Is there something at the top of slope that could be installed? Please give attention given to that.

Denise Weston Response: When we get to the environmental analysis we will analyze noise issues as part of the NEPA process.

13) Unkown Attendee: I hope that after this process and in the future, you carefully consider transit improvements/alternative transportation, more of the same is not going to solve the problem. I am disgusted that the Zia Station is not open.
14) Richard Rotto: Slide 20 showed pedestrian trails at St. Michaels—no sidewalk between Galisteo and Pacheco—what grade separation options are to be carried into Phase B? What alternatives are you not proposing to carry thru into Phase B?

Eric Wrage Response: Primary locations are Sawmill, Zia, and Cerrillos. Alternatives we are not proposing to carry through include lane removal, convert to bus, lane addition, convert lane to HOV, split level expressway—detailed in report (see report).

15) Diane Dumas: If there is a possibility that the station could be open, it could help with the problem with transients—they are camping in the arroyo behind my house.
16) Kathy Dickerson: The major problem is that a parking lot has not been provided for the Zia station—they will be parking in front of our driveways, in our neighborhood.

Attachments:
Sign-in Sheet
Comments

Parametrix ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

MEETING MINUTES

Project Name:	St. Francis Corridor Study		**Project No.:**	5635356002	
Location:	Santa Fe Public Schools Board Room	**Meeting Date:**	March 09, 2010	**Time:**	6-8pm
Minutes by:	Sarah Gilstrap, Parametrix				
Attendees:	See sign-in sheet	**Company:**			

Subject: **St. Francis Corridor Study Public Involvement Meeting**

David Quintana, Project Development Engineer, NMDOT District 5: Mr. Quintana provided introductions of the project management team and other public officials present at the meeting.

Eric Wrage, BHI Project Manager: Mr. Wrage presented information on the alternatives that were included in the Phase B Report. He presented the results of the investigations as well as potential impacts to the social, economic and environmental conditions. He solicited feedback from the public that was present. A copy of the PowerPoint presentation is attached.

Question and Answer Period:

1) Question/Barbara Fix: I have a hard time translating the south on top, north on bottom on your figures; why did you do the orientation that way?

Answer: Because of presentation purposes. It would have been better to have the orientation on the map. North is normally on the right hand side.

2) Question/Rick Martinez: Why was the St. Francis Drive and Alamo Road intersection never discussed?

Answer: We did evaluate the Alamo intersection. The intersection works okay in the analysis and we do have recommendations for that intersection. We recommended that it stays open to remove the queuing problem.

3) Question/Richard Rotto: Are the proposed multi-use trails south of San Mateo separate from a sidewalk?

Answer: In places yes, in other places no. From Siringo south there would be a multi-use trail off the roadway.

4) Question/Harvey Minsucle: Next time can you make a hard copy of the maps as full page handouts? When the Rail Runner went in they left off a lot of signage. Can any one from the NMDOT answer this for me? (David Quintana addressed his concerns) You aren't doing much with Cerrillos Rd? (No)

5) Question/Barbara Fix: You don't have any protected crossings (see ppt slide #21) on St. Francis as well as on Alarid that would relieve major intersection. You need an integrated approach at that location and there needs to be a way for people to cross other than at Guadalupe and Cerrillos.

Answer: We are recommending protected crossings at Cerrillos. We don't know specifically what to do here, but we will be looking at this.

6) Question/Bob Sawer: Let's go back to the discussion about the St. Francis and Cerrillos intersection and how the acquisition of ROW will make this alternative challenging. What is the additional ROW used for?

Answer: The additional ROW would be used for construction activities (see ppt slide #28). The proposed lanes that don't go under St. Francis would go around and would need additional ROW because of walls, barriers, sidewalk, and off ramps from St. Francis as it approaches Cerrillos.

7) Question/Carol Rand: What about enhanced transit? As well, with regard to the driveways on St. Francis Drive, can you clarify?

Answer: In order to provide expansion of service throughout the City, we need enhanced transit systems. These wouldn't have specific routes, would have shorter headways, more frequent buses, and provide a convenient alternative to get onto transit. In regard to driveways, we are going to close driveways if the property has multiple driveways. In such a short stretch there are over 100 driveways, so we tried alternatives that identify a handful of driveways because of two access points at that property. Unsignalized intersection medians that would be closed to through traffic and no left turning traffic would alleviate some of the congestion points during peak hours.

8) Question/Rick: There won't be any bus pullouts?

Answer: There isn't much room throughout the corridor for pullouts.

9) Question: What are the blue dots on your exhibits?

Driveways to what we suspect are NMDOT driveways/State ROW. We will put this ppt on the MPO website.

10) Question/Tom Romero: The modeling scenario indicates a pretty significant impact on traffic if I-25 improvements are made. To what extent does that weigh in on the decisions for the I-25 project?

Answer: The ultimate priorities will be determined by the MPO based on information in all of the studies, and they will look at more of a regional picture and then make their decisions. We have had a joint management team with some interactions that have been developed recently.

Comments on how the alternatives should be implemented

1) Comment/Bob: I am pleased about completing trails and adding sidewalks because we are miserable sidewalk city.

2) Question/Rick: For the Zia intersection, can the developer make improvements?

Answer: Agreements are already in place between developers and the City for some alternatives. We are not sure what is going to come out of it but the developer will be doing something. We anticipate that the City would use our study as a starting point. There are lots of issues for the City to consider and this will be a policy decision.

Any other comments or suggestions

1) Question/Ken Valin: When will the priority list be finalized by the MPO?

Answer/Keith Wilson: We are currently in the process of taking recommendations from all 3 studies, and this process will be happening over the next 3 months, and our plan has to be finalized in late June. We are trying to prioritize these projects and how each alternative impacts other alternatives, as well, we have to have a fiscally constrained plan within the funding scenario. By the end of April we hope to have a draft plan which will be followed with a 30 day public review period with public meetings similar to this, then our transportation policy board will make the final decision. This plan will be discussed during technical advisory meetings and policy meetings. Keep checking our website since we keep all of our meetings updated with all our contact information as well.

2) Question/Carol: I think it is a shame to drop the alternative of grade-separation of Cerrillos and St. Francis Drive. I am surprised about the ROW acquisition. Would it be adding lanes? I think it would be better in the long term to have these improvements.

Answer: The barrier walls are several feet wide (2-4 feet thick), we had another analysis/evaluation conducted and it still doesn't work, as well, geometry is also an issue. In order to build a grade-separated intersection we would have to take St. Francis underneath Cerrillos and the rail corridor, which would have to have ramps on either side. Traffic would have to be 26 feet lower than adjacent properties; therefore, we need retaining walls to separate these lanes and we need that kind of support to be built to hold up the earth. Because of that geometry, this would require additional ROW. This can be engineered, ROW can be acquired, but it would cost $40 million. Gas, sewer, and water lines would have to be relocated and some would have to have gravity pump stations; the $40 million doesn't include these utilities. This alternative couldn't happen in the short term.

3) Question/Patricia Sanchez: I am very concerned with the County opening Rabbit Rd connecting to Richards. The new Rabbit Rd is falling apart, there are numerous cracked windshields, increased traffic, increased noise pollution, and cars passing school buses; what kind of improvements are included for Rabbit Rd? This is very dangerous. As well, we aren't getting notified about these meetings, please place the ITS signs so that they are more visible.

There is a memorandum of understanding between the County and the NMDOT that the County would update that road. They have 2 more years to construct these improvements. It is on the radar at the MPO.

4) Comment/Romero: The college district was to go along Zia and Rodeo and down Richards; the interrelationships between these projects are so important.

5) Comment/Grace Chambers: Throughout the years Zia and St. Francis have been a real concern, we have tried many times through the years, asked the City to have an over walk for pedestrians and children going to schools. There shouldn't have been a railrunner station located there because of additional traffic from the station.

Public Involvement Meeting

Sign-In Sheet

PLEASE PRINT CLEARLY

St. Francis Corridor Study

Rabbit Road (South of I-25) to NM 599

Tuesday, March 9th, 2010

*By providing your name and address, we can include you on our mailing list for future meeting notices.

US Department of Transportation
Federal Highway Administration

	NAME *Please Print*	ORGANIZATION	ADDRESS			PHONE	EMAIL
			Street	City, State	Zip		
1.	Thomas Kogla	CITIZEN	2316 CALLE LUMINOSO	SANTA FE, NM	87505	505/670-0607	none
2.	LAURENCE T. VALDEZ	CIVIL	6365 MILAGRO LUNA	SANTA FE, NM	87507	N/A	None
3.	KEITH WILSON	SANTA FE MPO	120 S. FEDERAL PLACE	SANTA FE, NM	87501	505-955-6706	kpwilson@santafenm.gov
4.	MIKE KELLY	City of SANTA FE TRANSIT	2931 Rufina	" "	87507	955-2005	mjkelly@santafenm.gov
5.	SUZANNE LEBEAU	CYCLIST	369 MONTEZUMA #163	SF, NM	87501		smlebeau4@msn.com
6.	RICHARD CLEMENTS	HDR	2155 LOUISIANA	ABQ	87110	830-5431	
7.	BETH DONALDSON		620 CORTEZ	SANTA FE	87505		Beth@M-BGROUP.COM
8.	MICHAEL GOMEZ	SANTA FE ENG	1594 ST. FRANCIS	S.F.	87505	982-2845	MGOMEZ@SANTAFEENGINEERING
9.	Shawn Sweeney	resident	210 Rabbit Rd	SF NM	87508	471-3933	holleneene@aol.com
10.	Susan Ohori	Business	1098 1/2 S. St. Francis	SF	87505	982-2592	
11.	HARVEY VANSICKLE	SANTA FE, NEW MEXICO	306 MONTOYA STREET	SANTA FE, NEW MEXICO	87502	505-988-5761	
12.	PATRICIA SANCHEZ	CITIZEN	275 RABBIT RD	SF, NM	87508	471-7116	Pat.sanchez@sdccchp.nm.org
13.	MARK TIBBETTS	SFMPO	—	—	—	955-6614	mtibbetts@santafenm.gov
14.	JEFF SERES	STUDIO SW architects	301 STATE ST.	SF, NM	87501	982-7191	
15.	Barbara Conroy		934 Dunlap St.	SF, NM	87501	983-9217	barbaraconroy@earthlink.net
16.							
17.							
18.							
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20.							

Public Involvement Meeting

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Rabbit Road (South of I-25) to NM 599

Tuesday, March 9th, 2010

*By providing your name and address, we can include you on our mailing list for future meeting notices.

	NAME *Please Print*	ORGANIZATION	ADDRESS			PHONE	EMAIL
			Street	City, State	Zip		
21.	CAROL RAYMOND	SANTA FE SOUTHERN RWY., NEIGHBOR, COMMUTER ON SF.	410 S. GUADALUPE ST. #4 LA TUSA ST.	SF, NM SF, NM	87501 87505	470-0097	carol@sfsr.com
22.	Michael Levin	Candlelight Neighborhood Association	2200 Arador	SF NM	87505	470-0291	levinb@earthlink.net
23.	Cease Martinez.	Chainbreaker	1515 5th st, SF. NM		87505	9893858	chainbreaker.nm@gmail.com
24.	Bill Hutchinson	NMDOT - CSS					william.s.hutchinson@state.nm.us
25.	KEN VELLON	WFADVISORS	95 VIA ORILLA DORADO	SF	87508	501-2277	KENNETHVELLON@WFADVISORS.com
26.	THOMAS ROMERO	SFCC				428-1204	thomas.romero@sfcc.edu
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Public Involvement Meeting

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St. Francis Corridor Study

Rabbit Road (South of I-25) to NM 599

Tuesday, March 9th, 2010

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US Department of Transportation Federal Highway Administration

	NAME *Please Print*	ORGANIZATION	ADDRESS			PHONE	EMAIL
			Street	City, State	Zip		
81.	Bob SARR	citizen	4 La Tusa St	Santa Fe	87505	470 2232	SARRbob @GMAIL.com
82.	BARBARA LEVIN	Citizen Candlelight Assoc	2200 ARDOR	Santa Fe	87505	471-6295	levin6@earthlink.net
83.	Barbara Fix	"	610 Alicia	Santa Fe	87505	989-8654	baafix@earthlink.net
84.	GRACE CHAMBERS	CITIZEN ACSYL	2381 BOTULPH RD.	SANTA FE	87505	983-7399	GRACE REALTOR. SILVO.COM
85.	GEORGE CHAMBERS	"	2381 BOTULPH RD.	SANTAFE	87505	983-7399	
86.	Cristina Apodaca	citizen - Candelight Assoc member	1900 Calle Miquela	Santa Fe	87505	690-7592	capodaca57@hotmail.com
87.	Rick Martinez	Neighborhood Network	725 Mesilla	Santa Fe	87501	983 5643	morgmartinez @ Yahoo
88.	Kathy Flynn	citizen - Zia	2202 Vela	" "	05	473-3985	newdeal@cybermesa.com
89.	RICHARD ROTTO	citizen.	48 CAMINO MARIQUITA	" "	87508	690-0730	rrotto@louisberger.com
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Dear Sarah Gilstrap and other planners of the St Francis Corridor,

Unfortunately I will be unable to attend the public meeting on March 9, however I think its worthwhile writing to you and offering my input since I live in the near west side neighborhood (at Alicia and Hickox), and I walk along, or across, St. Francis on a daily basis for errands, my son's school, to the park, and so forth.

My hope is the following: to find ways to navigate as a pedestrian that are safer, more attractive (so as to encourage more walking, what a healthy alternative in a small town), and to make the corridor convenient for both pedestrians and vehicle traffic.

What I suggest may seem radical, but I share this with you after much thought, and practice -- you see, every time I walk through the St Francis intersection or across at Hickox I think about this: why should people go underground through tunnels that connect the railyard neighborhoods, when cars are much more capable and safer through a tunnel than pedestrians or bicyclists? There is a rather steep slope from Hickox to Cerrillos that I'm sure you have studied, and I suggest that cars be diverted underground between Hickox and Cordova. Rather than have all traffic (foot, bicycle, train, and car) converge at one hot spot center, which is really ridiculous and short-sighted for growth, could we not send (at least) north/south bound through-traffic underground and out the other side?

Could we transform the intersection at St Francis/Cerrillos into a park-like hub for train, bicycles and pedestrians that essentially extends this 'eco-zone' of the railyard into the business sector of that intersection? It would allow this area to become an amenable plaza area, offering more daily commercial exchange (since now obviously our main plaza has catered to more leisure). It solves the problem of the bicyclists wanting to maintain their on-ground, no rise path downtown along the acequia and it takes the smog, concentration and confusion out of the morass of lines, lights and directionals.

Understandably, clear signage and traffic organization would need to happen well in advance of the tunnels. Would they be able to divert traffic in different directions underground? I'm not sure. But these are options that I think most definitely need to be explored -- and at this point, explored as THE main project this city undertakes in the next five years. We need this employment, can only be benefitted by its outcome, and although it represents a considerable investment and inconvenience in construction, I think the tunnel idea is by FAR the most forward thinking, practical and potentially beautifying options we have.

We must imagine that in 20 years, we will have developed alternative modes of transportation. In Portland, Oregon for example, cars are cheap because people are simply leaving them aside for bicycles! There are also small semi-scooters that are beginning to be more popular. In the near-downtown areas especially, we are moving away from car dependency and want to enforce and create new ways of mobility that require the infrastructural

space such as winding and artful pathways, more pedestrian access to shops, less glaring and intrusive interferences and dangers.

I'm sure in your work you're dealing with these issues every day. My input here comes from concerns as a resident and frequent user of these pathways. If you feel like an alien walking at St Francis and Cerrillos, because all the cars dominate that area, then we will be continuously regressing from the goal of a greener city. Cars that want to access businesses at that intersection could utilize Early street or the small bypass that runs along the tracks by Ohori's. At this point its impossible to cross directly anyway, and in fact it has turned the space non-commercial because it already is inaccessible (see problems with the wine store, the produce and Ziggy's market). People have a hard time negotiating right flowing traffic onto Cerrillos and can't access from any other side of the intersection.

I hope these comments are received in good faith in lieu of presence at the public meeting. I'm grateful for your hard work in making public input a meaningful part of this process.

Best wishes,
Angela Marino Segura
608 Alicia Street (at Hickox)
tel: 347-622-9263

NMDOT

Comment Sheet

Please submit your comments by March 26th 2010

U.S. Department of Transportation
Federal Highway Administration

St. Francis Drive Corridor Study

Rabbit Road (South of I-25) to NM 599
Santa Fe, NM

Drop St. Francis @ Cerrillos.

The dropped St Francis does not have to require so much ROW. because you are thinking of it as a ditch, rather than a portion of tunnel. The "top" of the portion tunnel could be used for some of the area needs of that solution.

It is still the best way to really solve all of those issues – pedestrian, safety, etc.

Utility issues can be solved.

The Big I dealt with utility issues also.

Don't give up on doing the right thing.

Mail To:

Parametrix
Attn: Denise Weston
8801 Jefferson NE, Building B
Albuquerque, N.M. 87113
(505) 821-4700
E-mail To: dweston@parametrix.com

(Please Print)

Your Name: CAROL RAYMOND
Address: 4 LA TUSA
SANTA FE, NM 87505
Phone: 470-0097

Santa Fe MPO

NMDOT

Comment Sheet

Please submit your comments by March 26th 2010

U.S. Department of Transportation
Federal Highway Administration

St. Francis Drive Corridor Study

Rabbit Road (South of I-25) to NM 599
Santa Fe, NM

(1) I work at 1441 S. St. Francis Drive. I get honked at when I make a right hand turn into my office building (North-bound lanes). There have been numerous accidents, too.
(2) I live on Rabbit Rd. - Since it was opened up to Richards, the traffic has increased tremendously.
(3) People think Rabbit Rd. is the Interstate (25)!
(4) The noise pollution has increased ten-fold. We now have to deal with increased traffic on Rabbit Road, the Interstate, the Rail Runner, and the air traffic. The Governor's helicopter flys directly over my house & rattles the paintings on my walls!
(5) The trash being thrown out along Rabbit Rd. has increased!
(6) People are driving wrecklessly, e.g., tailgating, passing school buses, passing every day citizens, at high rates of speed. They have killed 2 of my cats.
(7) Rabbit Rd. (St. Francis to Rabbit Rd - West) is falling apart. NMDOT laid down oil & gravel last September

Next Sheet →

Mail To:

Parametrix
Attn: Denise Weston
8801 Jefferson NE, Building B
Albuquerque, N.M. 87113
(505) 821-4700
E-mail To: dweston@parametrix.com

(Please Print)

Your Name: See Next page
Address:

Phone:

There are numerous bicyclists who ride on Rabbit Road. There are numerous athletes who walk and/or run. These people are being put in danger, not to mention the kids waiting for the school buses! There are no proper shoulders!

NMDOT

Comment Sheet

Please submit your comments by March 26th 2010

U.S.Department of Transportation
Federal Highway Administration

St. Francis Drive Corridor Study

Rabbit Road (South of I-25) to NM 599
Santa Fe, NM

(7) Continued, - which caused numerous cracked + broken windshields to my vehicles and to those of my neighbors. The pot holes are right where they have always been!
(8) I get honked at for turning into my personal (home) driveway.

(9) St. Francis Drive. The lights (northbound) at St. Francis & Zia need to be FIXED! The northbound traffic gets stuck when the Rail Runner goes by. The timing on the lights are totally off. You might be able to catch a regular light, but only if you've missed the train going by for several minutes and several cycles of the lights. If you catch the train at this intersection, you are lucky if you get through after 3-4 cycles of the lights.

Mail To:

Parametrix
Attn: Denise Weston
8801 Jefferson NE, Building B
Albuquerque, N.M. 87113

(505) 821-4700
E-mail To: dweston@parametrix.com

(Please Print)

Your Name: PATRICIA SANCHEZ
Address: 275 Rabbit Rd.
SANTA FE, NM 87508

Phone: 471-7116 - Home
WORK 982-8870

(10) - People are not being Notified of these Meetings by Mail. None of my neighbors know about this Meeting. I learned about the Meeting because of a post card sent to my employers

over →

I am a retired State employee (NMDOT) and the problems with Rabbit Road and St. Francis Drive need to be corrected immediately! There has already been one accident with the Santa Fe Southern train at Rabbit Road.

Fold Here

Fold Here

Affix Stamp Here
Post Office will not deliver without postage

From: P. Sanchez
275 Rabbit Rd.
Santa Fe, NM 87508

Re: St. Francis Drive Corridor Study
To: Denise Weston

Parametrix
8801 Jefferson, Building B
Albuquerque, NM 87113

St. Francis Drive Corridor Study
Draft Phase B Review

1

PUBLIC INFORMATION MEETING
TUESDAY MARCH 9, 2010

Objective

2

- Present Alternatives Evaluated
- Solicit Feedback On Selection of Recommended Projects

Study Process

3

- Phase A - Initial Evaluation of Alternatives
  - Evaluated Existing Conditions and Constraints
  - Public Involvement
  - Developed Initial Alternatives
  - Evaluated Feasibility
  - Moved Forward with Selected Alternatives
- Phase B – Detailed Evaluation of Alternatives
  - Additional Evaluation of Alternatives From Phase A
  - Develop List of Projects for Future Implementation or Further Study
- Study Coordination
  - NM 599 / I-25
  - City Trails Projects

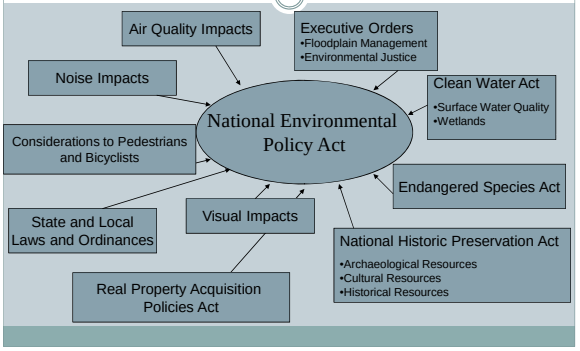
National Environmental Policy Act (NEPA)

4

- Applies to All Projects with Federal Activity
- Requires Systematic Analysis of Natural and Human Environment
- Part of the Design Decision-Making Process
- Ensures Disclosures of Potential Impacts
- Provides Opportunities for Public Involvement

Major Environmental Planning Laws and Impacts Considered in NEPA Process

5



Potential Environmental Impacts

6

- Vegetation and Wildlife
  - Minimal due to urban nature
- Cultural Resources
  - Coordinate with State Historic Preservation Officer (SHPO)
- Hazardous Materials
  - May require further study at intersections/interchanges

Potential Environmental Impacts

7

- Air Quality
  - Opportunity for benefit with enhanced multi-modal facilities
- Community Cohesion
  - Opportunity for benefit with enhanced pedestrian/bicycle access
- Economics
  - Opportunity for benefit with enhanced multi-modal facilities

Areas of Little or No Impact

8

- Environmental Justice
- Water Resources
- Soils

All Alternatives would require further environmental investigation prior to construction.

Phase B Study (Detailed Evaluation of Alternatives) Draft Report Complete

9

- Study Limits
  - Rabbit Road/Old Agua Fria to NM 599
- Evaluated Existing Conditions and Constraints
- Evaluated Horizon Year Conditions
  - VISUM Model Socioeconomic Forecasts
  - MPO Future Roadway Network
- Developed Alternatives to Address Range of Issues
  - Local Approved Plans and Goals
  - Traffic Congestion
  - Bicycle/Pedestrian Issues and Connectivity

Future Conditions Summary

10

- Travel Demand Forecast to Increase 15%-50%
  - Lower Range on North End
  - Higher Range on South End
- Zia Road and Sawmill Road Intersections Have Worst Operation
  - Substantial Improvements to Improve Traffic Ops
- Cerrillos Road Intersection Also Requires Large Improvements
- Others Fair to Poor
  - 10 of 12 Signalized Intersections Require Minor Street Improvements to Improve Traffic Ops for All Movements

Proposed Alternatives to Continue To Phase B (Detailed Evaluation of Alternatives)

11

Segment 1	Segment 2	Segment 3
No Build	No Build	No Build
Intersection Improvements	Intersection Improvements	Intersection Improvements
Trail Connectivity	Trail Connectivity	Trail Connectivity
Transportation Systems Management	Transportation Systems Management	Transportation Systems Management
	Access Control	Access Control
Enhanced Transit To Be Studied By NMDOT, Santa Fe Trails, NCRTD, and SF MPO		
All of the Alternatives Will Accommodate Implementation of Enhanced Transit		
Complete Streets and Reduced Lane Widths are options that will be considered with all roadway improvement alternatives		

Modeling Scenarios Summary

12

- Seven Scenarios Plus DOT Base Evaluated
  - Scenarios Developed By PMT from Phase A
- Impacts to St. Francis Drive Surprisingly Limited
- With Full I-25 Improvements (Richards Intchg, Overpasses, Frontage Road Extensions, etc.)
  - Traffic Reduced Slightly (1% - 8%)
  - Large Reduction (30%) in Zia Road Traffic (at St. Francis) With Richards Intchg and Overpasses
- Without Richards Intchg and Overpasses St. Francis Drive Traffic Increases Slightly (0% - 10%)

Modeling Scenarios Summary (cont.)

13

- Scenario With NM 599 Intersections As All Interchanges
  - Not Much Difference From DOT Base Model
  - Due to Unsignalized Intersections Similar to Interchanges for NM 599 Traffic
- Scenario With NM 599 Intersections As All Signalized Intersections
  - Small Increase in St. Francis Drive Traffic (3% - 5%) at North End of Corridor
- Cerrillos Road (at St. Francis) Volumes Relatively Insensitive to Regional Improvements (-3% - +2%)

Phase B Focused On Key Areas

14

- Trail Connectivity
- Zia Road Interchange
- Guadalupe Interchange
- Cerrillos Road Interchange
- Access Control
- St. Michael's Drive Auxiliary Lanes
- Intelligent Transportation Systems

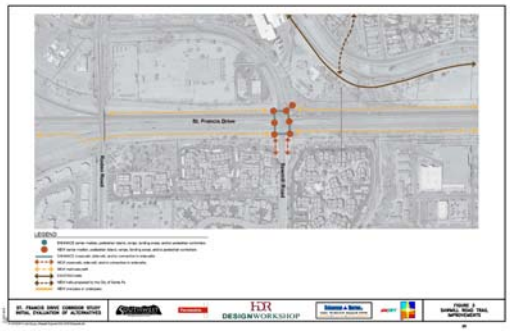
Trail Connectivity

15

- Focused on providing linkages to existing or proposed trail system
- Providing multi-use trail parallel to St. Francis south of San Mateo
- Improve landings, ramps or sidewalks at intersections
- Coordination with City Trail Projects
- 4.67 miles of new trails
- $6.34M

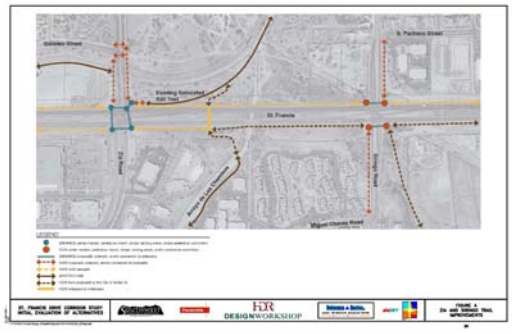
Trail Connectivity - Sawmill

16



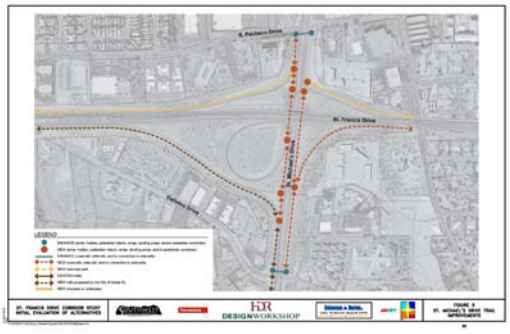
Trail Connectivity - Zia / Siringo

17



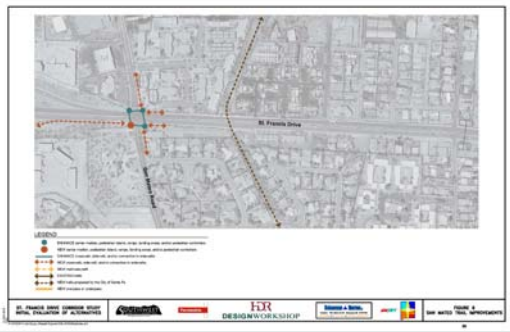
Trail Connectivity – St. Michael's Drive

18



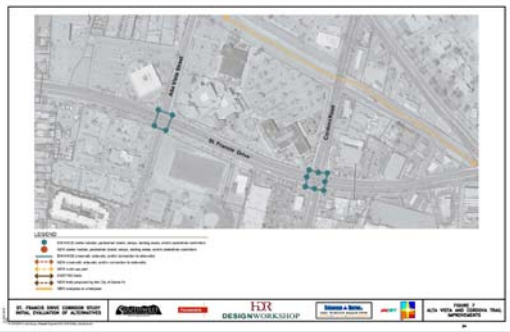
Trail Connectivity – San Mateo

19



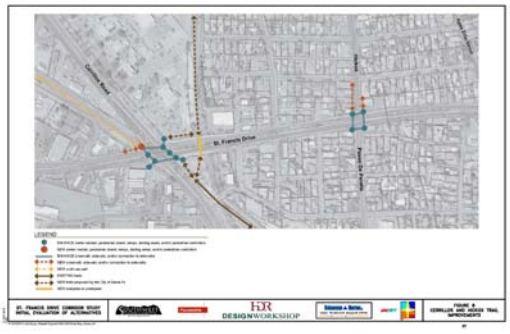
Trail Connectivity – Alta Vista and Cordova

20



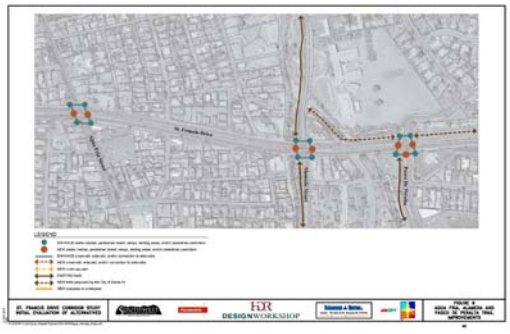
Trail Connectivity - Cerrillos

21



Trail Connectivity – Agua Fria, Alameda

22



Zia Road Interchange

23

- Additional Interchange Options Considered
- Proximity of Adjacent Intersections and ROW Restricts Flexibility To Meet AASHTO Design Guidelines (i.e., Ramp Skew, Intersection Spacing)
- Regional Improvements Affect Geometry Requirements
- Revisit As Funding Outlook Improves And Regional Improvements Finalized
- Pedestrian Improvements Recommended Concurrent With Zia Platform Opening

Zia Road Intersection Improvements

24

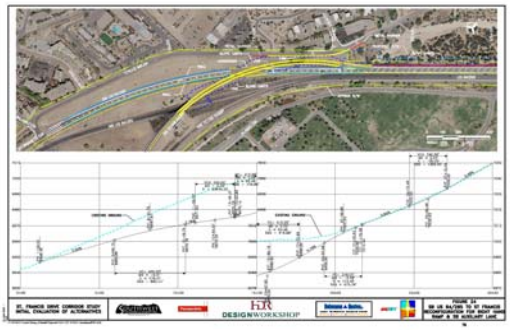
Guadalupe Interchange

25

- SB Auxiliary Lane Proposed between NM 599 and Guadalupe Interchange
- Existing Left-Hand Off-Ramp and "Traditional" Right-Hand Ramp Evaluated
- Right-Hand Ramp Would Require Lowering US 84/285 and possibly a Second Bridge
- Weaving Acceptable Although Major Weave for Guadalupe Traffic With Left-Hand Ramp
- Large Cost Difference Between Options
  - $5.6M vs $13.6M or $17.8M

Right-Hand Ramp at Guadalupe

26



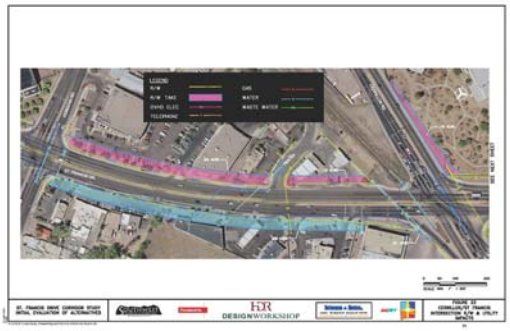
Cerrillos Road Interchange

27

- Grade Separated Interchange at Cerrillos Offers Several Advantages
- Significant Right-of-Way Required
- Large Number of Utility Impacts
- Extremely Costly - $44M without ROW and Utility Re-Locations
- Interchange Alternative Recommended to Be Discarded
- Future Project for Intersection Improvements Recommended

Cerrillos Interchange ROW & Utility Impacts

28



Cerrillos Interchange ROW & Utility Impacts

29

Cerrillos Intersection Improvements

30

Access Control

31

- Large Number of Driveways Contribute to Congestion and Safety Concerns
- Minor Street Left Turns and Through Movements Difficult During Peak Hours
- A Number of Driveways, Median Cuts and Restricted Access Options Identified and Recommended
- To Be Implemented As Part of Larger Projects
- Coordination with Affected Property Owners As Projects Progress

Access Control Modification Candidates

32

St. Michael's Drive Interchange

33

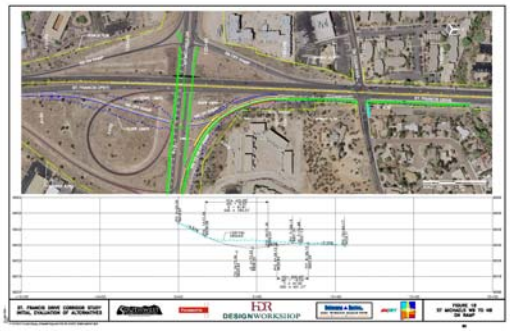
- Maintenance Project in 2005 Resulted in Abrupt Merge Point Both NB and SB
- Auxiliary Lanes Evaluated to Address Conflict
- Southbound is Relatively Easy Fix
- Northbound Constrained by Bridge
  - Re-Configure Interchange to Diamond
  - Extend Auxiliary Lane Through San Mateo Intersection
- $2.7M

St. Michael's Drive Southbound Auxiliary Lane

34

St. Michael's Drive Northbound Auxiliary Lane

35



Intelligent Transportation System

36

- ITS Focuses on Improving Operations with Improved Information and Technology
  - Upgraded Traffic Signal Equipment and Communication
  - Traffic Monitoring (CCTV, Volume, Speed Routed to TMC)
  - Traveler Information (DMS)
  - Traffic Adaptive Signal Timing (future)
- Regional Strategy in Initial Stages of Development
- Preliminary Initial Regional Plan Developed

Preliminary Regional Initial ITS Plan

37

Intersection Improvements

38

- Intersection Improvements From Phase A Still Recommended

Intersection Improvements
Siringo and St. Michael's

39

Intersection Improvements
St. Michael's and San Mateo

40

Intersection Improvements
Cordova

41

Intersection Improvements
Hickox and Agua Fria

42

Intersection Improvements
Alameda and Paseo de Peralta

43

Preliminary Recommended Projects

44

Short Term Projects	Medium Term Projects	Long Term Projects
Transit Enhancement Study	Transit Enhancements/Expansion	Transit Enhancements/Expansion
Zia Road Pedestrian Crossing Improvements*	Trail Connectivity Enhancements*	Trail Connectivity Enhancements*
Trail Connectivity Enhancements*	Access Control as opportunities arise	Access Control as opportunities arise
Access Control as opportunities arise	ITS Implementation District and City Traffic Management Centers Travel Monitoring CCTV's Communication Infrastructure and Integration	ITS Implementation DMS Traffic Adaptive Signal Timing?
Initial ITS Implementation Traffic Signal Upgrades Regular Signal Timing Updates	Joint NMDOT / City Zia Road Improvements*	Joint NMDOT / City Sawmill Road / Mainline St. Francis Drive Improvements* (combine with St. Francis Interchange Replacement?)
Guadalupe Interchange Replacement and EB NM 599-to-SB 84/285 Auxiliary Lane	St. Michael's Drive Improvements	Joint NMDOT/City Cerrillos Road Improvements*
* - Implement Complete Street concepts to maximum extent possible		

Next Steps

45

- Draft Phase B Under Review By PMT/NMDOT
- Incorporate Public Input
- Finalize Report – Contract Ends April 30
- List of Projects Under Consideration by MPO for MTP
- Any Project Identified Would Require a Full NEPA Comprehensive Environmental Document Prior to Any Construction Activities

Q & A

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Questions on the presentation?

Comments on how the alternatives should be implemented?

Any other comments or suggestions?

Phase B Estimate

St. Michael's Estimate

NO.	ITEM	UNIT	QTY	AMOUNT
	CLEARING & GRUBBING	L. S.	L. S.	$22,500.00
	EARTHWORK	L. S.	L. S.	$100,000.00
	PAVING	L. S.	L. S.	$310,000.00
	WALL & BARRIERS	L. S.	L. S.	$80,000.00
	DRAINAGE	L. S.	L. S.	$50,000.00
	CURB AND SIDEWALK	L. S.	L. S.	$450,000.00
	CONSTRUCTION ENGINEERING	L. S.	L. S.	$225,000.00
	MOBILIZATION	L. S.	L. S.	$225,000.00
	REMOVALS OF STRUCTURES & OBSTRUCTIONS	L. S.	L. S.	$35,000.00
	OBLITERATE RAMPS	L. S.	L. S.	$210,000.00
	SIGNING & STRIPING	L. S.	L. S.	$5,000.00
	LIGHTING	L. S.	L. S.	$28,800.00
	SIGNAL	L. S.	L. S.	$400,000.00
	TRAFFIC CONTROL	L. S.	L. S.	$115,000.00
	STAKING	L. S.	L. S.	$70,000.00
	NO R/W			
	SUBTOTAL			$2,326,300.00
	E&C (8.00%)			$186,104.00
	NMGRT (8.0625%			$187,557.94
	TOTAL			$2,699,961.94
	USE			**$2,700,000.00**

Phase B Estimate

Cerrillos Road Estimate

NO.	ITEM	UNIT	QTY	AMOUNT	
	CLEARING & GRUBBING	L. S.	L. S.	$300,000	$281,836.00
	EARTHWORK	L. S.	L. S.	$600,000	
	PAVING	L. S.	L. S.	$960,000	
	CERRILLOS TUNNEL	L. S.	L. S.	$20,000,000	
	WALL & BARRIERS	L. S.	L. S.	$2,480,000	
	DRAINAGE	L. S.	L. S.	$3,000,000	
	CURB AND SIDEWALK	L. S.	L. S.	$650,000	
	CONSTRUCTION ENGINEERING	L. S.	L. S.	$3,000,000	$2,818,360.00
	MOBILIZATION	L. S.	L. S.	$3,000,000	$2,818,360.00
	REMOVALS OF STRUCTURES & OBSTRUCTIONS	L. S.	L. S.	$500,000	$422,754.00
	REMOVAL OF SURFACING	L. S.	L. S.		
	SIGNING & STRIPING	L. S.	L. S.	$18,000	
	LIGHTING	L. S.	L. S.	$75,600	
	SIGNAL	L. S.	L. S.	$400,000	
	TRAFFIC CONTROL	L. S.	L. S.	$1,500,000	$1,409,180.00
	STAKING	L. S.	L. S.	$900,000	$845,508.00
	SUBTOTAL			$37,383,600.00	$28,183,600.00
	E&C			$2,990,688.00	
	NMGRT			$2,967,323.25	
	TOTAL			$43,341,611.25	
	USE			**$43,350,000.00**	

Phase B Estimate

Guadalupe Estimate Right Hand Exit

NO.	ITEM	UNIT	QTY	AMOUNT
	CLEARING & GRUBBING	L. S.	L. S.	$205,000
	EARTHWORK	L. S.	L. S.	$250,000
	PAVING	L. S.	L. S.	$660,000
	NEW SB US84/285 TO EB GUADALUPE BRIDGE	L. S.	L. S.	$1,000,000
	NEW SB US84/285 TO ST FRANCIS BRIDGE	L. S.	L. S.	$1,800,000
	WALL & BARRIERS	L. S.	L. S.	$4,140,000
	DRAINAGE	L. S.	L. S.	$1,000,000
	CONSTRUCTION ENGINEERING	L. S.	L. S.	$2,000,000
	MOBILIZATION	L. S.	L. S.	$2,000,000
	REMOVALS OF STRUCTURES & OBSTRUCTIONS	L. S.	L. S.	$300,000
	REMOVAL OF EXISTING SB US84/285 TO EB GUADALUPE BRIDGE	L. S.	L. S.	$150,000
	REMOVAL OF SURFACING	L. S.	L. S.	$210,000
	SIGNING & STRIPING	L. S.	L. S.	$15,000
	LIGHTING	L. S.	L. S.	$39,600
	TRAFFIC CONTROL	L. S.	L. S.	$950,000
	CONSTRUCTION STAKING	L. S.	L. S.	$650,000
	R/W ACQUISITION	L. S.	L. S.	$225,000
	SUBTOTAL			$15,369,600.00
	E&C (8.00%)			$1,229,568.00
	NMGRT (8.0625%			$1,239,174.00
	TOTAL			$17,838,342.00
	USE			**$17,840,000.00**

Phase B Estimate

Guadalupe Estimate Right Hand Exit Option 2

NO.	ITEM	UNIT	QTY	AMOUNT
	CLEARING & GRUBBING	L. S.	L. S.	$205,000
	EARTHWORK	L. S.	L. S.	$250,000
	PAVING	L. S.	L. S.	$660,000
	NEW SB US84/285 TO EB GUADALUPE BRIDGE	L. S.	L. S.	$1,500,000
	WALL & BARRIERS	L. S.	L. S.	$1,800,000
	DRAINAGE	L. S.	L. S.	$1,000,000
	CONSTRUCTION ENGINEERING	L. S.	L. S.	$2,000,000
	MOBILIZATION	L. S.	L. S.	$2,000,000
	REMOVALS OF STRUCTURES & OBSTRUCTIONS	L. S.	L. S.	$300,000
	REMOVAL OF EXISTING SB US84/285 TO EB GUADALUPE BRIDGE	L. S.	L. S.	$150,000
	REMOVAL OF SURFACING	L. S.	L. S.	$210,000
	SIGNING & STRIPING	L. S.	L. S.	$15,000
	LIGHTING	L. S.	L. S.	$39,600
	TRAFFIC CONTROL	L. S.	L. S.	$950,000
	CONSTRUCTION STAKING	L. S.	L. S.	$650,000
	R/W ACQUISITION	L. S.	L. S.	$225,000
	SUBTOTAL			$11,729,600.00
	E&C (8.00%)			$938,368.00
	NMGRT (8.0625%			$945,699.00
	TOTAL			$13,613,667.00
	USE			**$13,620,000.00**

Phase B Estimate

Guadalupe Estimate Left Hand Exit

NO.	ITEM	UNIT	QTY	AMOUNT
	CLEARING & GRUBBING	L. S.	L. S.	$30,000.00
	EARTHWORK	L. S.	L. S.	$150,000.00
	PAVING	L. S.	L. S.	$350,000.00
	REPLACE EXISTING SB US84/285 TO EB GUADALUPE BRIDGE	L. S.	L. S.	$1,000,000.00
	WALL & BARRIERS	L. S.	L. S.	$1,800,000.00
	DRAINAGE	L. S.	L. S.	$50,000.00
	CONSTRUCTION ENGINEERING	L. S.	L. S.	$400,000.00
	MOBILIZATION	L. S.	L. S.	$400,000.00
	REMOVALS OF STRUCTURES & OBSTRUCTIONS	L. S.	L. S.	$50,000.00
	REMOVAL OF EXISTING SB US84/285 TO EB GUADALUPE BRIDGE	L. S.	L. S.	$150,000
	REMOVAL OF SURFACING	L. S.	L. S.	$70,000.00
	SIGNING & STRIPING	L. S.	L. S.	$4,800.00
	LIGHTING	L. S.	L. S.	$10,000.00
	TRAFFIC CONTROL	L. S.	L. S.	$200,000.00
	STAKING	L. S.	L. S.	$150,000.00
	SUBTOTAL			$4,814,800.00
	E&C			$385,184.00
	NMGRT			$382,174.75
	TOTAL			$5,582,158.75
	USE			**$5,590,000.00**

Summary of Regional Trail Plans

	SFMPO	City of Santa Fe	Santa Fe County
Rail Trail	Priority: to construct Rail Trail from City limits at I-25 to downtown railyard	All segments w/in City limits (Districts 1-4)	
Arroyo de los Chamisos Trail	Total completed construction totaled 1.5 miles in length	Multi-use trail "A" will match to St. Francis Arroyo Chamiso crossing and Multi-Use trail "C" to Arroyo de Chamisos trail: Phase I Arroyo Chamiso East-St. Francis to Museum Hill (D2), Phase II Arroyo Chamiso East- Underground crossing @ St. Francis, Phase III Arroyo Chamiso West-Rodeo to Nava Ade & Wagon Rd (D4)	County portion of River Trail will connect to existing City trail such as Arroyo Chamisos
Santa Fe River Trail	Camino Cabra on E side of City to W City limits beyond Osage w/ connection thru Frenchy's Field to Agua Fria: Extend from Frenchy's park to junction of NM 599	Camino Alire to Frenchy's Field (Districts 1,3)	County portion of River Trail will connect to existing City trail such as Arroyo Chamisos
Acequia Trail	Provide access for neighborhoods SW of Rail Yard complex, link to Rufina St and Airport Rd	Segment within District 3: Phase I Ottowi St to San Felipe, Phase II San Felipe to St. Francis	
St. Francis Dr. Multi-use Trail		Zia Rd north to Galisteo: proposed trail sections "A", "B", "C", and "D"	

Trails estimates based on 50% estimate for the St. Francis Trail provided by City of Santa Fe and an ADA-accessible landing developed by BHI.

Total proposed – 24,580 LF or 4.67 miles

Trail connection from Rabbit Road to Sawmill – 3,954 LF

Eastside $1.11M (4 new landings)

Westside $1.13M (10 new landings)

Sawmill intersection improvements

$47,000 (5 new landings and 2 new median landings)

Sawmill to Zia – 1,766 LF

Eastside - $485,000 plus arroyo crossing

Westside - $485,000 plus arroyo crossing

Zia intersection – 410 LF (north and south)

5 new landings plus 2 new median landings

Westside connections to Galisteo - $245,000

Zia to Underpass – 560 LF

Westside - $155,000 plus arroyo crossing

Eastside - $155,000

Underpass to Siringo – 1,192 LF

Westside - $330,000

Eastside – City project

Siringo Sidewalk connections

Eastside (467 LF) - $135,000 (2 new landings)

Westside (360 LF) - $105,000 (2 new landings)

Siringo to St. Michael's – 2,650 LF

Westside - $730,000

St. Michael's to San Mateo

Eastside (1,814 LF) - $500,000

Westside (975 LF) - $270,000

San Mateo intersection - $12,000

4 replaced landings

Alta Vista intersection - $12,000

4 replaced landings

Cordova intersection - $22,000

4 replaced landings plus 4 new median landings

Extension of Rail Trail from Alta Vista to Cerrillos – 1,250 LF

$345,000

Hickox intersection - $12,000

4 replaced landings

Agua Fria intersection - $18,000

4 replaced landings plus 2 new median landings

Alameda intersection - $18,000

4 replaced landings plus 2 new median landings

Paseo de Peralta intersection - $21,000

4 replaced landings plus 3 new median landings

Sawmill Road at St. Francis Drive:

EB Sawmill Road – install third left turn lane and exclusive right turn only lane

NB St. Francis Drive – install second left turn lane

SB St. Francis Drive - install additional (fourth) through lane

SB St. Francis Drive – extend length of southbound right turn lane

Zia Road at St. Francis Drive:

EB West Zia Road – install third left turn lane and third through lane

WB West Zia Road – install third left turn lane

NB St. Francis Drive – install fourth through lane

Siringo Road at St. Francis Drive:

WB Siringo Road - construct an additional (second) right turn lane

NB St. Francis Drive - construct a second left turn lane

West San Mateo Road at St. Francis Drive:

WB West San Mateo Road – install a second through lane

Cordova Road at St. Francis Drive:

WB Cordova Road – install a second left-turn lane

Cerrillos Road at St. Francis Drive:

EB Cerrillos Road - install third left turn lane and a third through lane

WB Cerrillos Road - install a third left turn lane and a third through lane

Hickox Street at St. Francis Drive:

EB Hickox Street - install a second left turn lane

WB Hickox Street - install a second through lane

Agua Fria Street at St. Francis Drive:

WB Agua Fria Street – install a second through lane

Alameda Street at St. Francis Drive:

EB Alameda Street – install a second left turn lane

WB Alameda Street - install a second through lane

Paseo de Peralta (North) at St. Francis Drive:

The PM peak hour is projected to have movements with deficient LOS; to achieve acceptable LOS at for these movements the following improvements are needed:

EB Paseo de Peralta – install a second through lane

ZIA ROAD AT ST. FRANCIS DRIVE:

EB ZIA RD – INSTALL THIRD LEFT TURN LANE
THE THIRD THROUGH LANE

WB ZIA RD – INSTALL THIRD LEFT TURN LANE.

NB ST. FRANCIS DR – INSTALL FOURTH THROUGH LANE

ST. FRANCIS DR

ZIA RD

SAWMILL ROAD AT ST. FRANCIS DRIVE:

EB SAWMILL ROAD – INSTALL THIRD LEFT TURN LANE AND EXCLUSIVE RIGHT TURN ONLY LANE

NB ST. FRANCIS DR – INSTALL SECOND LEFT TURN LANE

SB ST. FRANCIS DR – INSTALL ADDITIONAL (FOURTH) THROUGH LANE

SAWMILL RD

N

SCALE: 1"=200'

LEGEND

APPROXIMATE RIGHT-OF-WAY LIMITS

ST. FRANCIS DRIVE CORRIDOR STUDY INITIAL EVALUATION OF ALTERNATIVES

SOUTHWEST PLANNING & MARKETING
Winning strategies since 1977

Parametrix

HDR DESIGNWORKSHOP

Bohannan ▲ Huston
Courtyard I 7500 Jefferson St. NE Albuquerque, NM 87109-4335
ENGINEERING ▲ SPATIAL DATA ▲ ADVANCED TECHNOLOGIES

NMDOT

A-1
FIGURE 64 FROM PHASE A SAWMILL RD AND ZIA RD INTERSECTION IMPROVEMENTS

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ST. FRANCIS DRIVE CORRIDOR STUDY
INITIAL EVALUATION OF ALTERNATIVES

SOUTHWEST PLANNING & MARKETING
Winning strategies since 1977

Parametrix

HDR DESIGNWORKSHOP

Bohannan ▲ Huston
Courtyard I 7500 Jefferson St. NE Albuquerque, NM 87109-4335
ENGINEERING ▲ SPATIAL DATA ▲ ADVANCED TECHNOLOGIES

NMDOT

A-2
FIGURE 65 FROM PHASE A
SIRINGO RD AND ST. MICHAEL'S DR
INTERSECTION IMPROVEMENTS

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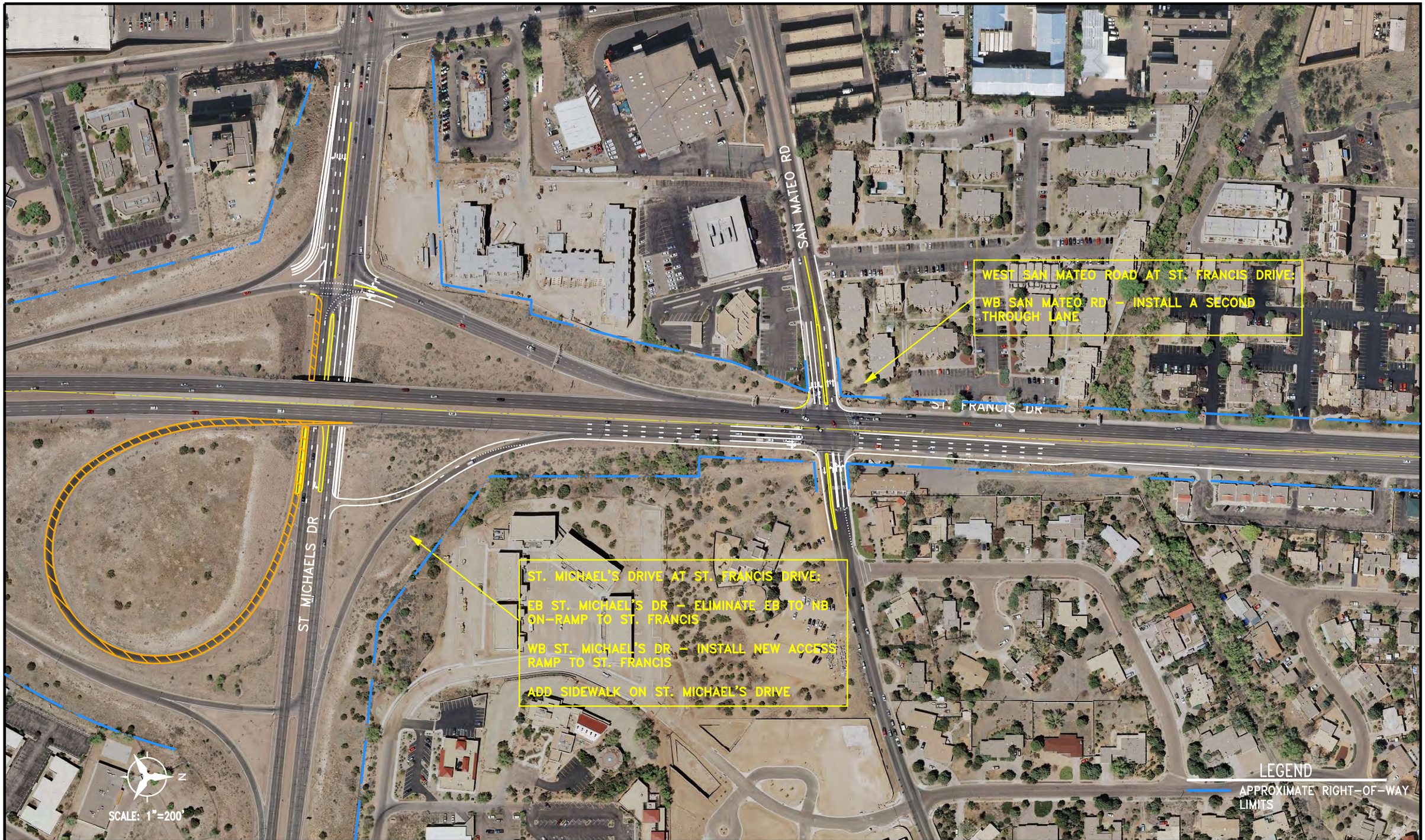

ST. FRANCIS DRIVE CORRIDOR STUDY
INITIAL EVALUATION OF ALTERNATIVES

SOUTHWEST PLANNING & MARKETING
Winning strategies since 1977

Parametrix

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A-3
FIGURE 66
ST. MICHAEL'S AND SAN MATEO INTERSECTION IMPROVEMENTS

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A–4
FIGURE 67 FROM PHASE A
CORDOVA RD INTERSECTION IMPROVEMENTS

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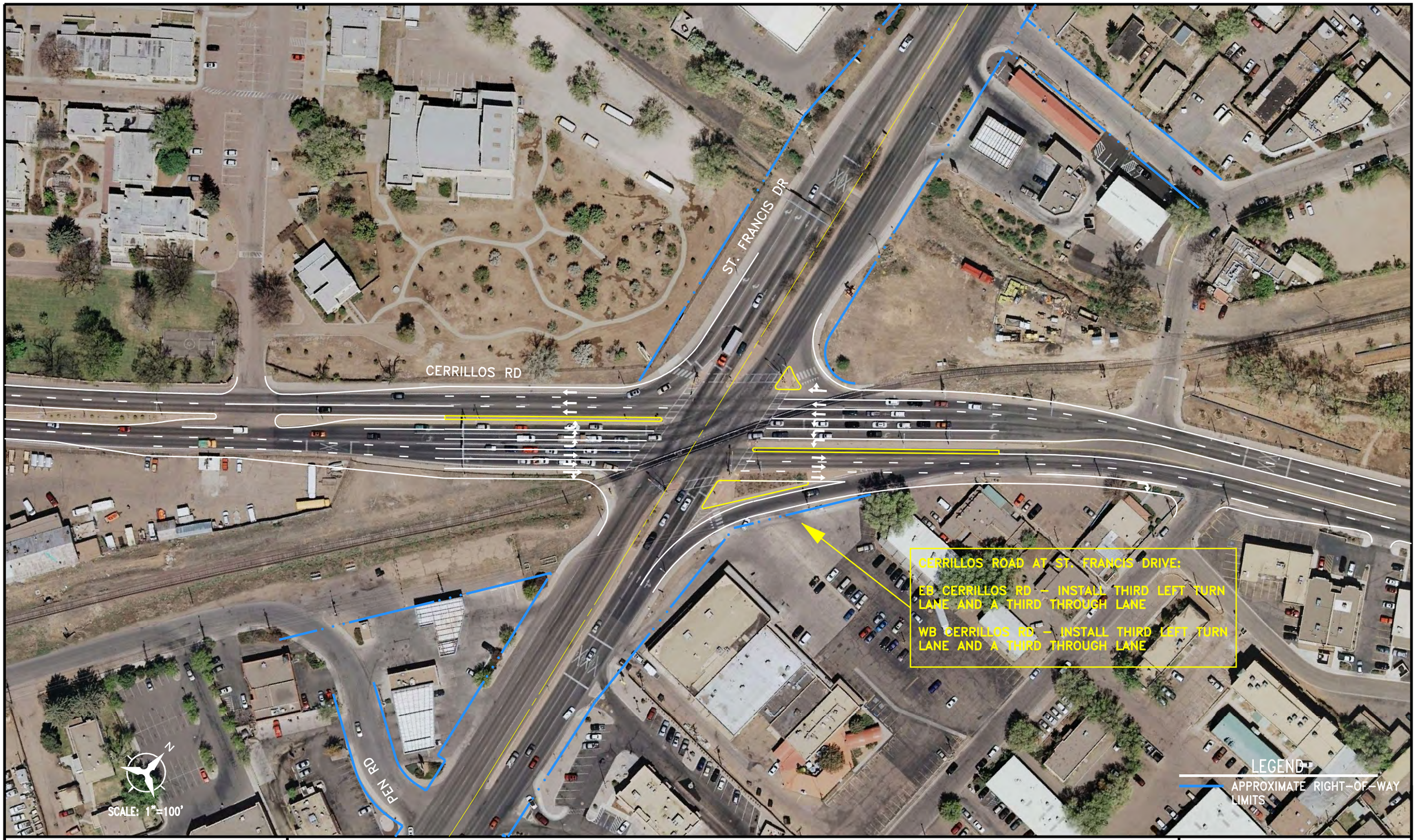

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A–5
FIGURE 68 FROM PHASE A
CERRILLOS RD INTERSECTION IMPROVEMENTS

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A–6
FIGURE 69 FROM PHASE A
HICKOX ST AND AGUA FRIA ST
INTERSECTION IMPROVEMENTS

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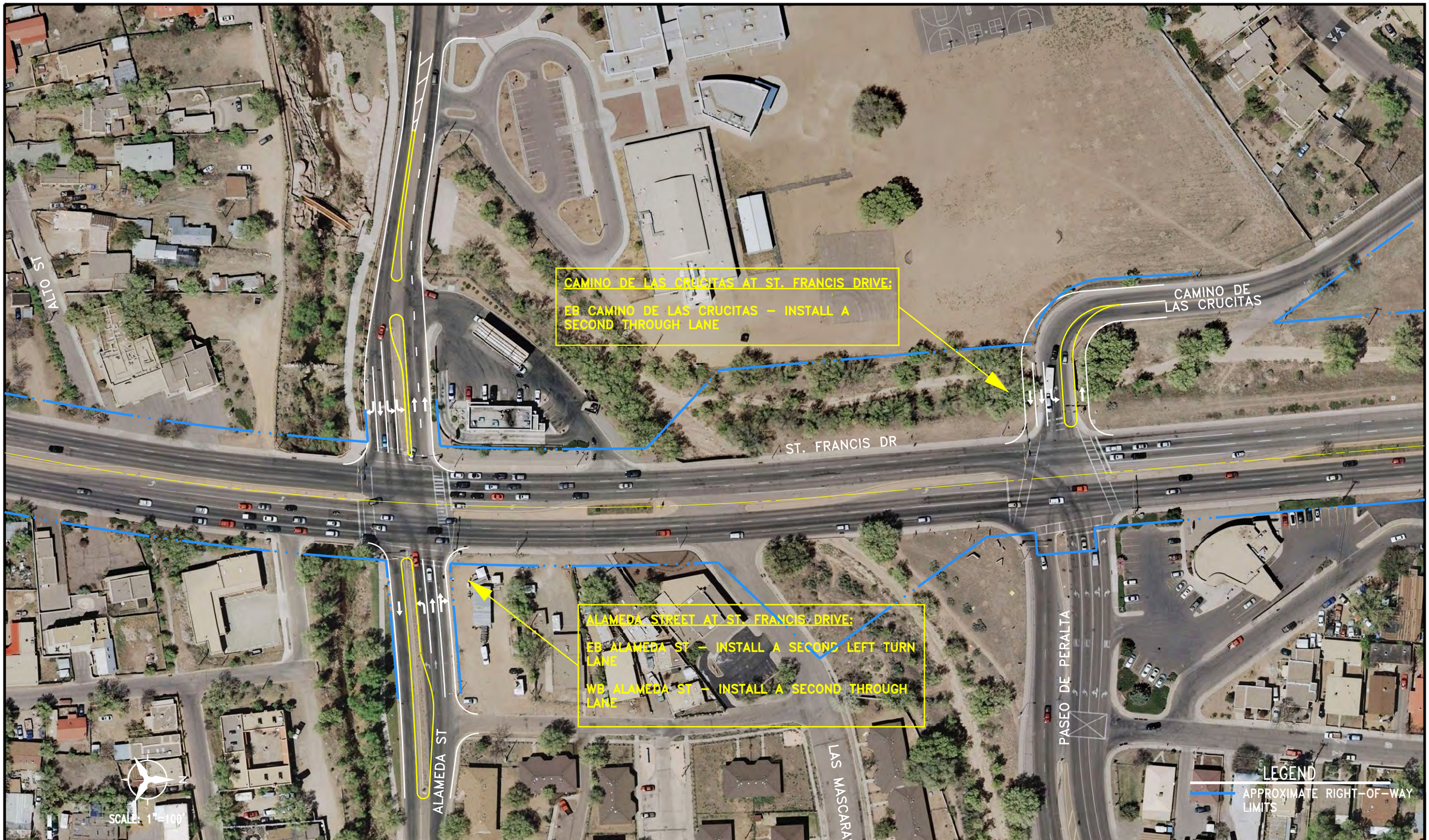

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A-7
FIGURE 70
ALAMEDA AND PASEO DE PERALTA
INTERSECTION IMPROVEMENTS

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