

# Public Meeting

December 3, 2009



## Improvement Concepts Evaluation and Recommendations

	Performance Measures							
	Multi-Modal Mobility	Vehicle Mobility	Vehicular Safety	Pedestrian/Bicycle Safety	Emergency Vehicle Response	Environmental Preservation	Community Consistency	Financial Feasibility

### Concepts Recommended for Inclusion in the MTP

Priority	Concept	Evaluation							
1	St. Francis Interchange Improvements	●	●	●	●	●	●	●	●
2	Cerrillos Interchange Improvements	●	●	●	●	●	●	●	●
3	NM 466 Interchange Improvements	●	●	●	●	●	●	●	●
4	NM 599 Interchange Improvements	●	●	●	●	●	●	●	●
5	Auxiliary lanes on I-25	●	●	●	●	●	●	●	●
6	New Richards Interchange	●	●	●	●	●	●	●	○

### Concepts Not Recommended for Inclusion in the MTP

	Concept	Evaluation							
	Governor Miles Extension	●	●	●	●	●	●	●	●
	Camino Carlos Rey Under-crossing	●	●	●	●	●	●	●	○
	Rail Runner Loop Over-crossing	●	●	●	●	●	●	●	●
	No Build	○	○	○	○	○	○	○	●

Legend:

●	= Positive effect
●	= Minor positive effect
○	= No impact or change
○	= Minor negative effect
○	= Negative effect

## Schedule


Date	Activity
Today	Public Meeting
Dec – Jan	Incorporate comments and prepare Phase B report
Feb 11	Present report to Transportation Policy Board
Feb 26	Submit Final report



## St. Francis Interchange Improvements

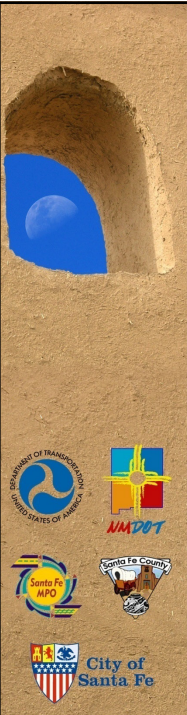
- Features
  - Widen off-ramps and improve merge distance
  - Extend length of on-ramps
- Key Evaluation Factors
  - Safety improvements
  - Bridges need replacing
  - Programmed funding





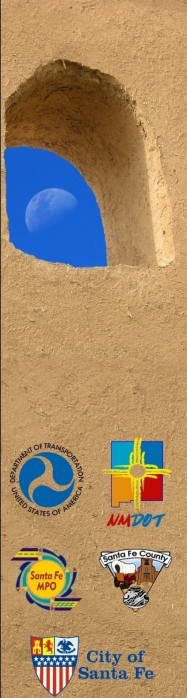
## Cerrillos Interchange Improvements

- Features
  - Improve merge at off-ramps
    - Change NB off-ramp to a loop ramp
  - Extend length of on-ramps
- Key Evaluation Factors
  - Safety improvements
  - Bridges need replacing
  - Programmed funding





## Old Pecos Trail (NM 466) Interchange Improvements

- Features
  - Widen SB off-ramp and restrict left turns onto Rodeo Road
  - Extend length of on-ramps
- Key Evaluation Factors
  - Safety improvements
  - Low cost




## Veterans Memorial Hwy (NM 599) Interchange Improvements


- Features
  - Extend length of on-ramps
- Key Evaluation Factors
  - Safety improvements
  - Low cost

## I-25 Auxiliary Lanes


- Features
  - Add an auxiliary lane to each side of I-25, between the interchanges
- Key Evaluation Factors
  - Adds capacity without reconstructing all interchanges
  - Will be needed prior to or in conjunction with a Richards Avenue Interchange
    - To accommodate additional I-25 traffic generated by a Richards Avenue interchange






## Richards Interchange

- Features
  - Configuration to be determined during environmental analysis (Phase C)
    - Roundabouts or signals
    - Realign I-25 mainline to reduce right-of-way needed
- Key Evaluation Factors
  - Additional access to I-25
    - Emergency vehicles
  - Additional network connectivity
  - Increases traffic on I-25
  - Reduces traffic on surrounding streets




## Governor Miles Extension

- Features
  - Extend to Galisteo Street and Rodeo Park Drive
  - Do not connect with Yucca
- Key Evaluation Factors
  - Multimodal connectivity (transit, bicyclists, pedestrians)
  - Consistent with goal to distribute traffic on more 2-lane roads
  - Low projected volumes
  - Local neighborhood impacts
  - High cost



## Camino Carlos Rey Undercrossing

- Features
  - Extend CCR under I-25
  - Connect with the NE Connector
- Key Evaluation Factors
  - Similar to Governor Miles Extension
    - Multimodal connectivity (transit, bicyclists, pedestrians)
    - Consistent with goal to distribute traffic
    - Local neighborhood impacts
    - High cost
  - Projected volumes not enough to off-set the need to widen Richards Avenue



## Rail Runner Loop Overcrossing

- Features
  - Connect Beckner and Dinosaur Trail
  - New frontage road between Dinosaur Trail & I-25
- Key Evaluation Factors
  - Similar to Governor Miles Extension
    - Multimodal connectivity for (transit, bicyclists, pedestrians)
    - Consistent with goal to distribute traffic
    - Low projected volumes
    - Local neighborhood impacts
    - High cost
  - Visual impacts of bridge and elevated frontage road