

ST. FRANCIS DRIVE THROUGH THE CITY OF SANTA FE CORRIDOR STUDY

PROJECT No. NH-084-2(12)161 CN D5SF3

SEPTEMBER 2009
DRAFT

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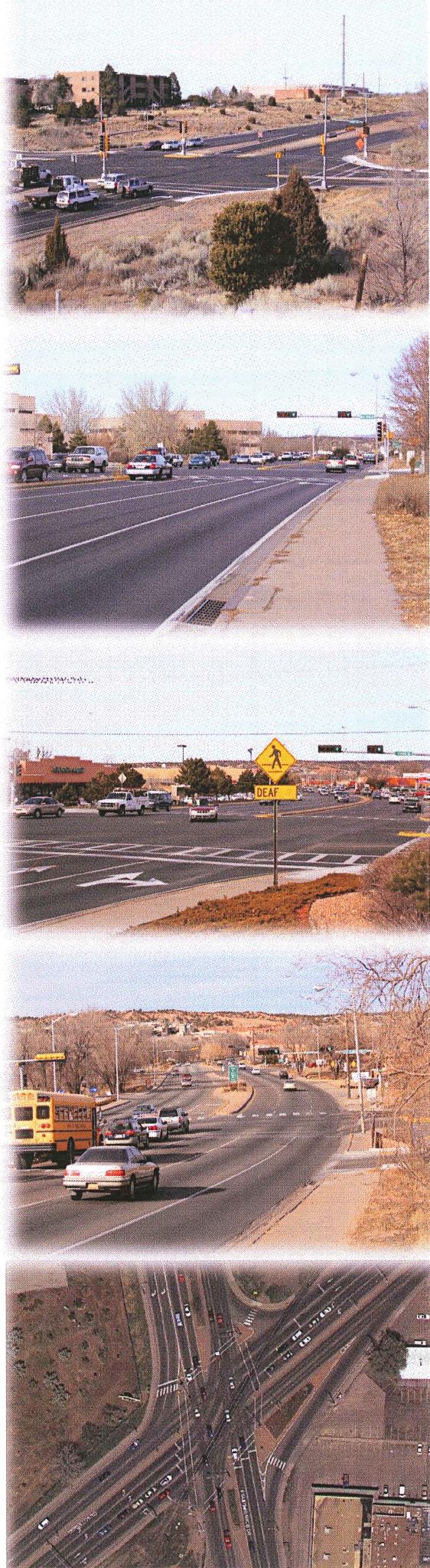
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ST. FRANCIS DRIVE
THROUGH THE CITY OF SANTA FE
CORRIDOR STUDY
INITIAL EVALUATION OF ALTERNATIVES
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- Appendix D Subsurface Utility Engineering Report
- Appendix E Preliminary Construction Cost Estimate Spreadsheets

Executive Summary

In 2005, as a result of a mill and overlay maintenance project, St. Francis Drive was re-striped from four driving lanes to six driving lanes south of San Mateo Road in order to address traffic congestion for traffic exiting Interstate 25. This congestion had led to traffic queuing onto the off-ramps, potentially endangering Interstate traffic and prompting the re-striping project. The resultant re-striping project eliminated this queuing congestion and safety concern. However the change reduced the shoulder width on St. Francis Drive south of St. Michael's Drive that was utilized as a de-facto bicycle lane. The change in lane configuration also created safety concerns at the merge points from St. Michael's Drive due to the loss of the previously existing auxiliary lane on St. Francis Drive for the merging traffic from St. Michael's Drive. After a testing period with the new striping configuration, the Federal Highway Administration (FHWA) agreed that the striping configuration could become permanent. At that time, a commitment to the FHWA from the NMDOT was made to complete a comprehensive corridor study subsequent to the re-striping project.

This study is the result of the initial phase of that process, the *Initial Evaluation of Alternatives*, also called Phase A, or Phase I-A. The initial content describes the existing conditions: a developed, but not overly dense, Western U.S. city that is struggling to maintain its identity and historical character while grappling with the growing pains of being a State Capitol, while also fostering a vibrant local cultural and economic engine of its own, current downturn notwithstanding.

A primary objective of a Phase A study is identifying the purpose and need for any proposed improvements. While many may agree that a change in St. Francis Drive is needed, developing a consensus on what that change should be may be a bit more challenging. The Purpose and Need Statement defines the dominant criteria, among many, with which proposed projects will ultimately be measured against.

The Purpose and Need Statement is as follows:

The purpose of the St. Francis Drive Corridor Study is to identify corridor deficiencies, identify alternatives to improve the corridor that address the increase in traffic congestion and enhance mobility for all modes of travel, and to prioritize potential future projects. The need for the St. Francis Drive Corridor Study is supported by the existing and projected level of service along the corridor, potential safety issues, as well as the limited connectivity of pedestrian and bicycle facilities.

The criteria with which the alternatives for the St. Francis Drive Corridor were evaluated included:

- Does the Alternative Satisfy the Project Purpose and Need?*
- Does the Alternative Provide the Capacity to Accommodate Future Vehicular Travel Demand?*
- What is the Alternative's Engineering Feasibility?*
- Does the Alternative Support the General Plan Goal of Shifting to Other Transportation Modes?*
- Does the Alternative Support the General Plan Goal of Improving Community Cohesion?*
- What is the Alternative's Relative Environmental Impacts?*
- Does or Can the Alternative Incorporate Urban Design Components?*