

VII. Public Involvement and Agency Coordination

A. Public Involvement

Advertisement for all public and stakeholder meetings included updates on the NMDOT District 5 website, display ads in the local newspapers, public service announcements, and a direct mailing.

1. Summary of Comments Made at 1st Open House

A public open house was held October 10, 2006 at the Genoveva Chavez Community Center in Santa Fe, New Mexico. The open house was held for the following three Santa Fe Corridor Projects: NM 599 Interchange Study, Interstate 25 Study and St. Francis Drive Corridor. The comments received [(#) indicates the quantity of comments] at the open house that pertains to the St. Francis Drive Corridor are summarized below:

- Need to accommodate bicycles on St. Francis Drive, including bicycle detection at traffic signals. (2)
- St. Francis needs bike/pedestrian trail extending its entire length separated from St. Francis.
- Consider study of Guadalupe Interchange and new connection to 599 (Northwest Quad).
- Plan overall bike/pedestrian connections to all parts of City.
- Continuous sidewalk on St. Francis to connect to existing and proposed path (between San Mateo and Zia/Sawmill).
- Connect to existing pedestrian bridges over Arroyo Chamiso.
- Consider Park & Ride and transit access at I-25. (2)
- Proposed increased signage for trucks to use bypass.
- Consider more pedestrian / bicycle access at Siringo Road and St. Francis Drive to accommodate school traffic.
- Consider extension of WB left queue length at Siringo Road and St. Francis Drive.
- Address cut through traffic to Albertson's from neighborhood to east.
- Address Northbound lane drop at Alamo.
- Improve pedestrian accessibility at intersections of Alta Vista and Cordova – consider scramble phase. (3)
- Address safety at Viento Drive/Calle Mejia/St. Francis.
- Improve streetscape along St. Francis Drive.
- Do real Context Sensitive Design.
- Tighten up right turn radii to improve visibility and reduce vehicle speed.
- Ensure that right hand side of road does not step down to the gutter (uneven surface).
- Mend the pot holes on right hand side so bicyclists do not have to swerve.
- Synchronize traffic lights along St. Francis Drive. (2)
- St. Michaels Drive southbound onto St. Francis Drive causes a dangerous merge condition. Maybe an acceleration lane would work well here.

2. Summary of Comments Made at 2nd Open House

A public open house was held January 28, 2009 at the Genoveva Chavez Community Center in Santa Fe, New Mexico. The open house was held for the following three Santa Fe Corridor Projects: NM 599 Interchange Study, Interstate 25 Study and St. Francis Drive Corridor. The comments received [(#) indicates the quantity of comments] at the open house that pertain to the St. Francis Drive Corridor are summarized below:

- Consider grade-separated intersection at Siringo Road
- Consider grade-separated intersection at Cerrillos Road
- Consider grade-separated intersection at Zia Road
- Connect Pacheco from Siringo to Zia
- Raise bridges over St. Francis to allow for pedestrians
- Lower culverts on arroyo near Rail Trail north of Zia Road
- Reconfigure St. Michael's Drive
- Construct bus pull-outs
- Re-route buses on St. Francis Drive
- Concerned with proposed development /associated traffic at St. Francis/Zia Road (2)
- Concerned with lack of parking provided for the Rail Runner
- Focus on green infrastructure strategies in road design
- Trail connectivity across St. Francis Drive
- Consider arts along St. Francis Drive
- Preserve and enhance views of the Sangre de Cristos
- Unified Wayfinding along St. Francis Drive
- Consider bicycle/motorcycle detection at signalized intersections (2)
- Extend St. Francis south to Eldorado
- Consider roundabouts at Sawmill, Alamo, and St. Michael's Drive
- Create landscape buffer with curb and sidewalks
- Consider pedestrian refuges in the median and major intersections
- Create trail along the Westside between Crucitas and Alamo
- Plant trees in the median
- Support for pedestrian/bicycle overpass at the Railyard
- Extend sidewalk to the south
- Install additional pedestrian crossings

3. Summary of Comments Made at Stakeholder Workshops

Two Stakeholder Meetings were held in March of 2009 for the St. Francis Drive Corridor Study. The first was held on March 11, 2009 at Gonzales Elementary School and the second

was held on March 18, 2009 at Capshaw Middle School. The public was invited to either workshop. At both Stakeholder Meetings, there were three station areas for the corridor: Traffic Operations and Safety, Bicycle/Pedestrian/Transit, and Environment/Urban Design. A station for the Santa Fe MPO was also available in the event the public had general or regional transportation comments. The public was asked to prioritize issues along the project corridor. The following is a summary of all of the comments received from the public at both meetings.

a) Traffic Operations and Safety

Comments indicated that the public would like to see the following issues address and improvements made:

- Consider traffic calming
- Consider reduction of traffic lanes
- Incorporate "complete streets"
- Evaluate the coordination of traffic lights
- Consider grade-separated intersection at St. Francis Drive and Cerrillos Road (lower St. Francis Drive)
- Include school traffic and truck traffic in traffic counts
- Increase enforcement
- Ensure compliance with the existing NW Quadrant Master Plan
- Reduce speed limit (south of St. Michaels)
- Eliminate right turn on red

Specific areas of concern include the following intersections or access points with St. Francis Drive: Zia Road, Agua Fria, Cerrillos Road, NM 599 northbound, Siringo, St. Michaels (Tres Santos Community), Zocalo Santa Fe, Foothills Estates, LLC, and all access to the Northwest Quadrant. Top ranking issues included intersection safety, coordination of traffic signals, and encouraging the use of other routes.

b) Bicycle/Pedestrian/Transit

Comments indicated that the public would like to see the following issues addressed and improvements made:

- Improved traffic signals for pedestrian/bicyclists (longer crosswalk times, time indicators, left turn signals acknowledging bicyclists, pedestrian activated)
- Consider on-street bike lanes
- Consider buffer between bike lane/pedestrian lane/ traffic lane
- Consider grade-separated crossings at Zia, Cerrillos, and Alameda.
- Improve lighting
- Increase bike/pedestrian trails and connectivity (connect to rail trail)
- Improve rail line across St. Francis Drive for bicyclists

- Smooth surface between travel lane and curb
- Maintain/improve existing sidewalks (remove gravel, trim bushes, continuous)
- Construct roundabout at St. Francis Drive and Cerrillos Road
- Coordinate trail construction between Acequia Trail and the St. Francis Drive Crossing
- Education/awareness programs for pedestrians/bicyclists/motorists
- Provide bicycle amenities (bike racks, lighting, community space)
- Collect bicycle traffic data and set future goals to increase bicycling
- Encourage bicyclists to use parallel routes – do not put bike lanes on St. Francis Drive
- Construct bicycle route in median between Rabbit Road and St. Michaels

Specific areas of concern include the following intersections or access points with St. Francis Drive: northbound right turn from St. Francis Drive to Cerrillos, St. Michaels, Zia, and San Mateo. Top ranking issues included safer pedestrian/bicycle crossings, lack of safe on-street bicycle facilities, and trail connectivity. Lack of sidewalks and transit accessibility were ranked medium to high.

c) Environmental/Urban Design:

Comments indicated that the public would like to see the following issues addressed and improvements made:

- Consider exhaust from car stacking / air quality concerns
- Address inconsistent setbacks and unclear right-of-way boundaries/land ownership
- Re-use of water runoff for landscaping
- Consider street lighting (match railyard character / pedestrian lighting)
- Improved landscape/streetscape treatments (remove strip mall appearance)
- There are too many car lots
- Promote "entrance to Santa Fe"
- Ensure compliance with the "South Central Highway Corridor Protection District"
- Minimize development immediately adjacent to St. Francis Drive
- Limit development and keep building height low along St. Francis Drive
- Prevent trail access through arroyos
- Protect prairie dogs
- Reconnect neighborhoods divided by highway

Top ranking issues included noise, exhaust, night lighting, streetscape furnishings, pedestrian lighting, and landscaping.

B. Agency Coordination

1. Project Management Team (Agency) Review Meetings

Previously, several Project Management Team meetings were conducted for all three Santa Fe Projects including NM 599 Interchange Study, I-25 Study, and the St. Francis Drive Corridor Study. The final combined Project Management Team meeting for all three projects was held in January of 2009 to establish the format and display items for the January 28, 2009 open house.

The St. Francis Drive Corridor Study Project Management Team held multiple meetings throughout 2006, culminating with a meeting on April 7, 2009. The focus of the meeting was to present input received at the stakeholder workshops held in March, to discuss the purpose and need, and to continue to develop the alternatives. The input received at this meeting has been incorporated into this Phase A Report.

2. Santa Fe Metropolitan Planning Organization Transportation Policy Board (SF MPO TPB) Review Meetings

An update on the St. Francis Drive Corridor Study was also presented to the SFMPO TPB on Thursday, April 14, 2009. The recommendations of the Phase A Report was presented to the Technical Coordinating Committee on July 27, 2009 and to the SF MPO Transportation Policy Board on August 13, 2009. Comments received were in support of the project.

3. Stakeholder Alternative Workshop

An all-day Alternatives Workshop was held on April 28, 2009 to discuss alternatives to be considered in the Phase A Report for the St. Francis Drive Corridor Study. Representatives from the NMDOT, the SFMPO, the City, and the County were present. Proposed alternatives, including design elements, pros & cons, and consequences were considered for several alternatives. Concern was expressed that additional consideration of multi-modal transportation elements was needed during the alternatives analysis. The input received at this meeting has been incorporated into this Phase A Report.

C. Proposed Phase B Public Involvement / Agency Activities

The scope for Phase B currently includes one public meeting, two Project Management Team meetings, and one SFMPO Transportation Policy Board meeting update presentation. Full negotiation of the scope of the Phase B process is still under discussion with the NMDOT.