

Appendix A
Executive Summaries from Concurrent
Santa Fe Transportation Studies

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 V.

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. 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. 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 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, 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 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 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. 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, 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. 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. 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. 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. 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.

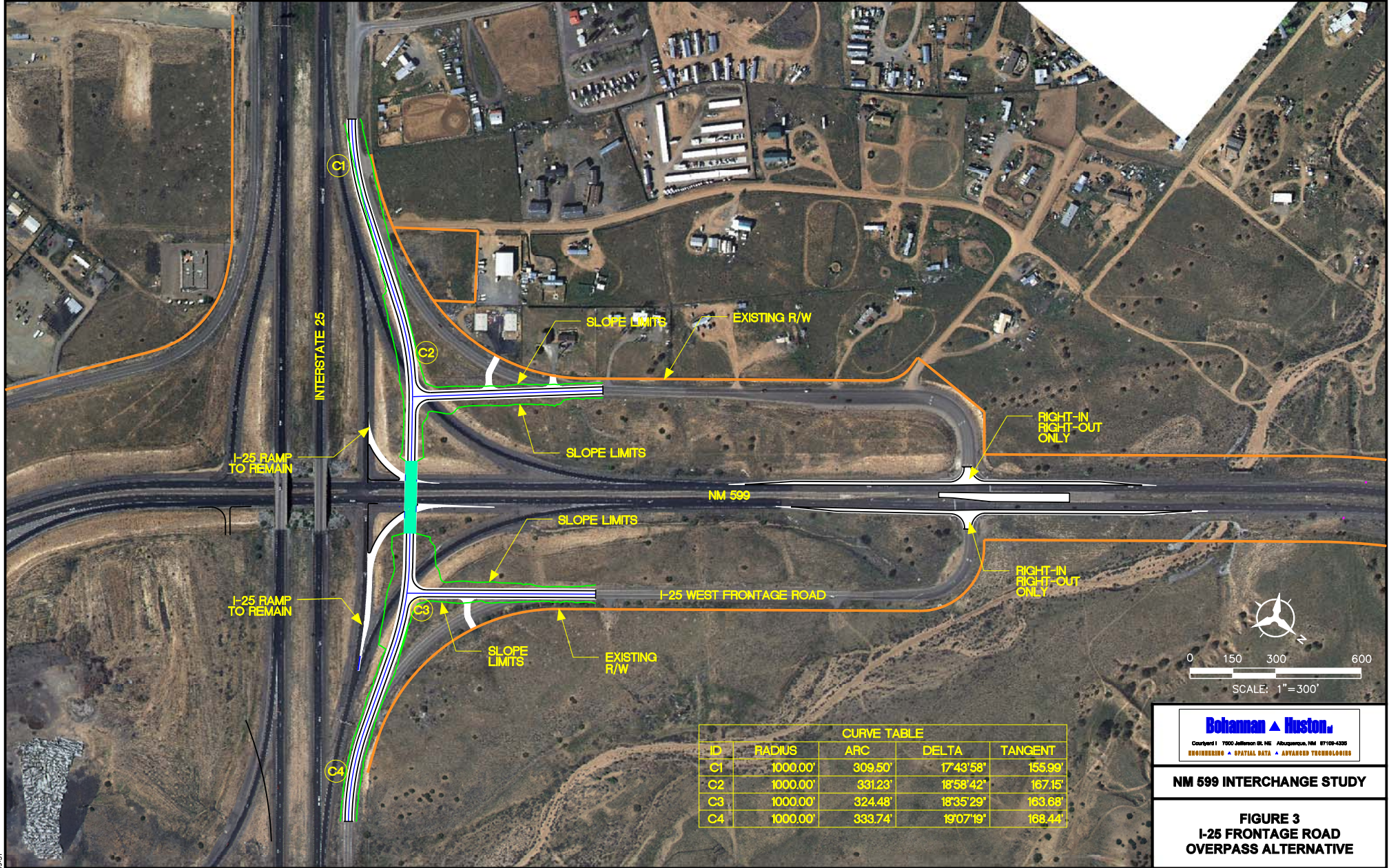
17. **The E. Frontage Road from Camino de los Montoyas to Ridgetop Road** shown in Figures 23 and 24 would provide improved circulation in the NM 599 corridor. However, the existing development plan for the Northwest Quadrant is approved without access at Camino de los Montoyas. There is no way to provide 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 51. 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 would be privately funded.



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	1000.00'	309.50'	17°43'58"	155.99'
C2	1000.00'	331.23'	18°58'42"	167.15'
C3	1000.00'	324.48'	18°35'29"	163.68'
C4	1000.00'	333.74'	19°07'19"	168.44'

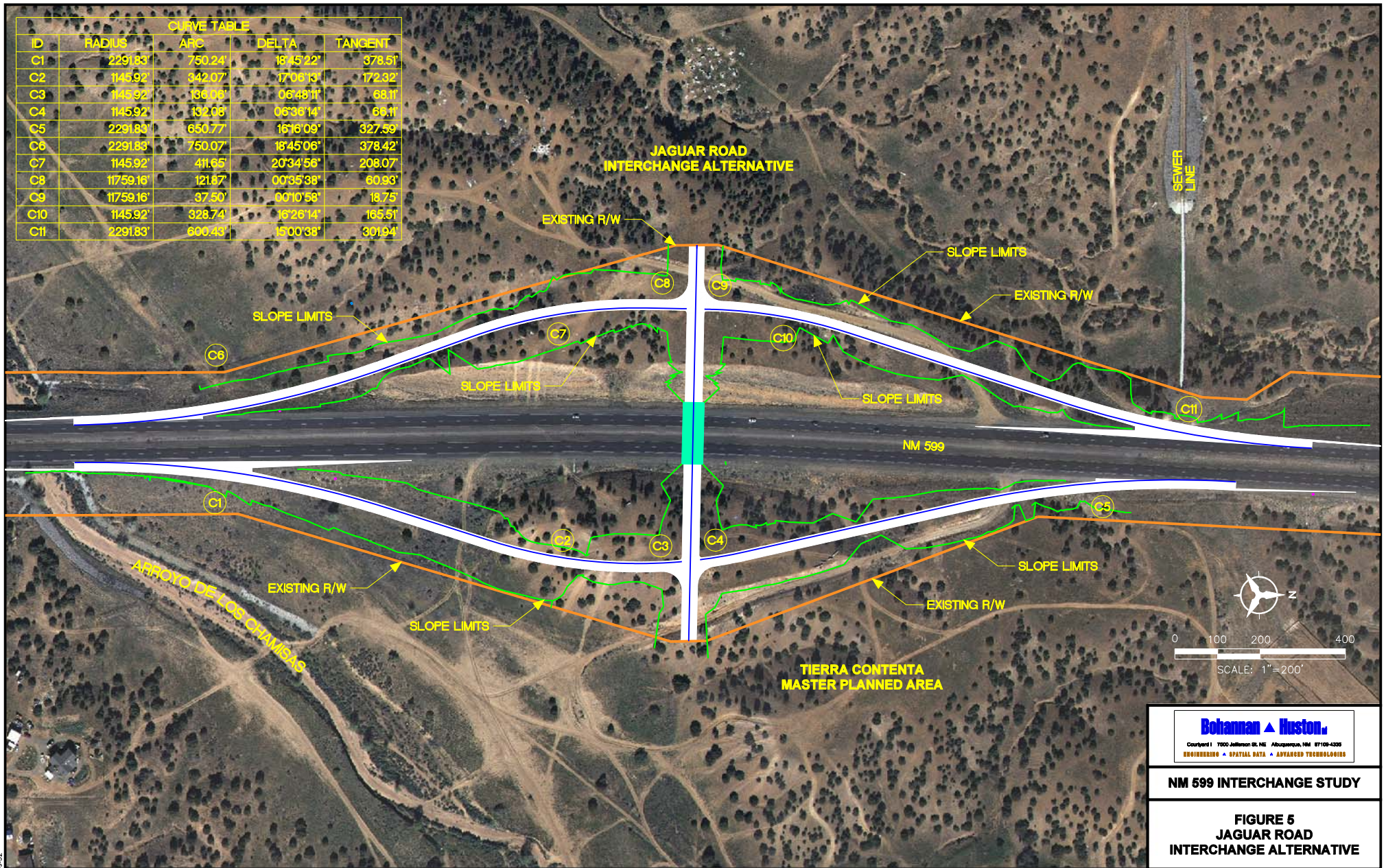
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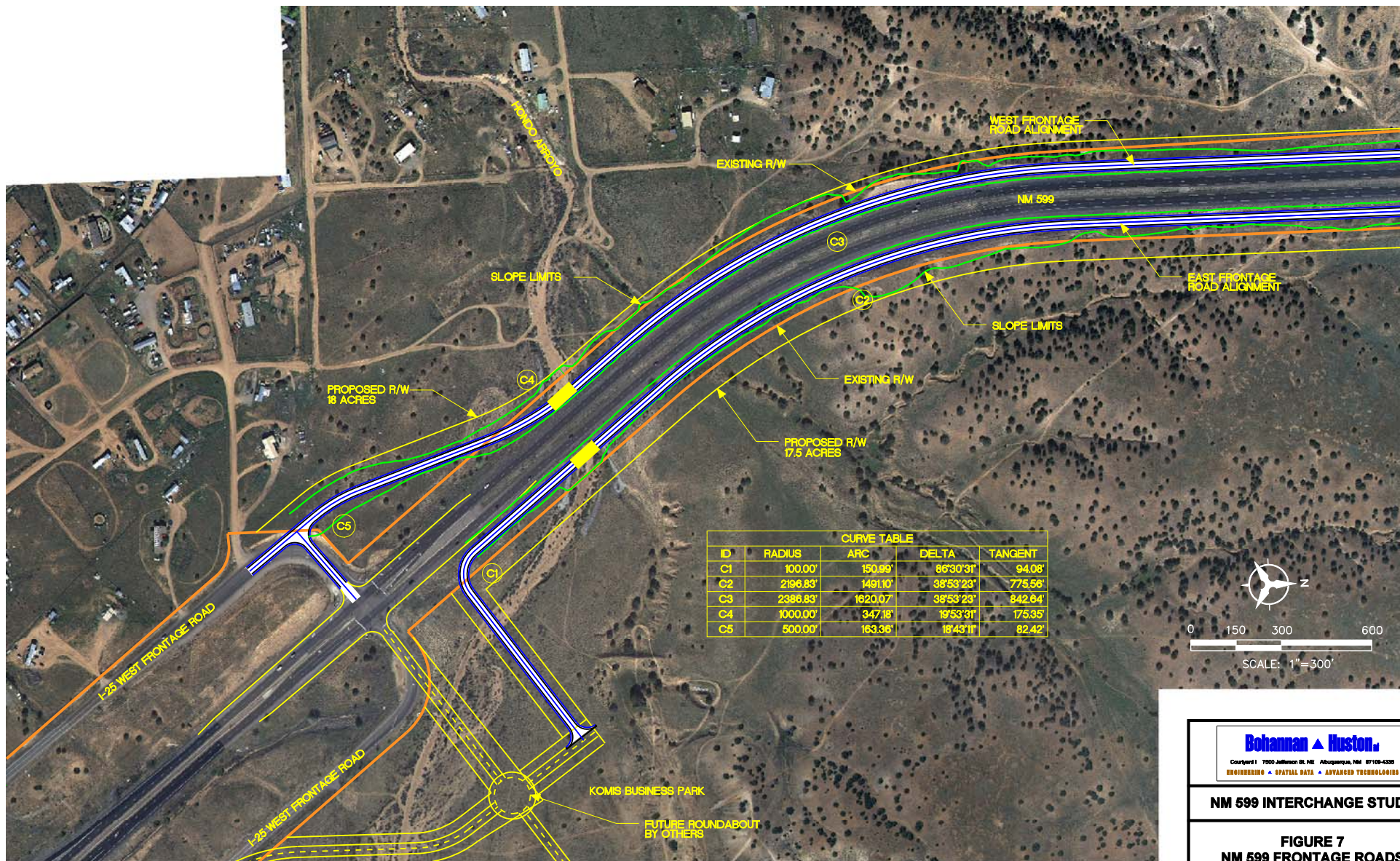
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**FIGURE 3
 I-25 FRONTAGE ROAD
 OVERPASS ALTERNATIVE**

CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	2291.83'	750.24'	18°45'22"	378.51'
C2	1145.92'	342.07'	17°06'13"	172.32'
C3	1145.92'	136.08'	06°48'11"	68.11'
C4	1145.92'	132.08'	06°38'14"	66.11'
C5	2291.83'	650.77'	16°16'09"	327.59'
C6	2291.83'	750.07'	18°45'06"	378.42'
C7	1145.92'	411.65'	20°34'56"	208.07'
C8	11759.16'	121.87'	00°35'38"	60.93'
C9	11759.16'	37.50'	00°10'58"	18.75'
C10	1145.92'	328.74'	16°26'14"	165.51'
C11	2291.83'	600.43'	15°00'38"	301.94'



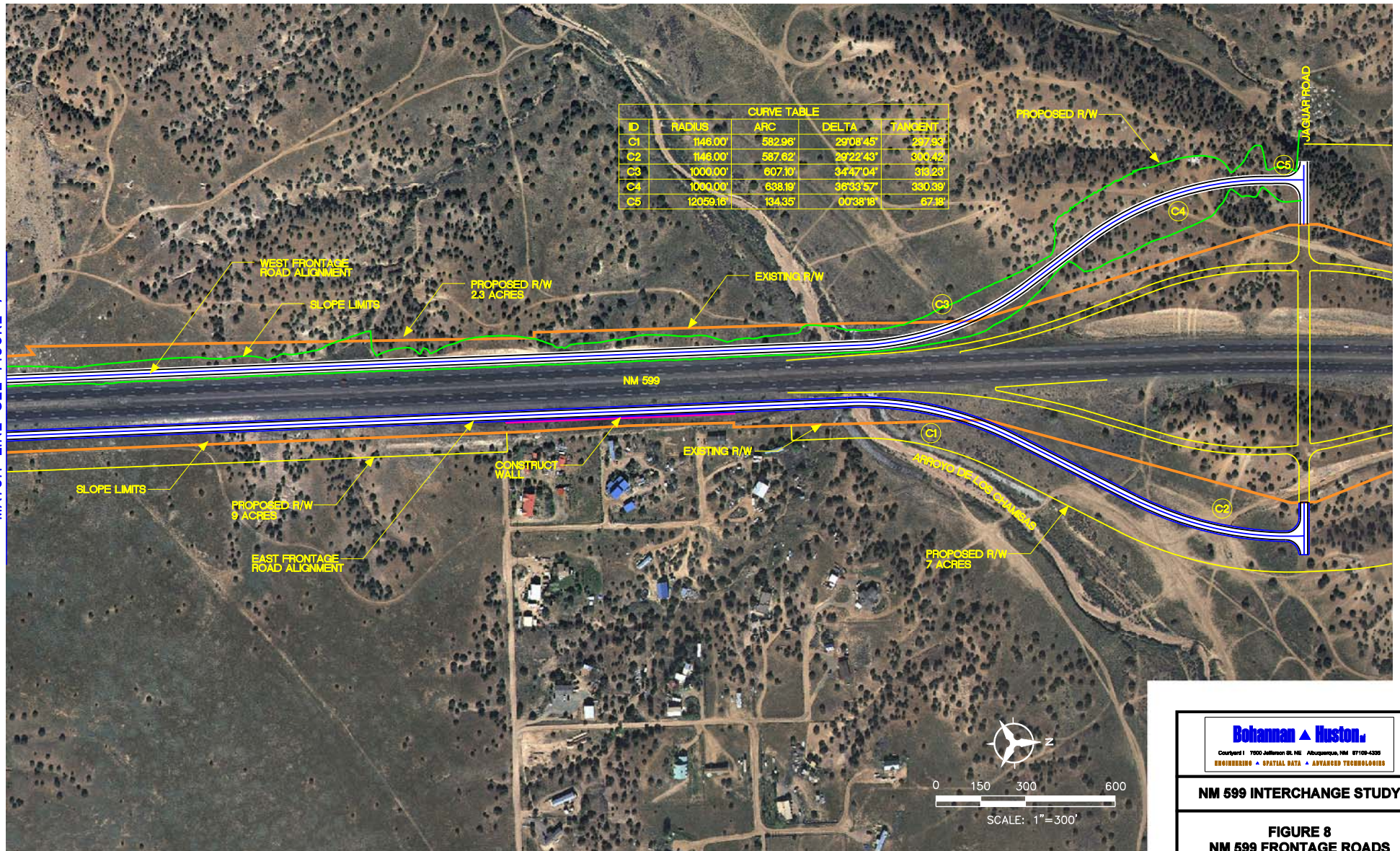


MATCH LINE SEE FIGURE 8

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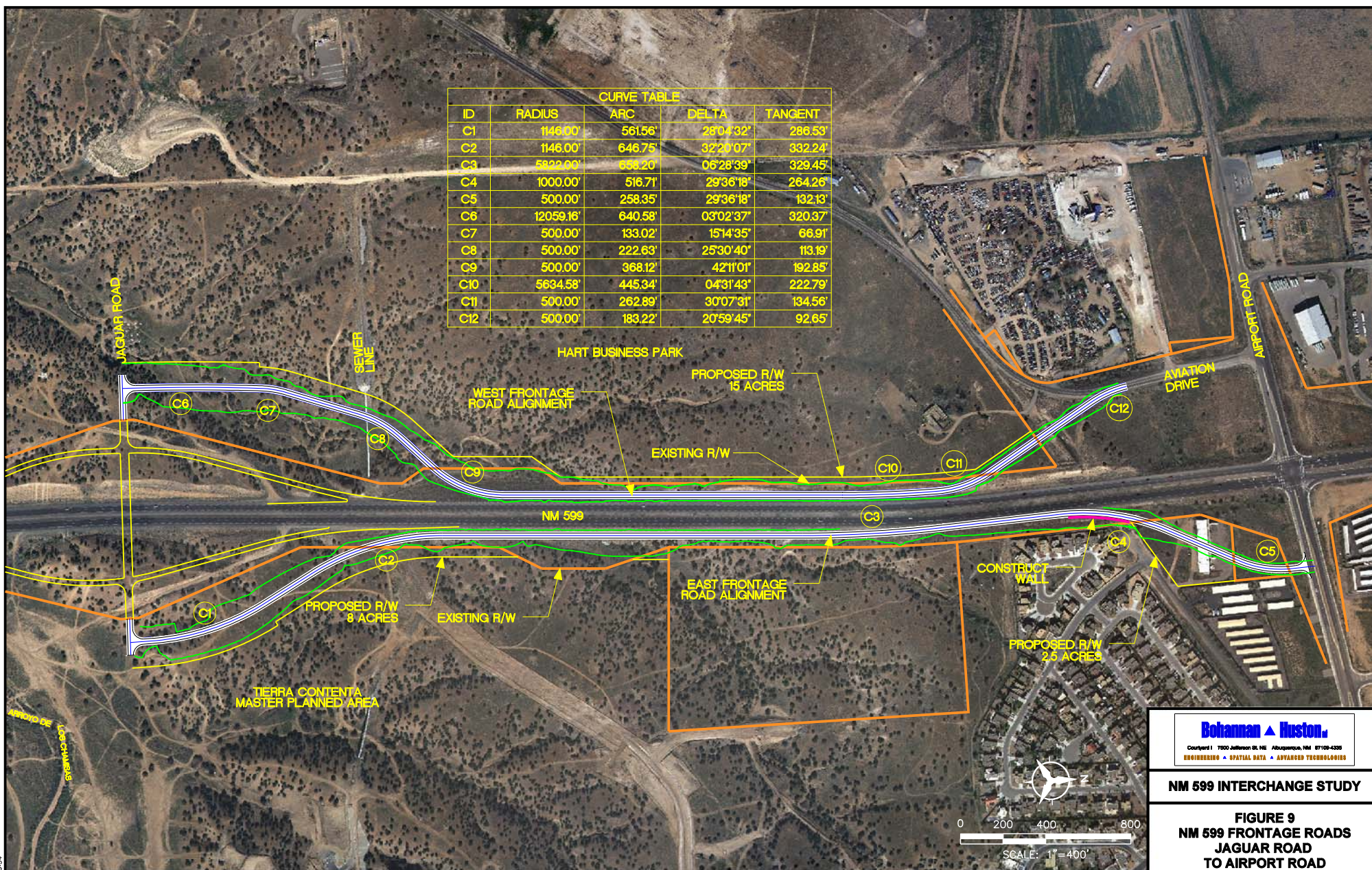
**FIGURE 7
 NM 599 FRONTAGE ROADS
 I-25 TO JAGUAR ROAD**


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

CURVE TABLE				
ID	RADIUS	ARC	DEL TA	TANGENT
C1	1146.00'	561.56'	28°04'32"	286.53'
C2	1146.00'	646.75'	32°21'07"	332.24'
C3	5822.00'	658.20'	06°28'39"	329.45'
C4	1000.00'	516.71'	29°36'18"	264.26'
C5	500.00'	258.35'	29°36'18"	132.13'
C6	12059.16'	640.58'	03°02'37"	320.37'
C7	500.00'	133.02'	15°14'35"	66.91'
C8	500.00'	222.63'	25°30'40"	113.19'
C9	500.00'	368.12'	42°11'01"	192.85'
C10	5634.58'	445.34'	04°31'43"	222.79'
C11	500.00'	262.89'	30°07'31"	134.56'
C12	500.00'	183.22'	20°59'45"	92.65'



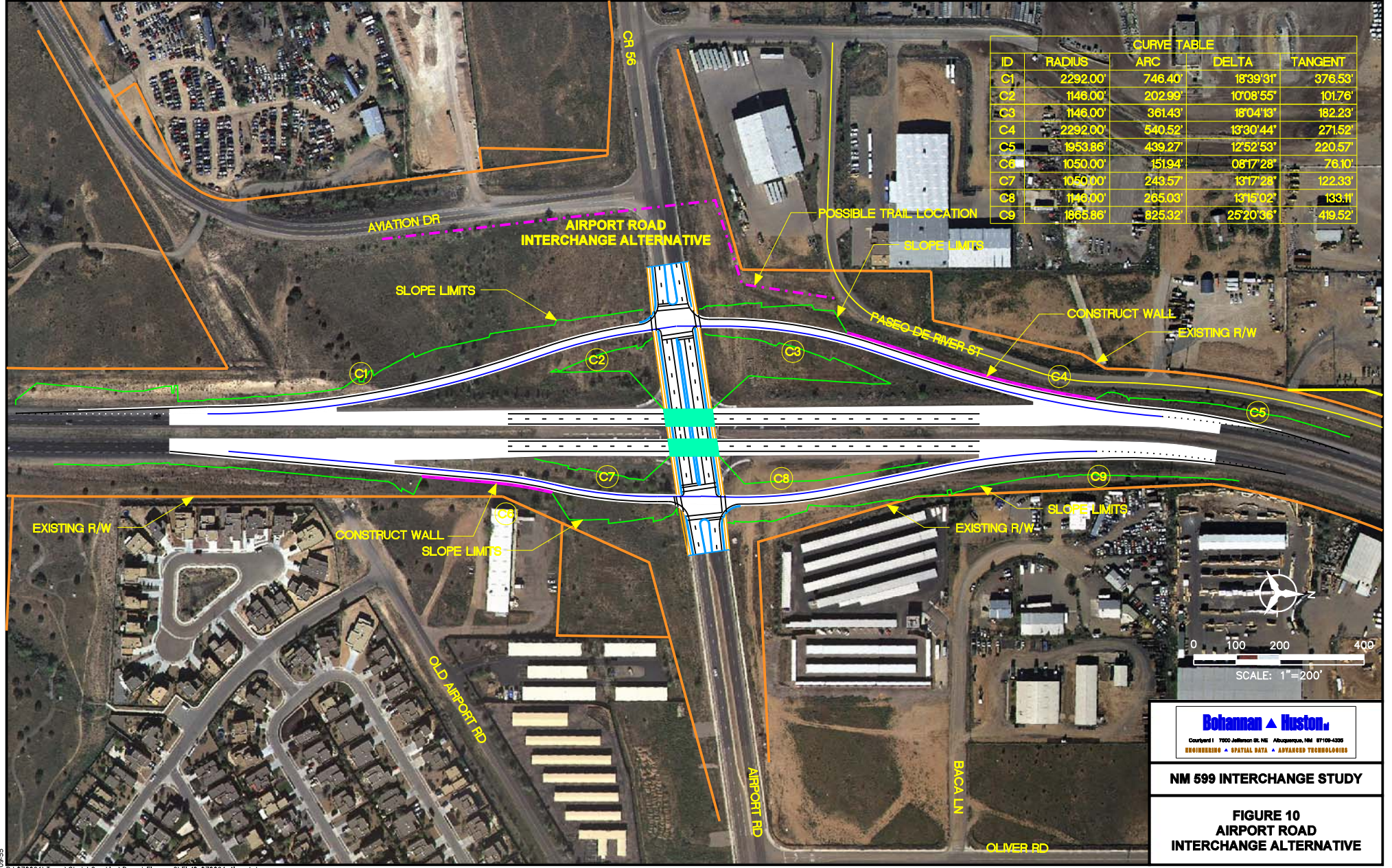
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FIGURE 9
NM 599 FRONTAGE ROADS
JAGUAR ROAD
TO AIRPORT ROAD

0 200 400 800
SCALE: 1"=400'



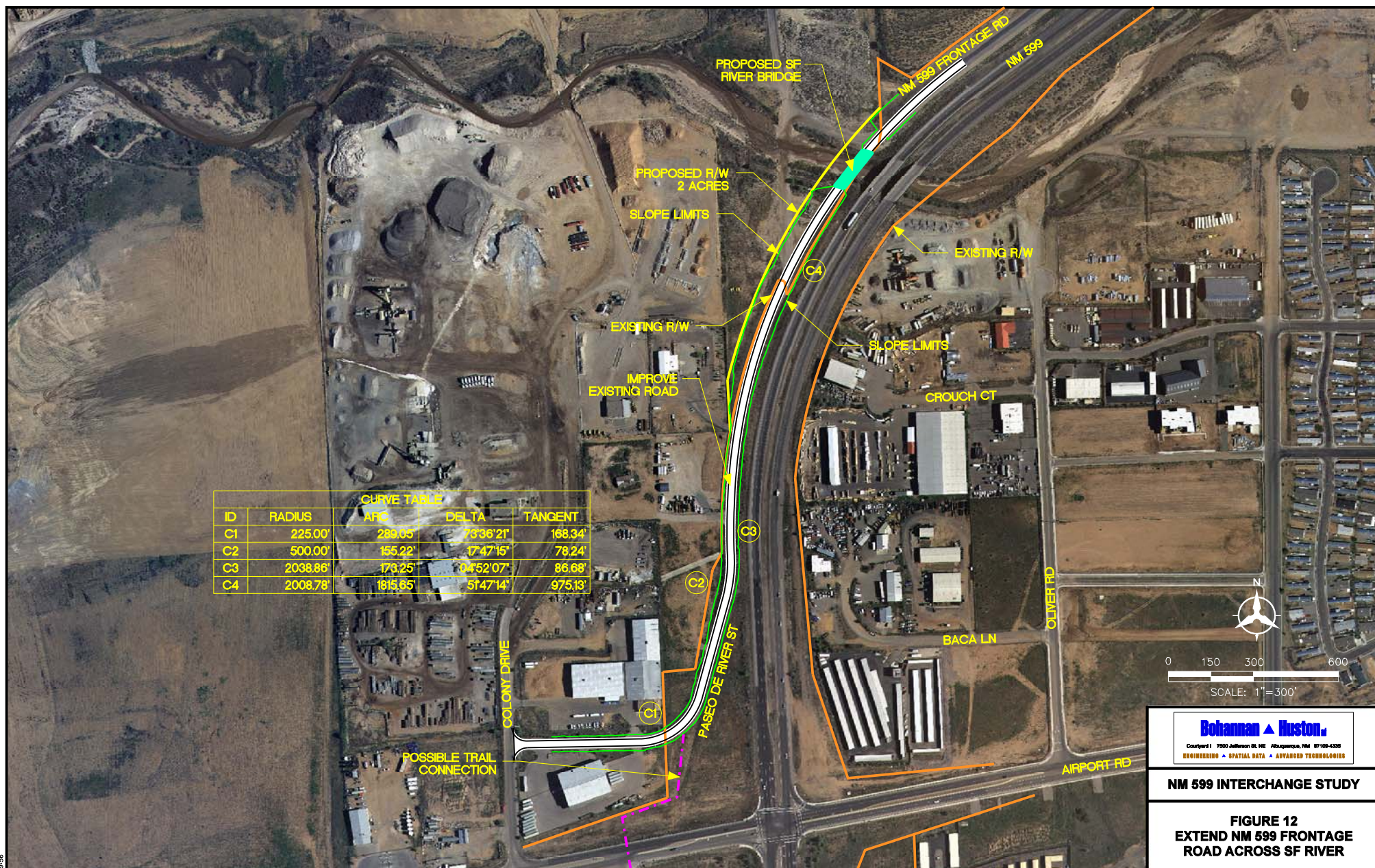
CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	2292.00'	746.40'	18°39'31"	376.53'
C2	1146.00'	202.99'	10°08'55"	101.76'
C3	1146.00'	361.43'	18°04'13"	182.23'
C4	2292.00'	540.52'	13°30'44"	271.52'
C5	1953.86'	439.27'	12°52'53"	220.57'
C6	1050.00'	151.94'	08°17'28"	76.10'
C7	1050.00'	243.57'	13°17'28"	122.33'
C8	1146.00'	265.03'	13°15'02"	133.11'
C9	1865.86'	825.32'	25°20'36"	419.52'

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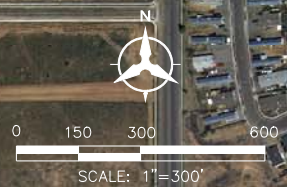
NM 599 INTERCHANGE STUDY

FIGURE 10
AIRPORT ROAD
INTERCHANGE ALTERNATIVE

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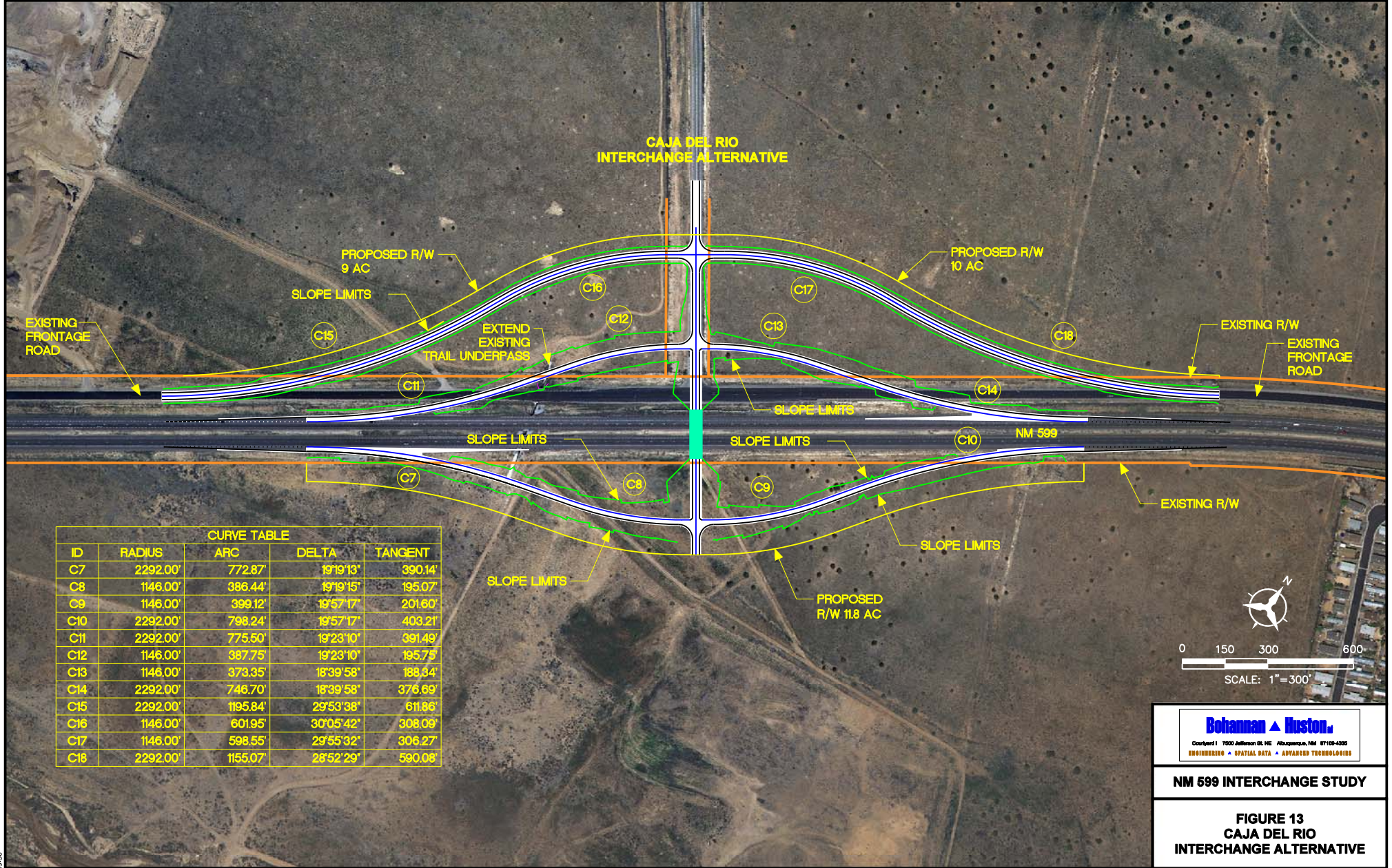
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ID	RADIUS	ARC	DELTA	TANGENT
C1	225.00'	289.55'	73°36'21"	168.34'
C2	500.00'	155.22'	17°47'15"	78.24'
C3	2038.86'	173.25'	04°52'07"	86.68'
C4	2008.78'	1815.65'	51°47'14"	975.13'

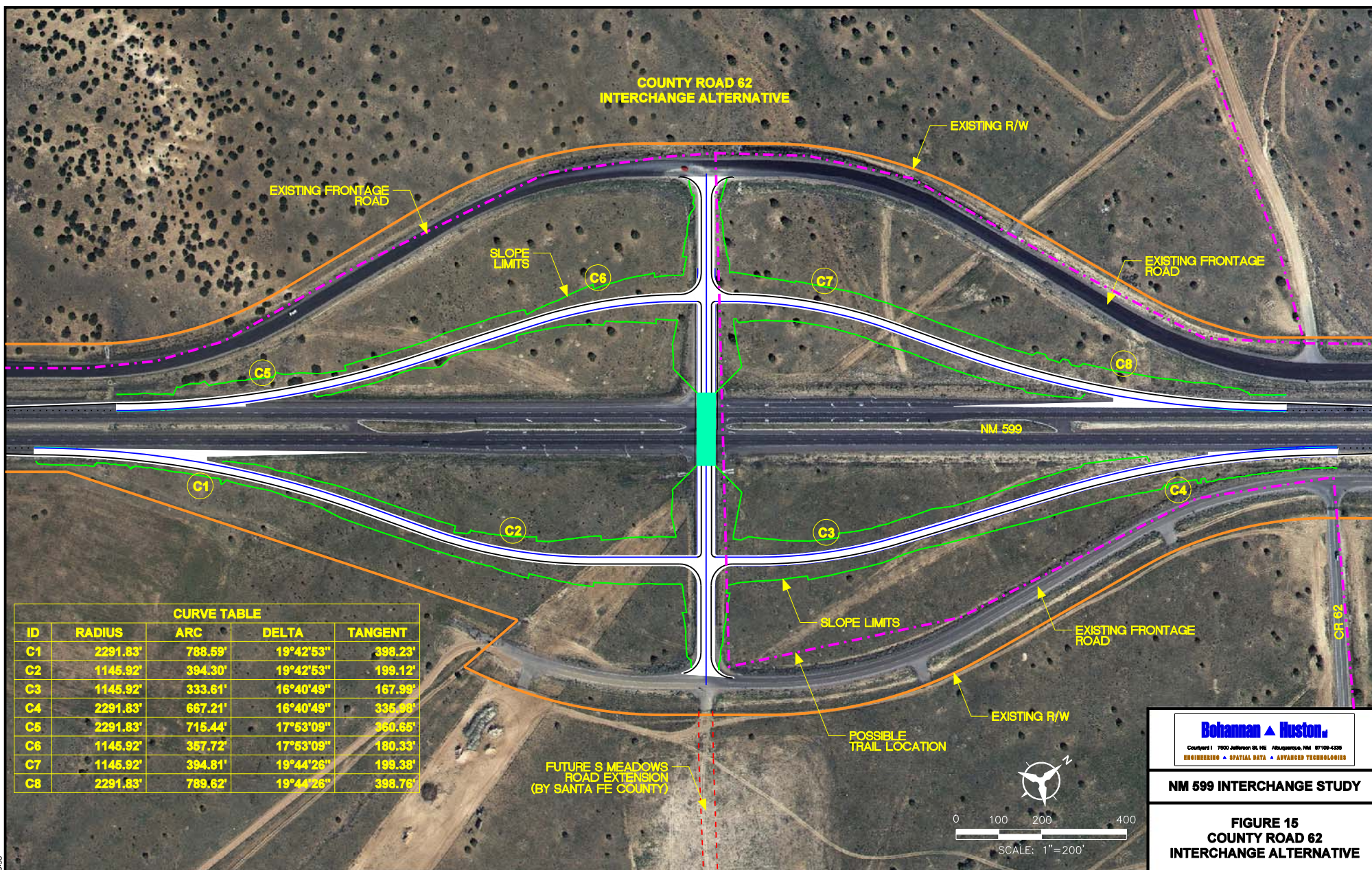


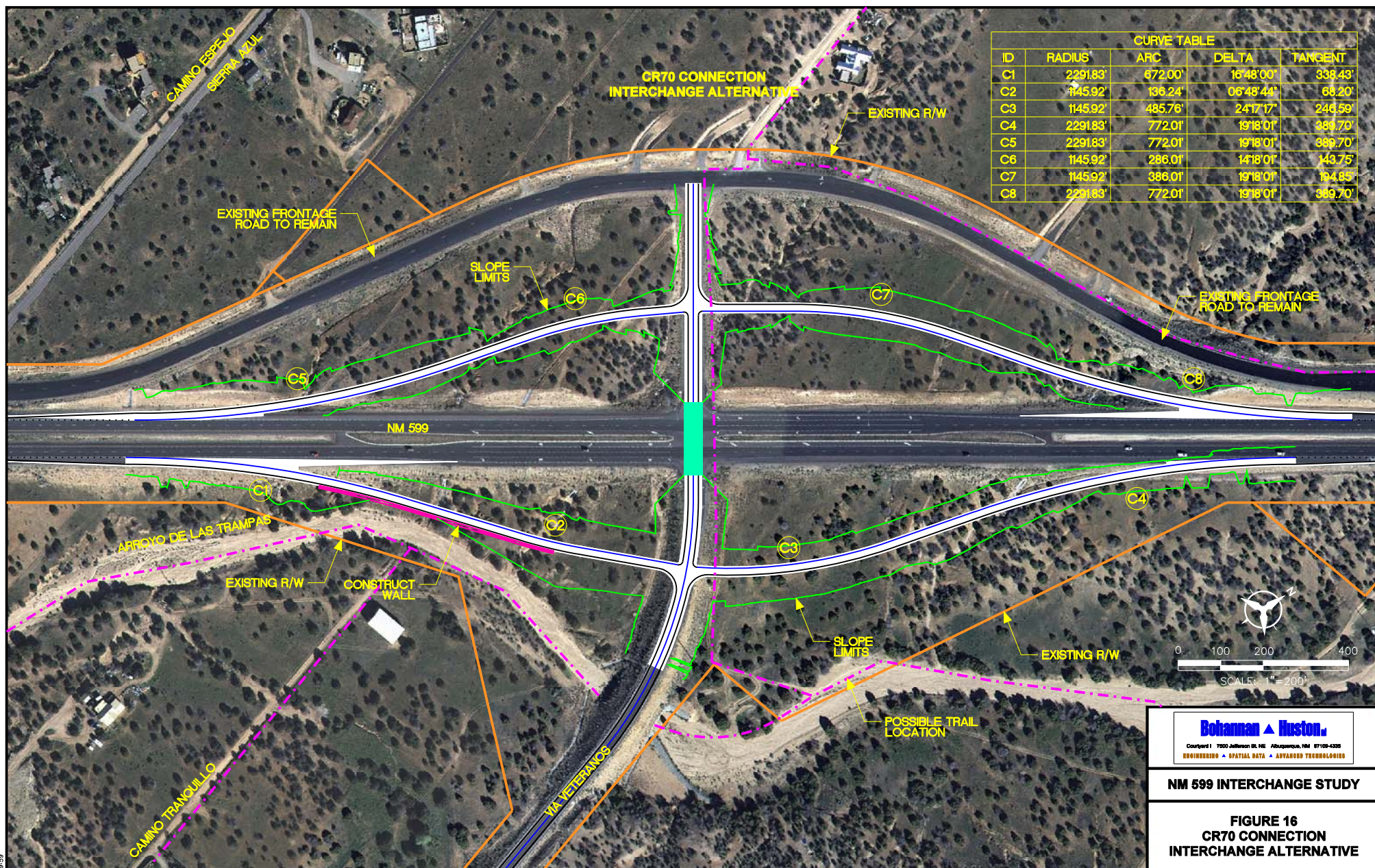
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NM 599 INTERCHANGE STUDY

FIGURE 12
EXTEND NM 599 FRONTAGE
ROAD ACROSS SF RIVER





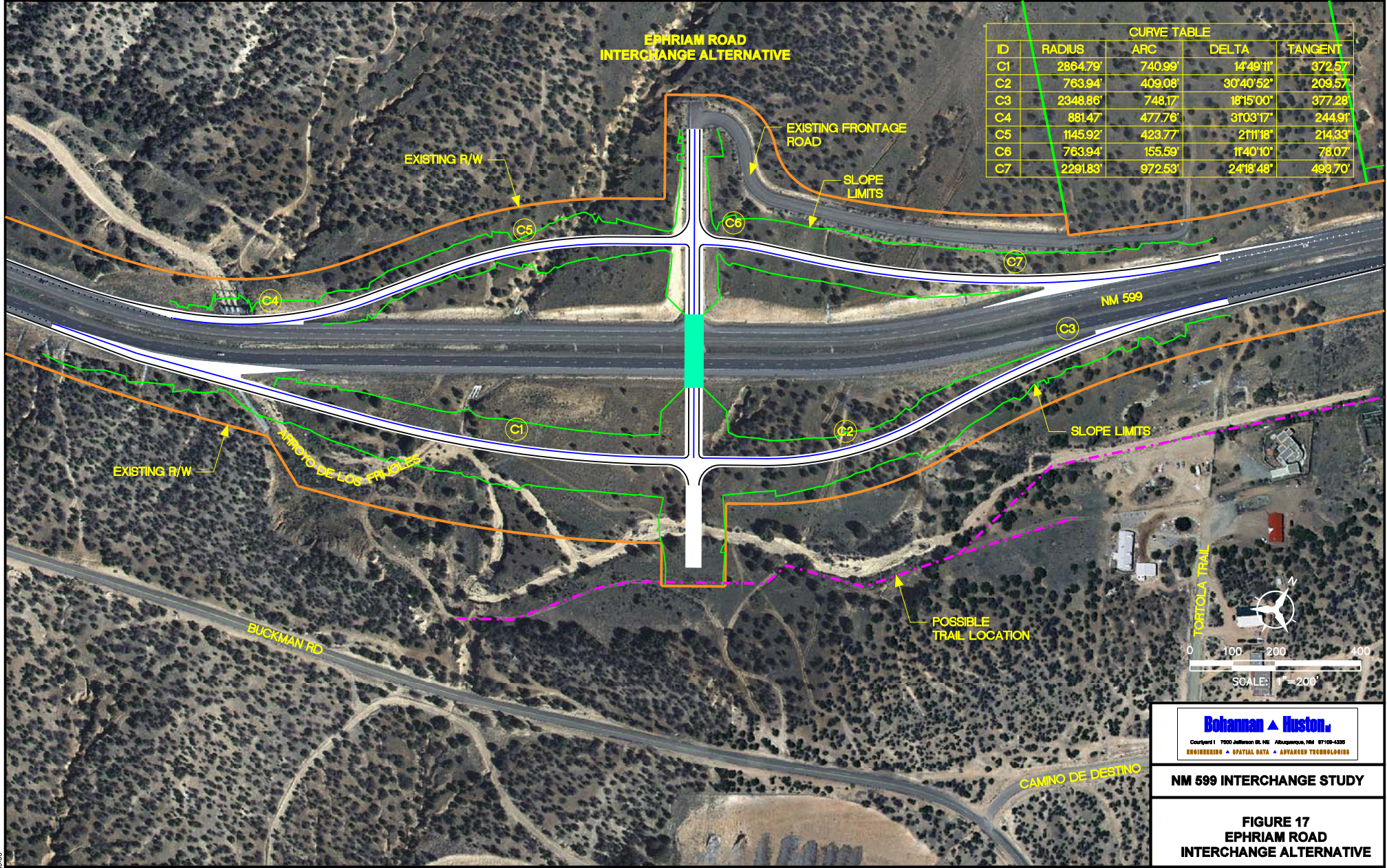


CURVE TABLE				
ID	RADIUS'	ARC	DELTA	TANGENT
C1	2291.83'	672.00'	16°48'00"	338.43'
C2	1145.92'	136.24'	06°48'44"	68.20'
C3	1145.92'	485.76'	24°17'17"	246.59'
C4	2291.83'	772.01'	19°18'01"	389.70'
C5	2291.83'	772.01'	19°18'01"	389.70'
C6	1145.92'	286.01'	14°18'01"	143.75'
C7	1145.92'	386.01'	19°18'01"	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**

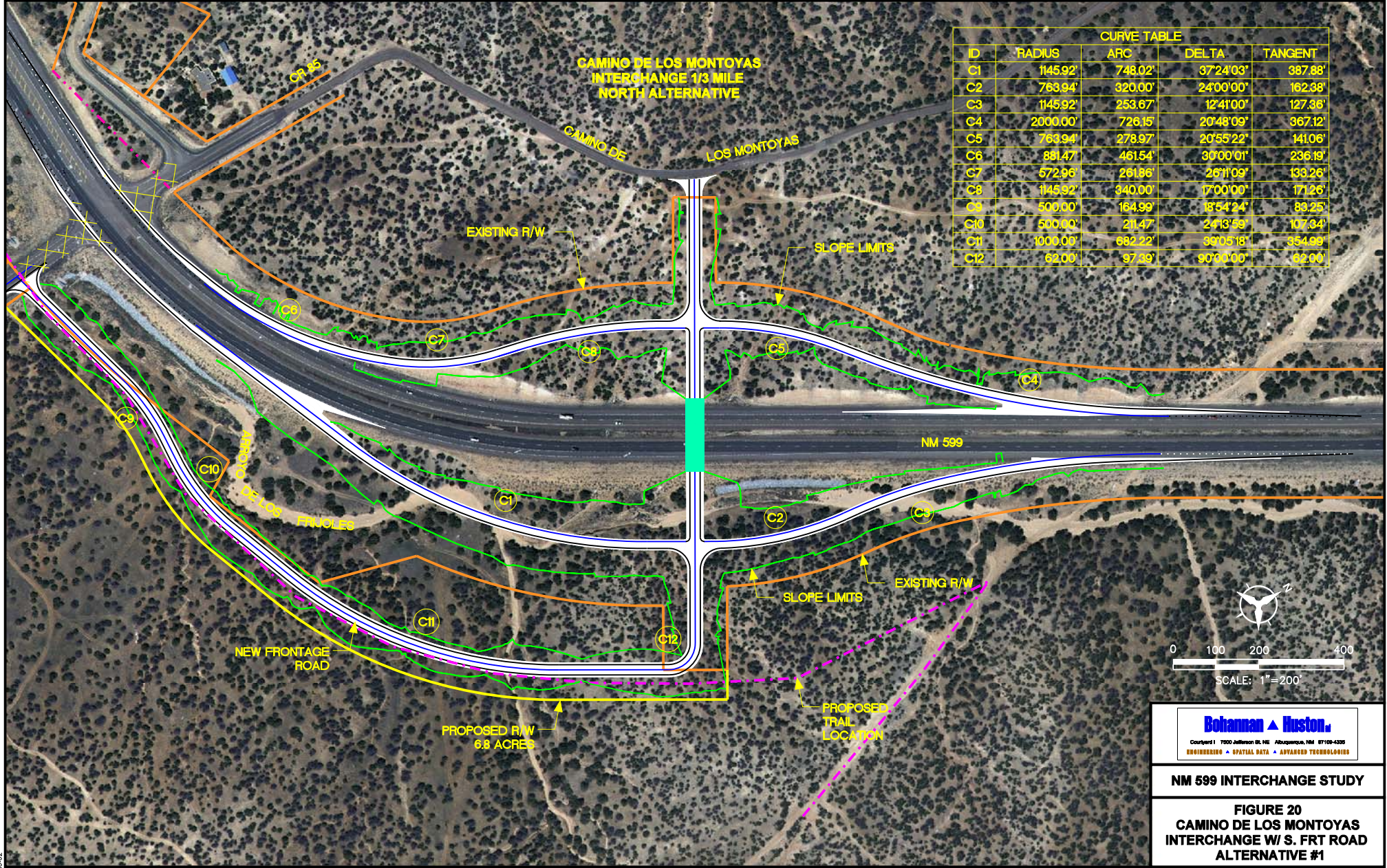


CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	2864.79'	740.99'	14°49'11"	372.57'
C2	763.94'	409.08'	30°40'52"	209.57'
C3	2348.86'	748.17'	18°15'00"	377.28'
C4	881.47'	477.76'	31°03'17"	244.91'
C5	1145.92'	423.77'	21°11'18"	214.33'
C6	763.94'	155.59'	11°40'10"	78.07'
C7	2291.83'	972.53'	24°18'48"	493.70'

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NM 599 INTERCHANGE STUDY

FIGURE 17
EPHRIAM ROAD
INTERCHANGE ALTERNATIVE

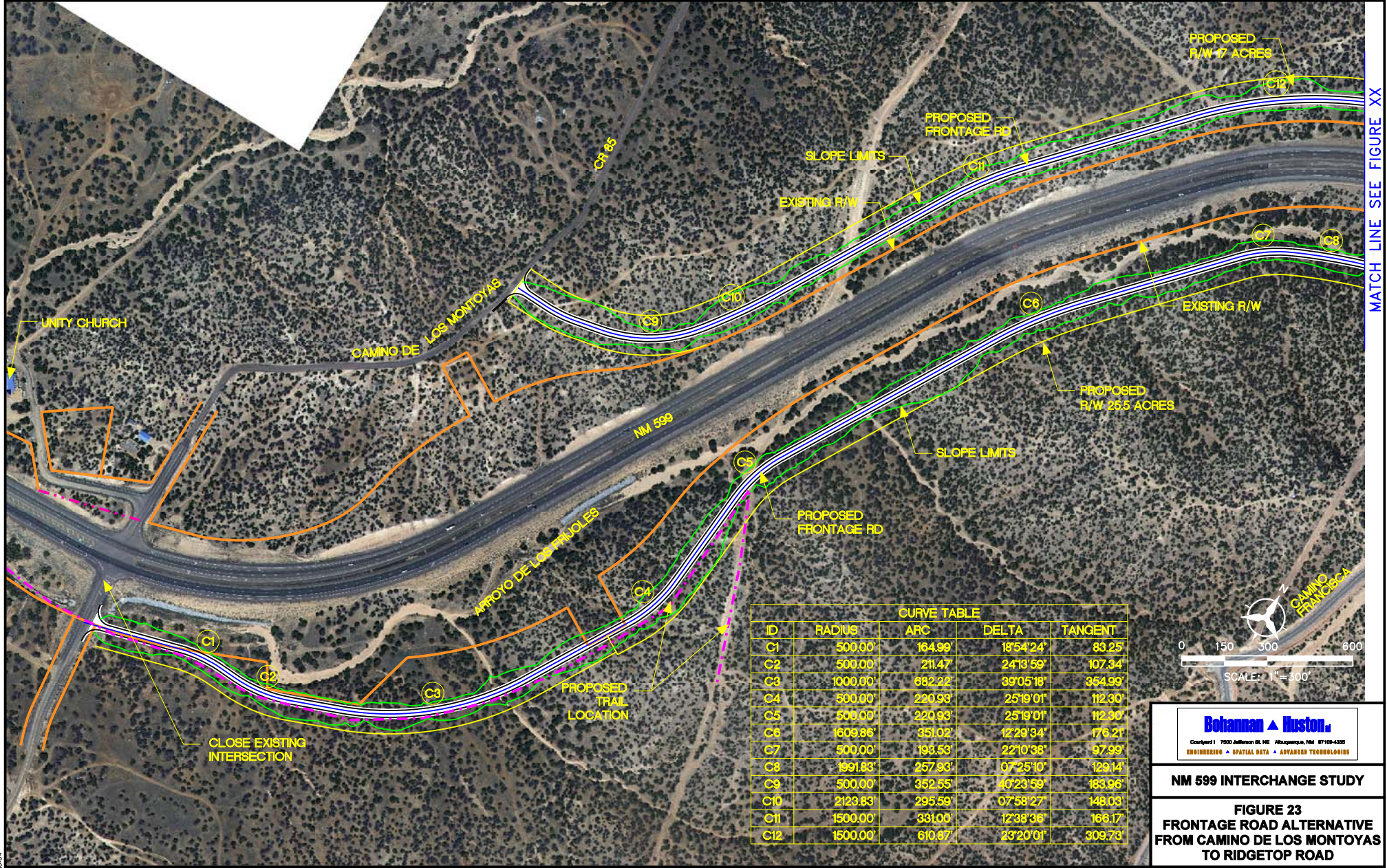


CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	1145.92'	748.02'	37°24'03"	387.88'
C2	763.94'	320.00'	24°00'00"	162.38'
C3	1145.92'	253.67'	12°41'00"	127.36'
C4	2000.00'	726.15'	20°48'09"	367.12'
C5	763.94'	278.97'	20°55'22"	141.06'
C6	881.47'	461.54'	30°00'01"	236.19'
C7	572.96'	261.86'	26°11'09"	133.26'
C8	1145.92'	340.00'	17°00'00"	171.26'
C9	500.00'	164.99'	18°54'24"	83.25'
C10	500.00'	211.47'	24°13'59"	107.34'
C11	1000.00'	682.22'	39°05'18"	354.99'
C12	62.00'	97.39'	90°00'00"	62.00'

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



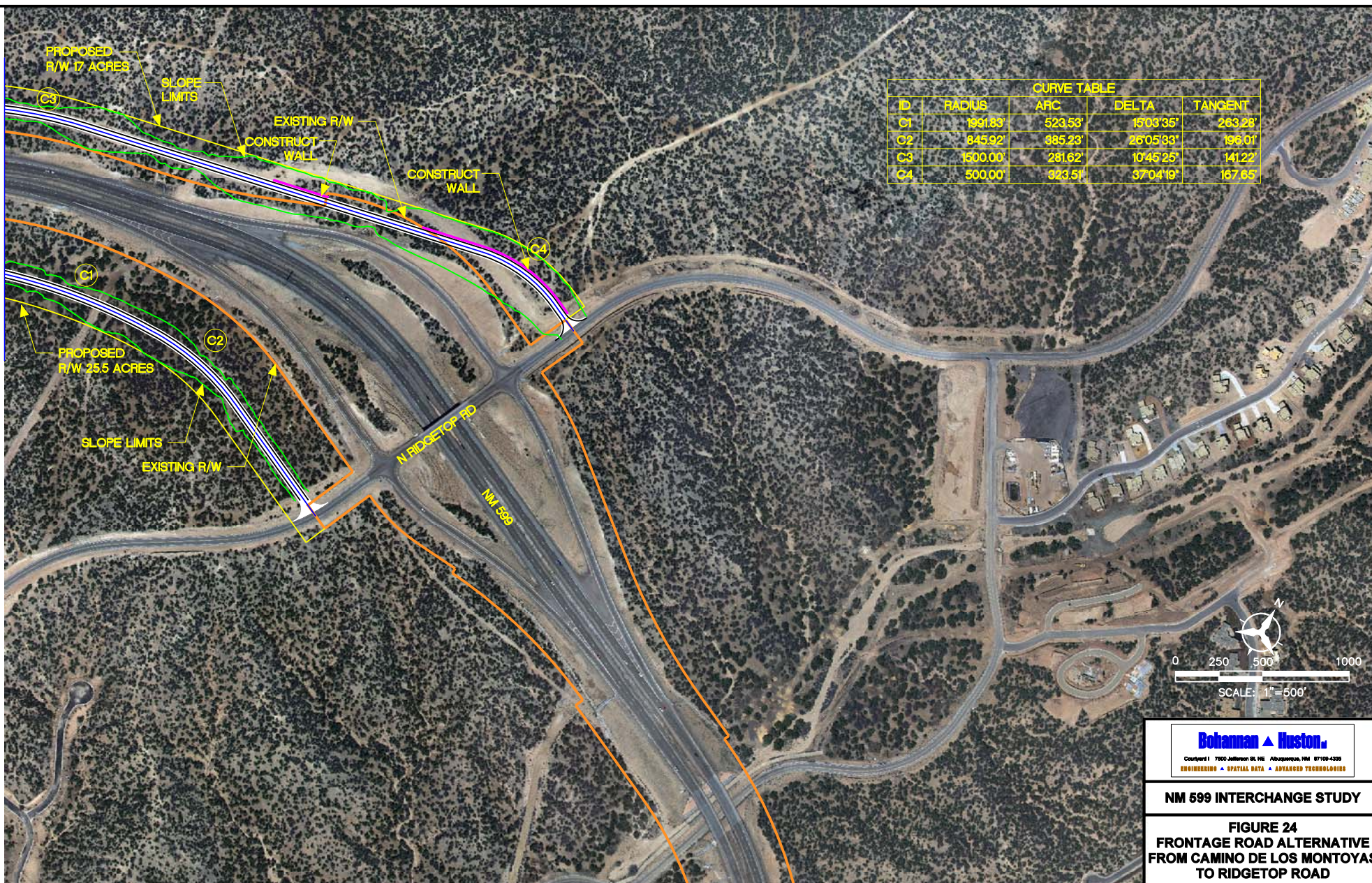
MATCH LINE SEE FIGURE XX

CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	500.00	184.99'	18°54'24"	83.25'
C2	500.00	211.47'	24°13'59"	107.34'
C3	1000.00	682.22'	39°05'18"	354.99'
C4	500.00	220.93'	25°19'01"	112.30'
C5	500.00	220.93'	25°19'01"	112.30'
C6	1609.86'	351.02'	12°29'34"	176.21'
C7	500.00	193.53'	22°10'38"	97.99'
C8	1991.83'	257.93'	07°25'10"	129.14'
C9	500.00	352.55'	40°23'59"	183.96'
C10	2123.83'	295.59'	07°58'27"	148.03'
C11	1500.00	331.00'	12°38'36"	166.17'
C12	1500.00	610.87'	23°20'01"	309.73'

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NM 599 INTERCHANGE STUDY

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



EXECUTIVE SUMMARY

The St. Francis Drive Corridor Study is being conducted following the procedures of the New Mexico Department of Transportation's (NMDOT) *Location Study Procedures* manual. The current project is the Phase B *Detailed Evaluation of Alternatives*. The primary objectives of this study are to: 1) further develop and evaluate the alternatives advanced from the Phase A *Initial Evaluation of Alternatives*, and, 2) screen the potential alternatives for feasibility and priority for possible inclusion in the regional Metropolitan Transportation Plan (MTP), and Transportation Improvement Plan (TIP).

Typically a Phase B Study leads to a Phase C *Environmental Documentation and Processing* Report for a Preferred Alternative. However at this time the funding outlook for significant projects is uncertain, so it is not considered an effective use of resources to do a full environmental evaluation for projects that are likely not to come to fruition for some time. Therefore, it was determined that the development of a detailed list of projects for the St. Francis Drive Corridor would be the best solution and then the regional transportation agencies could use the list for long-term planning purposes. The projects identified will have the benefit of completing the Phase A and B planning study process, allowing the projects to proceed directly to the Phase C *Environmental Documenting and Processing* phase as funds become available in the near term.

In 2009, the Phase A *Initial Evaluation of Alternatives* was completed. That study evaluated a range of alternatives that resulted in several alternatives being proposed for further evaluation. The selected alternatives will be discussed in more detail in later sections, but can be grouped into the following categories:

- No Build
- Trail Connectivity
- Enhanced Transit
- Intersection Improvements
- Transportation System Management
- Access Control

The alternatives considered in the report address a range of deficiencies and needs on the Corridor and vary substantially in cost and complexity. In addition, the breadth and scope of the alternatives developed for the Corridor, when combined with the I-25 and NM 599 Corridor Studies currently underway, will far exceed the funding available for transportation improvements in the region. The projects identified in this Corridor Study, as well as the others, will need to be integrated into the overall transportation strategy developed for the region, the 2035 Metropolitan Transportation Plan (MTP), currently under development by the Santa Fe Metropolitan

Planning Organization. The MTP will be the regional planning policy document for transportation improvements in the Santa Fe MPO area.

This Phase B Report will provide sufficient information to the MPO in order to assist in the development of the 2035 MTP. Although this report will develop a list of project recommendations to present to the Santa Fe MPO, inclusion of any project on the Santa Fe MPO TIP or MTP will be at the discretion of the MPO and its member agencies.

To that end, the alternatives evaluated in the Phase A and Phase B St. Francis Drive Corridor Study reports will be recommended in the following format – Short-Term, Medium-Term and Long-Term. The Short-Term projects will be those that are considered to be addressed in the near-term, cognizant of the current funding limitations. Other more extensive project recommendations will still be included, but prioritization and competition for funding is anticipated to require hard decisions and realistic thinking of what is possible, both financially and practically.

The Medium-Term and Long-Term project recommendations include projects of significant size and scope. These projects are expected to be considered 5 or more years into the future. As such all these projects will require an engineering re-evaluation to determine if the alternatives developed in this study are still applicable and appropriate for the future condition. In addition all projects in the table will require completion of the environmental and design process prior to any construction activities.

Table 1 - Recommended Priorities and Timeframes		
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		

