

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

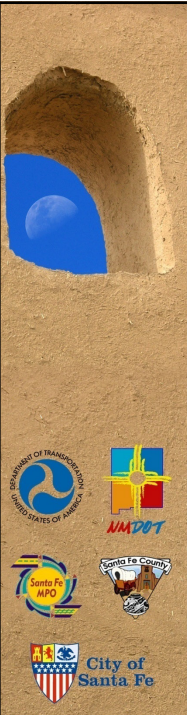
- Features
 - Widen off-ramps and improve merge distance
 - Extend length of on-ramps
- Key Evaluation Factors
 - Safety improvements
 - Bridges need replacing
 - Programmed funding





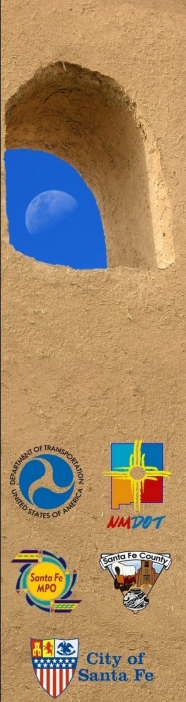
Cerrillos Interchange Improvements

- 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




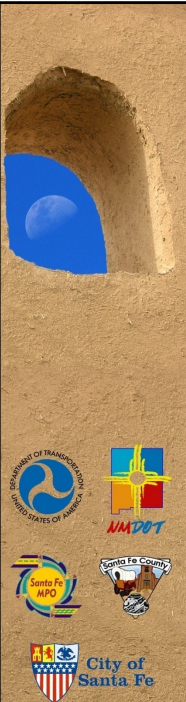
Old Pecos Trail (NM 466) Interchange Improvements

- 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

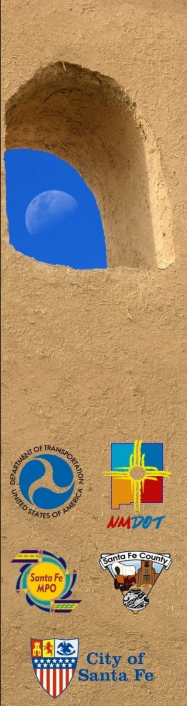
- Features
 - Extend length of on-ramps
- Key Evaluation Factors
 - Safety improvements
 - Low cost

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

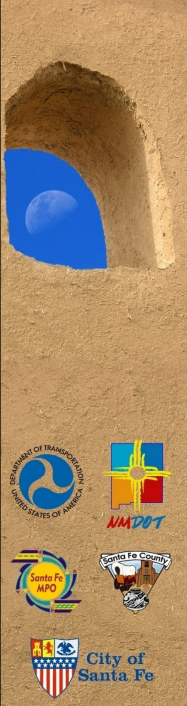
- Features
 - Configuration to be determined during environmental analysis (Phase C)
 - Roundabouts or signals
 - Realign I-25 mainline to reduce right-of-way needed
- Key Evaluation Factors
 - Additional access to I-25
 - Emergency vehicles
 - Additional network connectivity
 - Increases traffic on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

