St. Francis Drive Corridor Study Draft Phase B Review

PUBLIC INFORMATION MEETING

TUESDAY MARCH 9, 2010

Objective

- Present Alternatives Evaluated
- Solicit Feedback On Selection of Recommended Projects

Study Process

- Phase A - Initial Evaluation of Alternatives
  - Evaluated Existing Conditions and Constraints
  - Public Involvement
  - Developed Initial Alternatives
  - Evaluated Feasibility
  - Moved Forward with Selected Alternatives
- Phase B – Detailed Evaluation of Alternatives
  - Additional Evaluation of Alternatives From Phase A
  - Develop List of Projects for Future Implementation or Further Study
- Study Coordination
  - NM 599 / I-25
  - City Trails Projects

National Environmental Policy Act (NEPA)

- Applies to All Projects with Federal Activity
- Requires Systematic Analysis of Natural and Human Environment
- Part of the Design Decision-Making Process
- Ensures Disclosures of Potential Impacts
- Provides Opportunities for Public Involvement

Major Environmental Planning Laws and Impacts Considered in NEPA Process

Potential Environmental Impacts

- Vegetation and Wildlife
  - Minimal due to urban nature
- Cultural Resources
  - Coordinate with State Historic Preservation Officer (SHPO)
- Hazardous Materials
  - May require further study at intersections/interchanges

Potential Environmental Impacts

- Air Quality
  - Opportunity for benefit with enhanced multi-modal facilities
- Community Cohesion
  - Opportunity for benefit with enhanced pedestrian/bicycle access
- Economics
  - Opportunity for benefit with enhanced multi-modal facilities

Areas of Little or No Impact

- Environmental Justice
- Water Resources
- Soils

All Alternatives would require further environmental investigation prior to construction.

Phase B Study (Detailed Evaluation of Alternatives) Draft Report Complete

- Study Limits
  - Rabbit Road/Old Agua Fria to NM 599
- Evaluated Existing Conditions and Constraints
- Evaluated Horizon Year Conditions
  - VISUM Model Socioeconomic Forecasts
  - MPO Future Roadway Network
- Developed Alternatives to Address Range of Issues
  - Local Approved Plans and Goals
  - Traffic Congestion
  - Bicycle/Pedestrian Issues and Connectivity

Future Conditions Summary

- Travel Demand Forecast to Increase 15%-50%
  - Lower Range on North End
  - Higher Range on South End
- Zia Road and Sawmill Road Intersections Have Worst Operation
  - Substantial Improvements to Improve Traffic Ops
- Cerrillos Road Intersection Also Requires Large Improvements
- Others Fair to Poor
  - 10 of 12 Signalized Intersections Require Minor Street Improvements to Improve Traffic Ops for All Movements

Proposed Alternatives to Continue To Phase B (Detailed Evaluation of Alternatives)

Segment 1	Segment 2	Segment 3
No Build	No Build	No Build
Intersection Improvements	Intersection Improvements	Intersection Improvements
Trail Connectivity	Trail Connectivity	Trail Connectivity
Transportation Systems Management	Transportation Systems Management	Transportation Systems Management
	Access Control	Access Control
Enhanced Transit To Be Studied By NMDOT, Santa Fe Trails, NCRTD, and SF MPO		
All of the Alternatives Will Accommodate Implementation of Enhanced Transit		
Complete Streets and Reduced Lane Widths are options that will be considered with all roadway improvement alternatives		

Modeling Scenarios Summary

- Seven Scenarios Plus DOT Base Evaluated
  - Scenarios Developed By PMT from Phase A
- Impacts to St. Francis Drive Surprisingly Limited
- With Full I-25 Improvements (Richards Intchg, Overpasses, Frontage Road Extensions, etc.)
  - Traffic Reduced Slightly (1% - 8%)
  - Large Reduction (30%) in Zia Road Traffic (at St. Francis) With Richards Intchg and Overpasses
- Without Richards Intchg and Overpasses St. Francis Drive Traffic Increases Slightly (0% - 10%)

Modeling Scenarios Summary (cont.)

- Scenario With NM 599 Intersections As All Interchanges
  - Not Much Difference From DOT Base Model
  - Due to Unsignalized Intersections Similar to Interchanges for NM 599 Traffic
- Scenario With NM 599 Intersections As All Signalized Intersections
  - Small Increase in St. Francis Drive Traffic (3% - 5%) at North End of Corridor
- Cerrillos Road (at St. Francis) Volumes Relatively Insensitive to Regional Improvements (-3% - +2%)

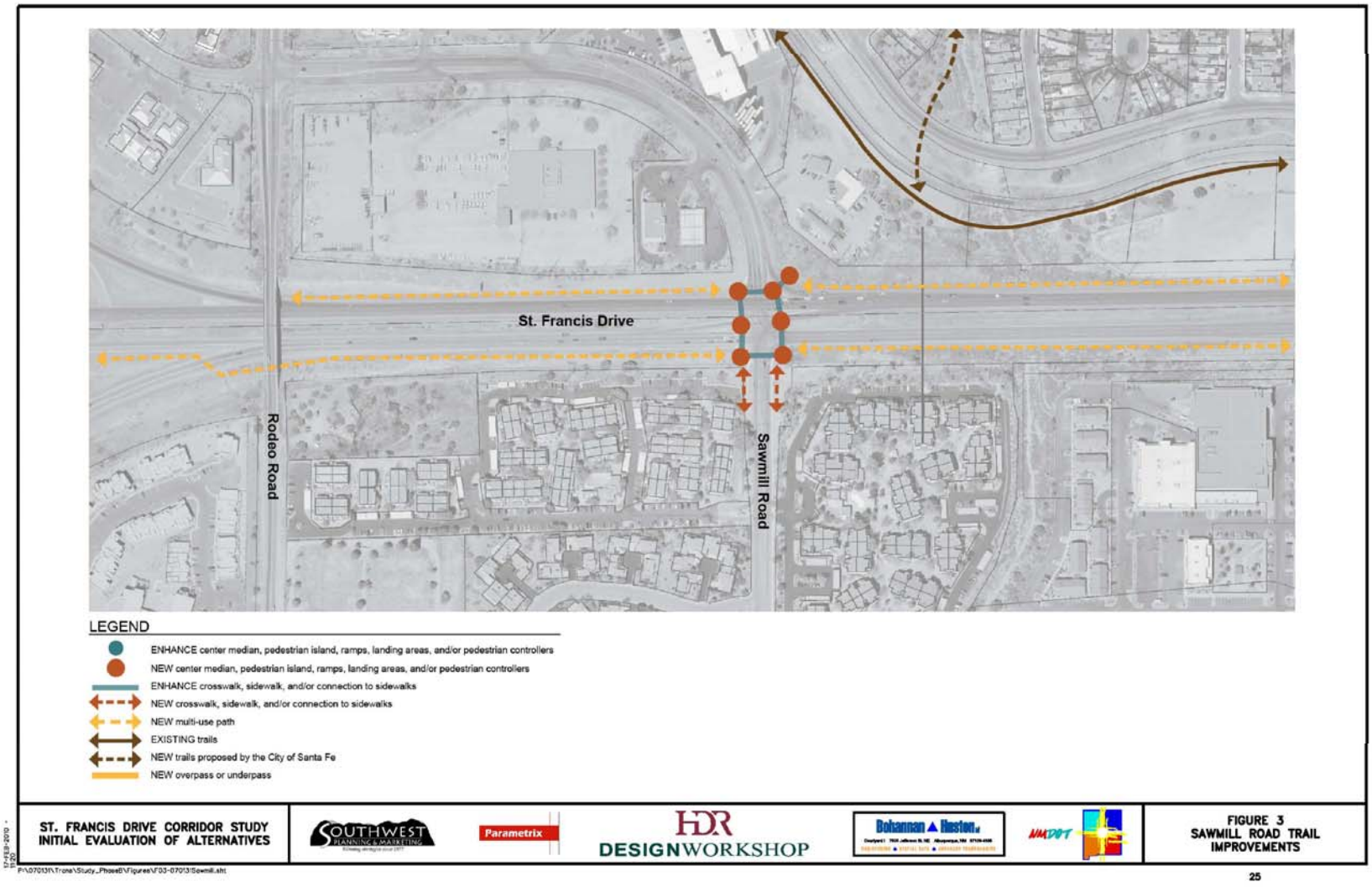
Phase B Focused On Key Areas

- Trail Connectivity
- Zia Road Interchange
- Guadalupe Interchange
- Cerrillos Road Interchange
- Access Control
- St. Michael's Drive Auxiliary Lanes
- Intelligent Transportation Systems

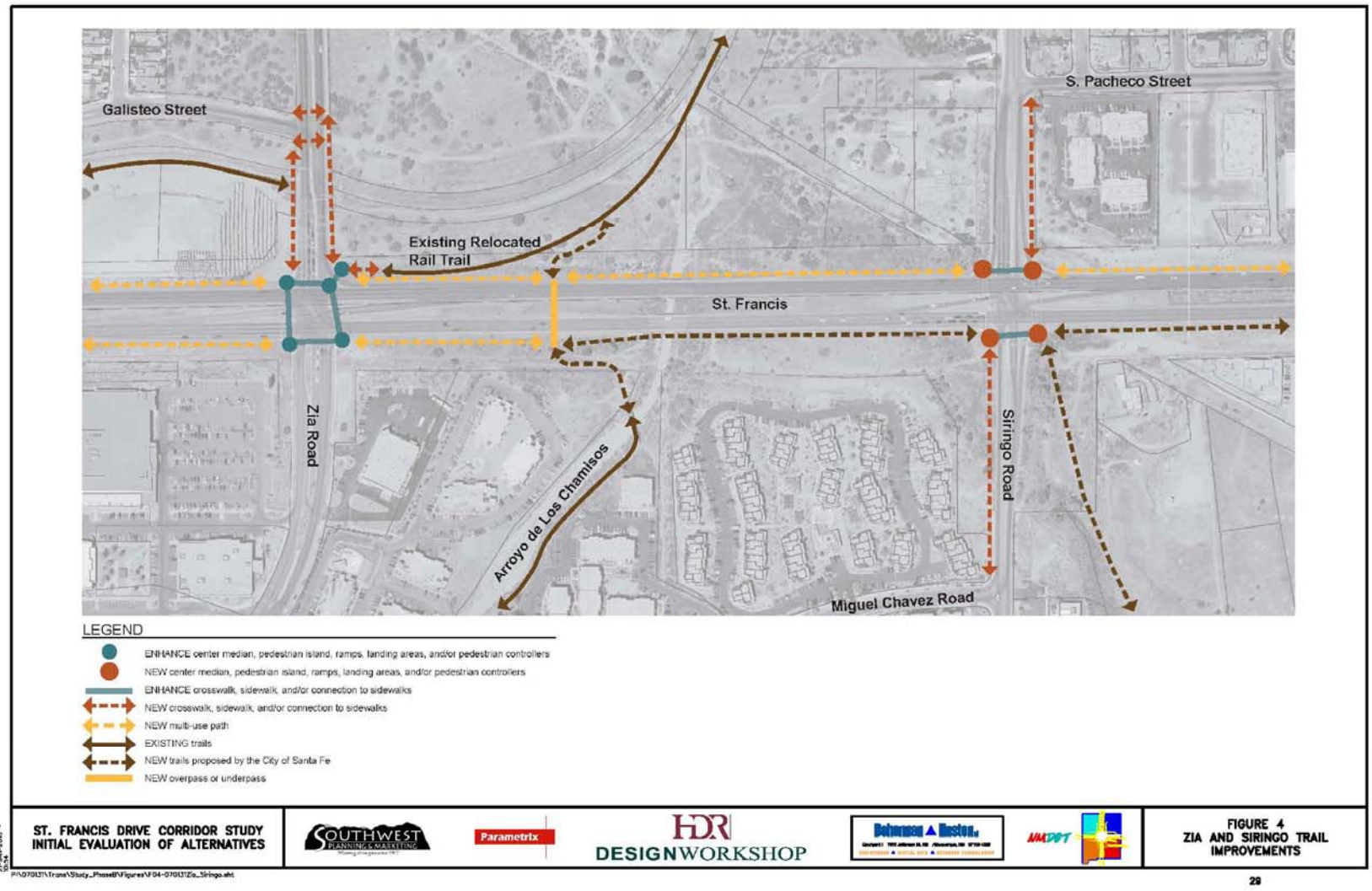
Trail Connectivity

- Focused on providing linkages to existing or proposed trail system
- Providing multi-use trail parallel to St. Francis south of San Mateo
- Improve landings, ramps or sidewalks at intersections
- Coordination with City Trail Projects
- 4.67 miles of new trails
- $6.34M

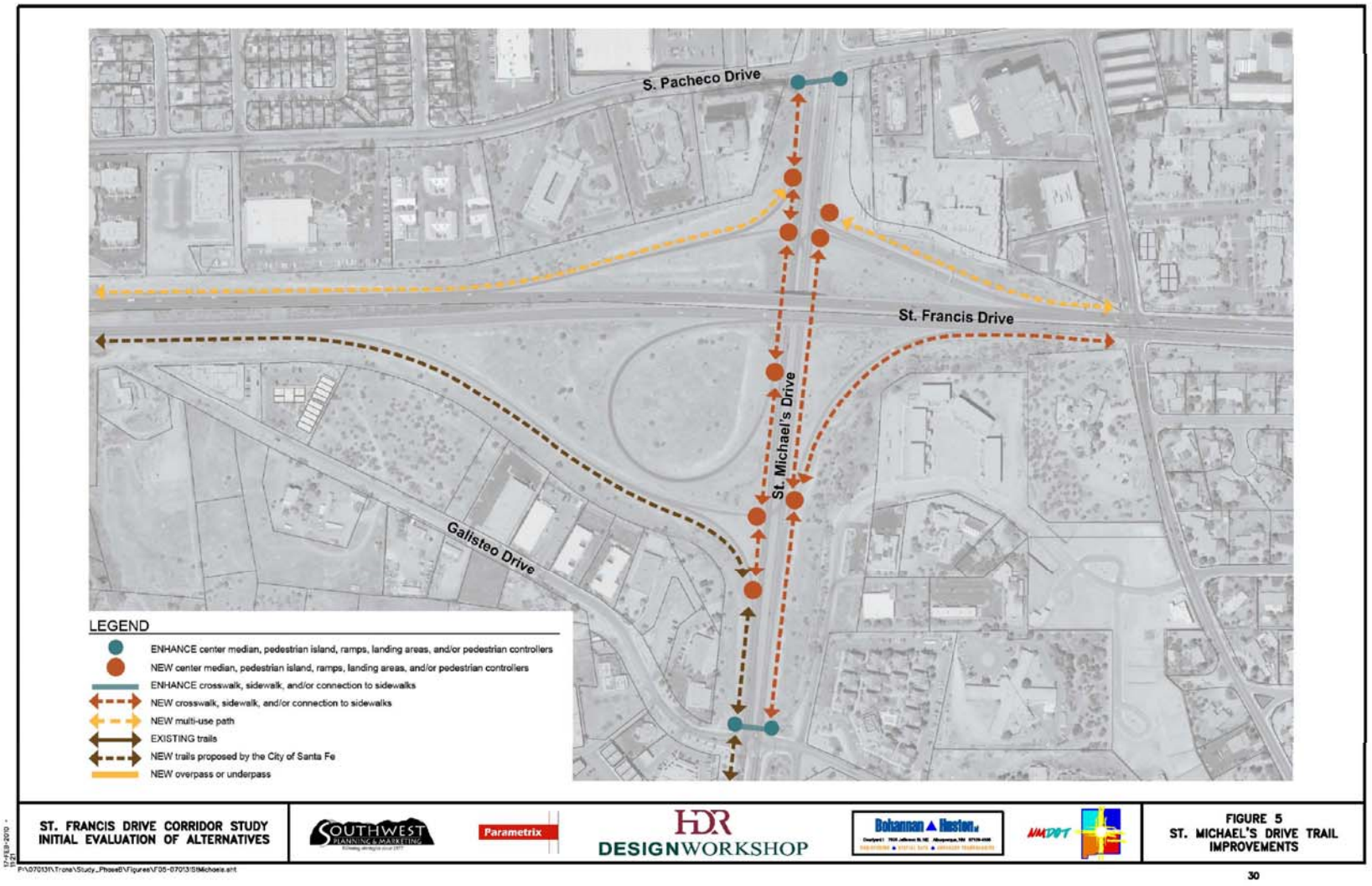
Trail Connectivity - Sawmill



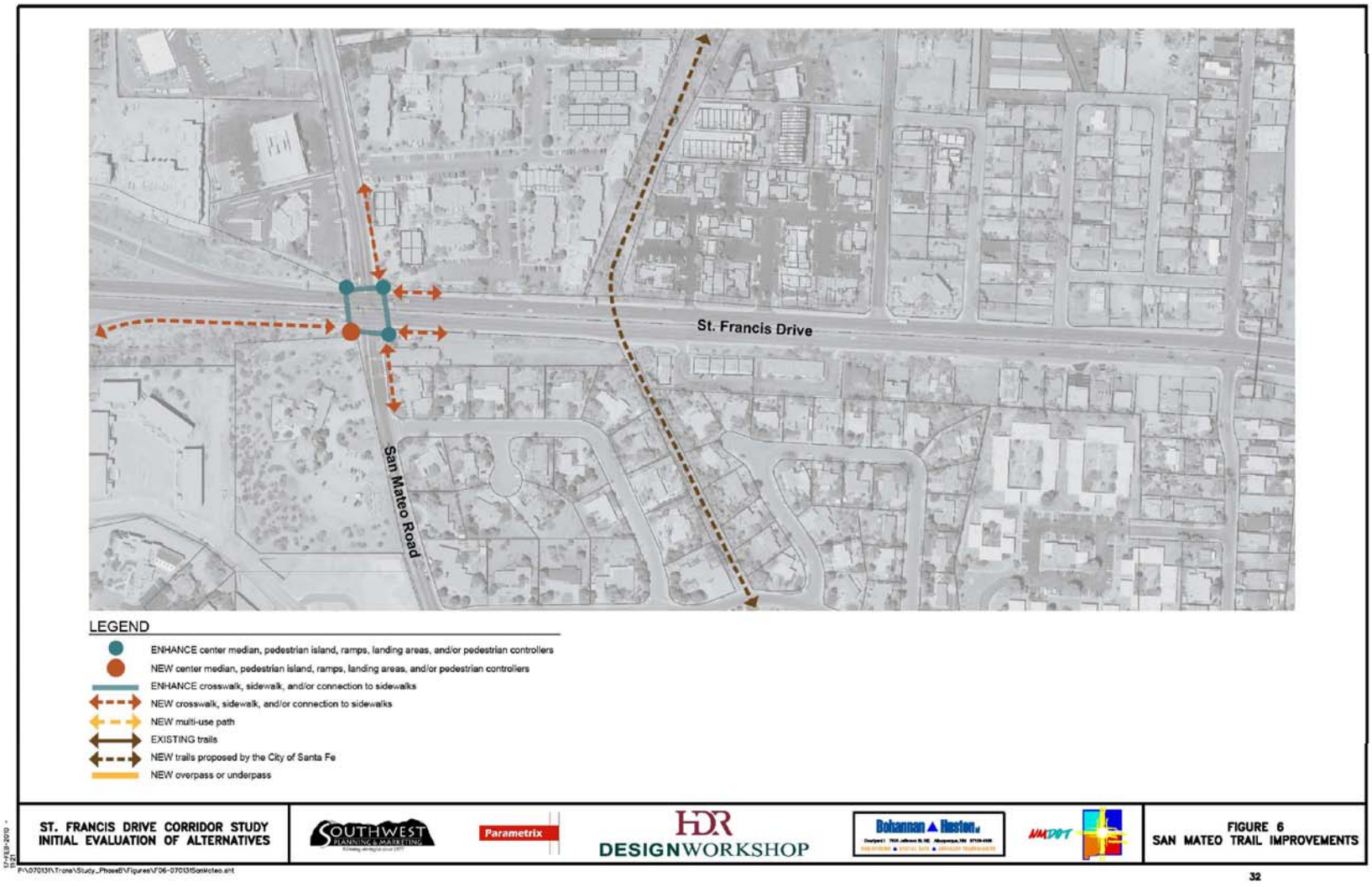
Trail Connectivity - Zia / Siringo



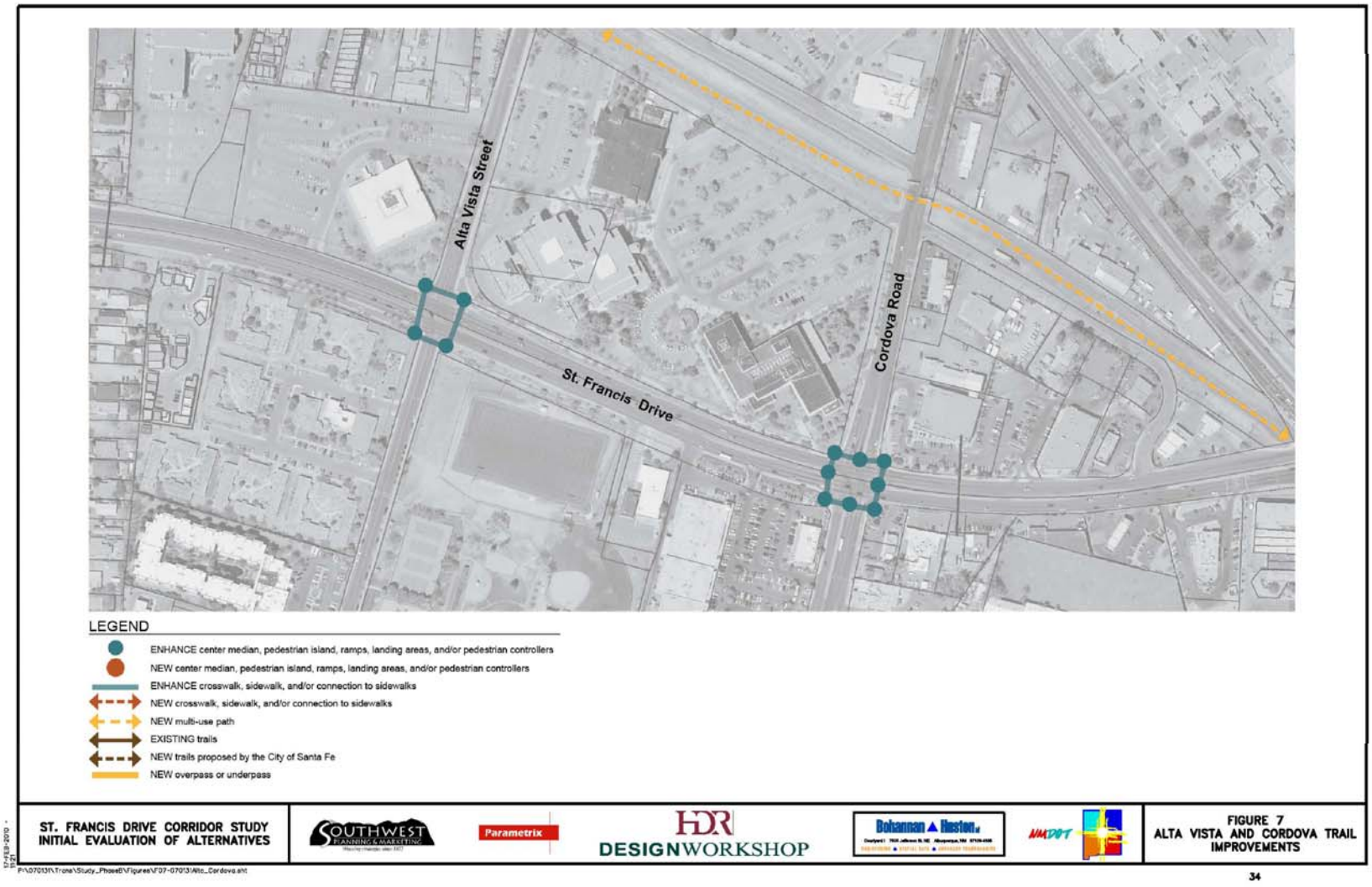
Trail Connectivity – St. Michael's Drive



Trail Connectivity – San Mateo

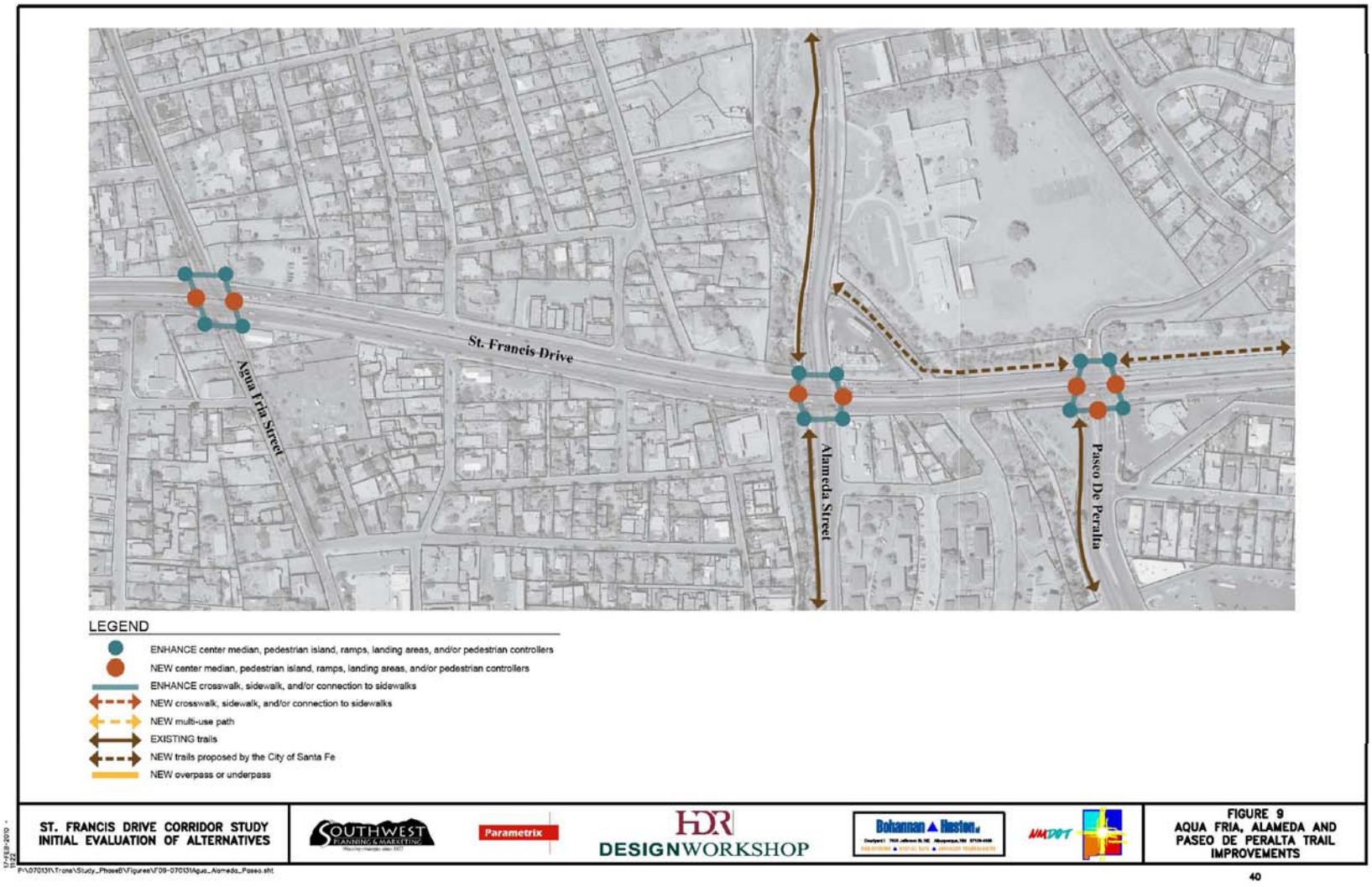


Trail Connectivity – Alta Vista and Cordova



Trail Connectivity - Cerrillos

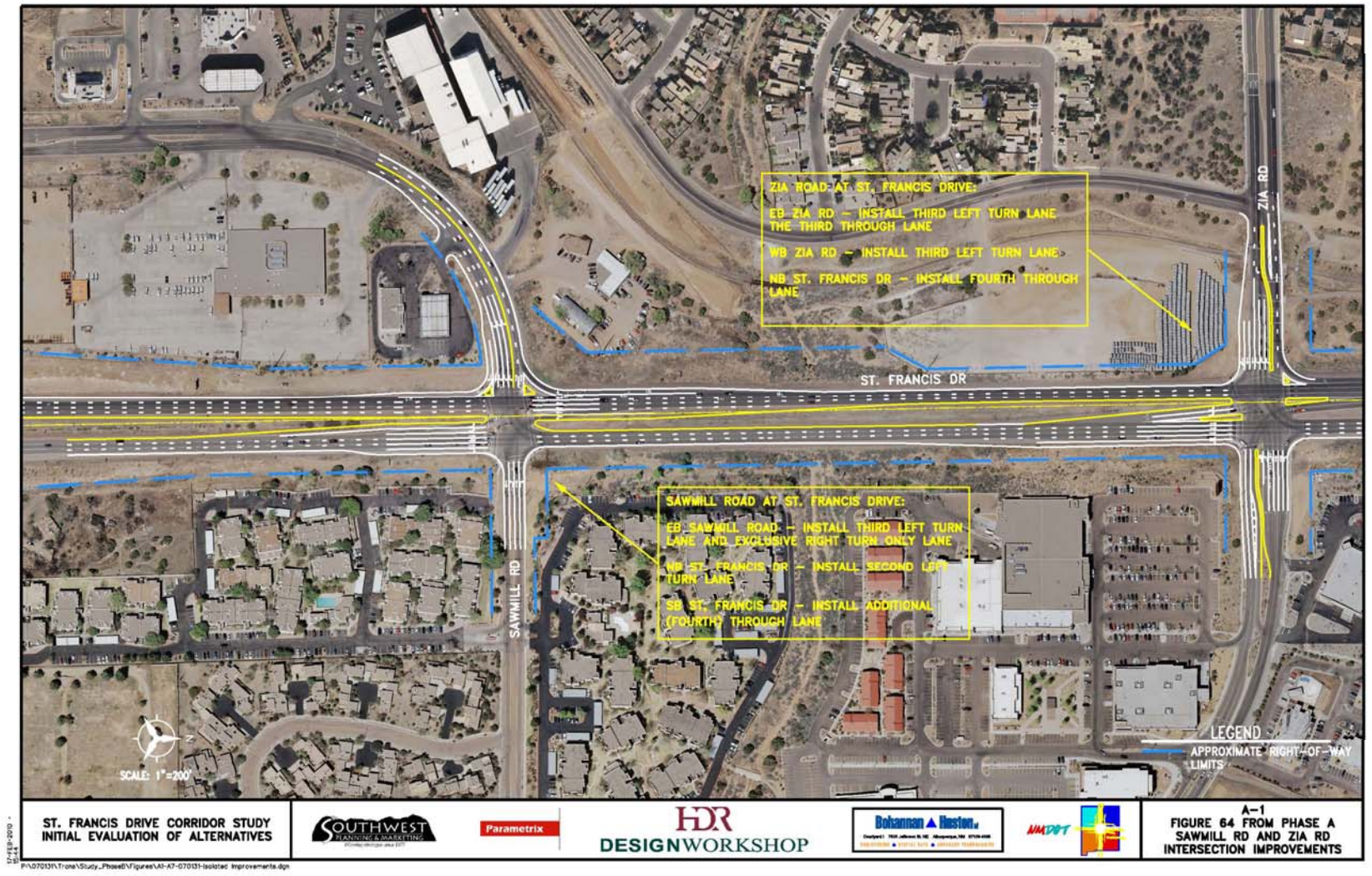
Trail Connectivity – Agua Fria, Alameda



Zia Road Interchange

- Additional Interchange Options Considered
- Proximity of Adjacent Intersections and ROW Restricts Flexibility To Meet AASHTO Design Guidelines (i.e., Ramp Skew, Intersection Spacing)
- Regional Improvements Affect Geometry Requirements
- Revisit As Funding Outlook Improves And Regional Improvements Finalized
- Pedestrian Improvements Recommended Concurrent With Zia Platform Opening

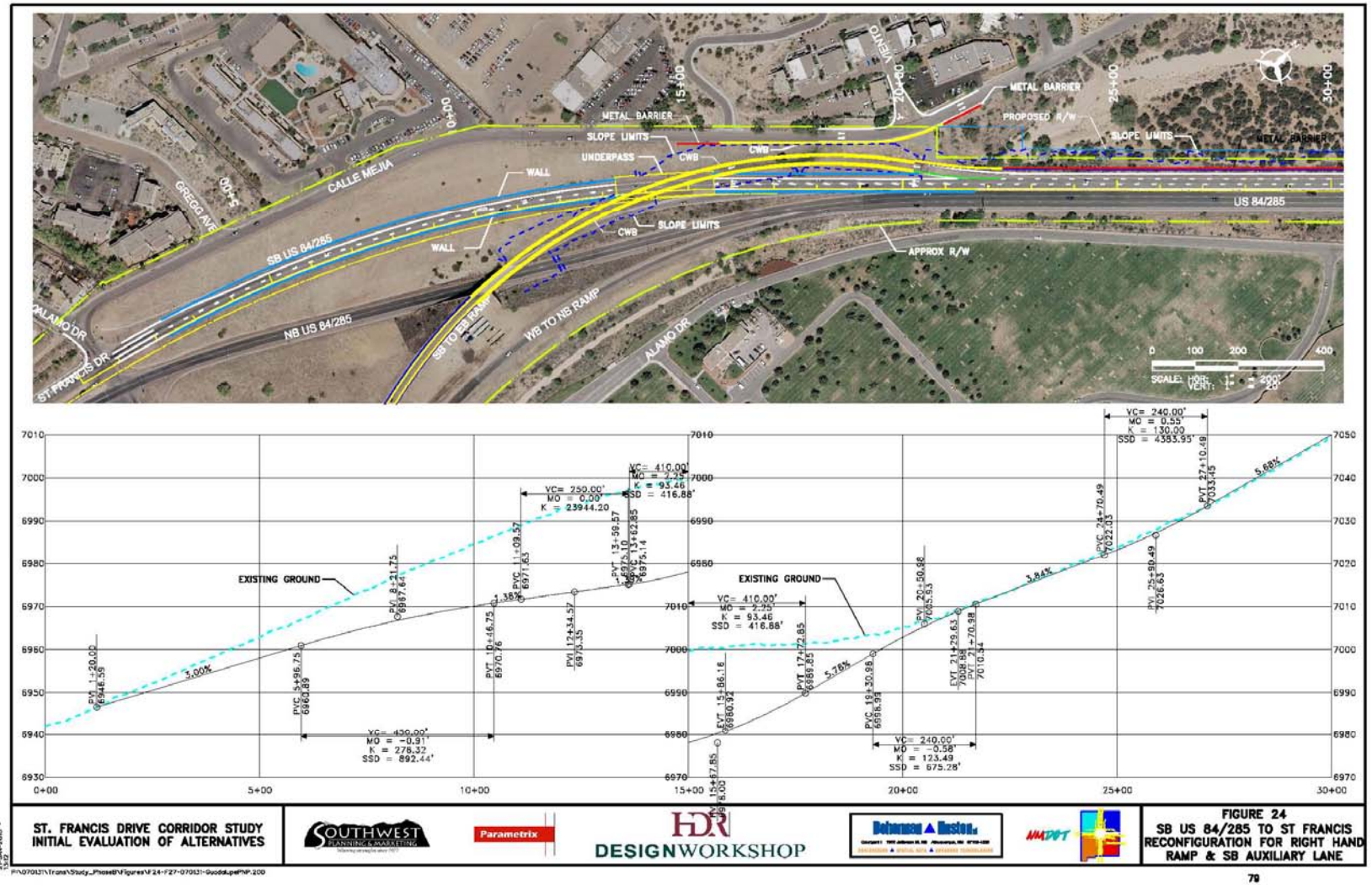
Zia Road Intersection Improvements



Guadalupe Interchange

- SB Auxiliary Lane Proposed between NM 599 and Guadalupe Interchange
- Existing Left-Hand Off-Ramp and “Traditional” Right-Hand Ramp Evaluated
- Right-Hand Ramp Would Require Lowering US 84/285 and possibly a Second Bridge
- Weaving Acceptable Although Major Weave for Guadalupe Traffic With Left-Hand Ramp
- Large Cost Difference Between Options
  - $5.6M vs $13.6M or $17.8M

Right-Hand Ramp at Guadalupe



ST. FRANCIS DRIVE CORRIDOR STUDY
INITIAL EVALUATION OF ALTERNATIVES

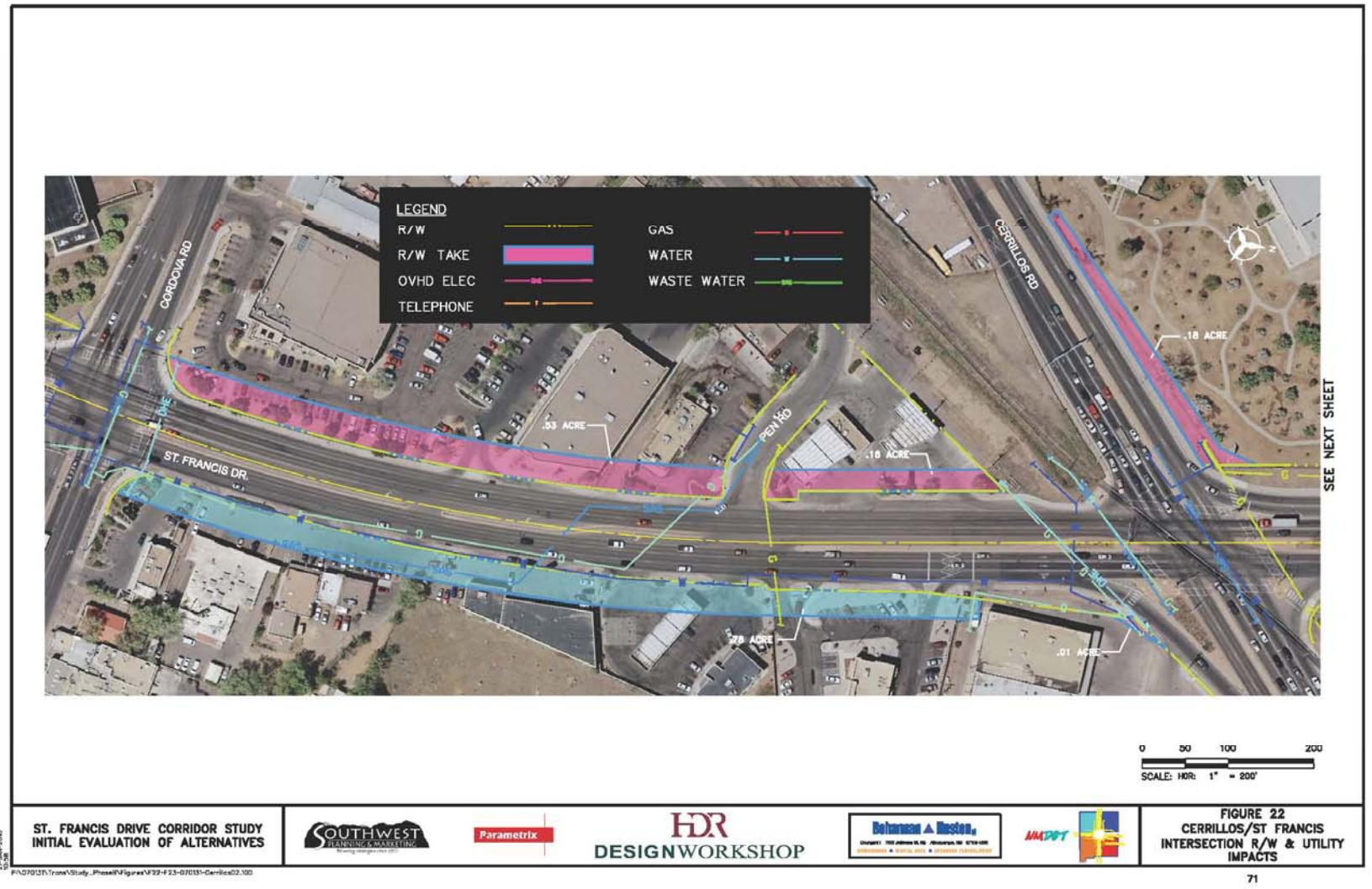
SOUTHWEST PLANNING & MARKETING · Parametrix · HDR DESIGNWORKSHOP · Delaware ▲ Boston · NMDOT

FIGURE 24
SB US 84/285 TO ST FRANCIS RECONFIGURATION FOR RIGHT HAND RAMP & SB AUXILIARY LANE

Cerrillos Road Interchange

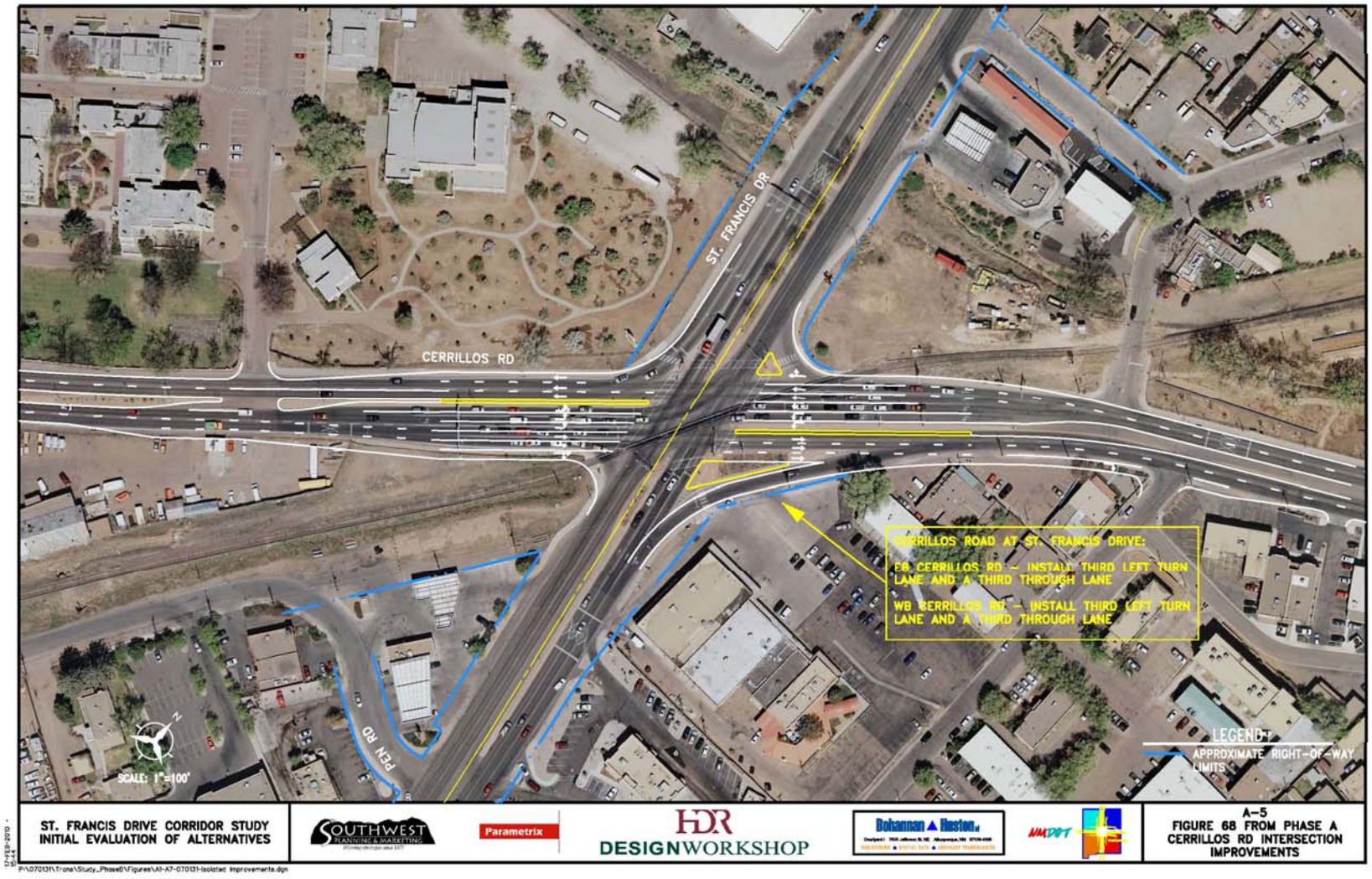
- Grade Separated Interchange at Cerrillos Offers Several Advantages
- Significant Right-of-Way Required
- Large Number of Utility Impacts
- Extremely Costly - $44M without ROW and Utility Re-Locations
- Interchange Alternative Recommended to Be Discarded
- Future Project for Intersection Improvements Recommended

Cerrillos Interchange ROW & Utility Impacts



Cerrillos Interchange ROW & Utility Impacts

Cerrillos Intersection Improvements



Access Control

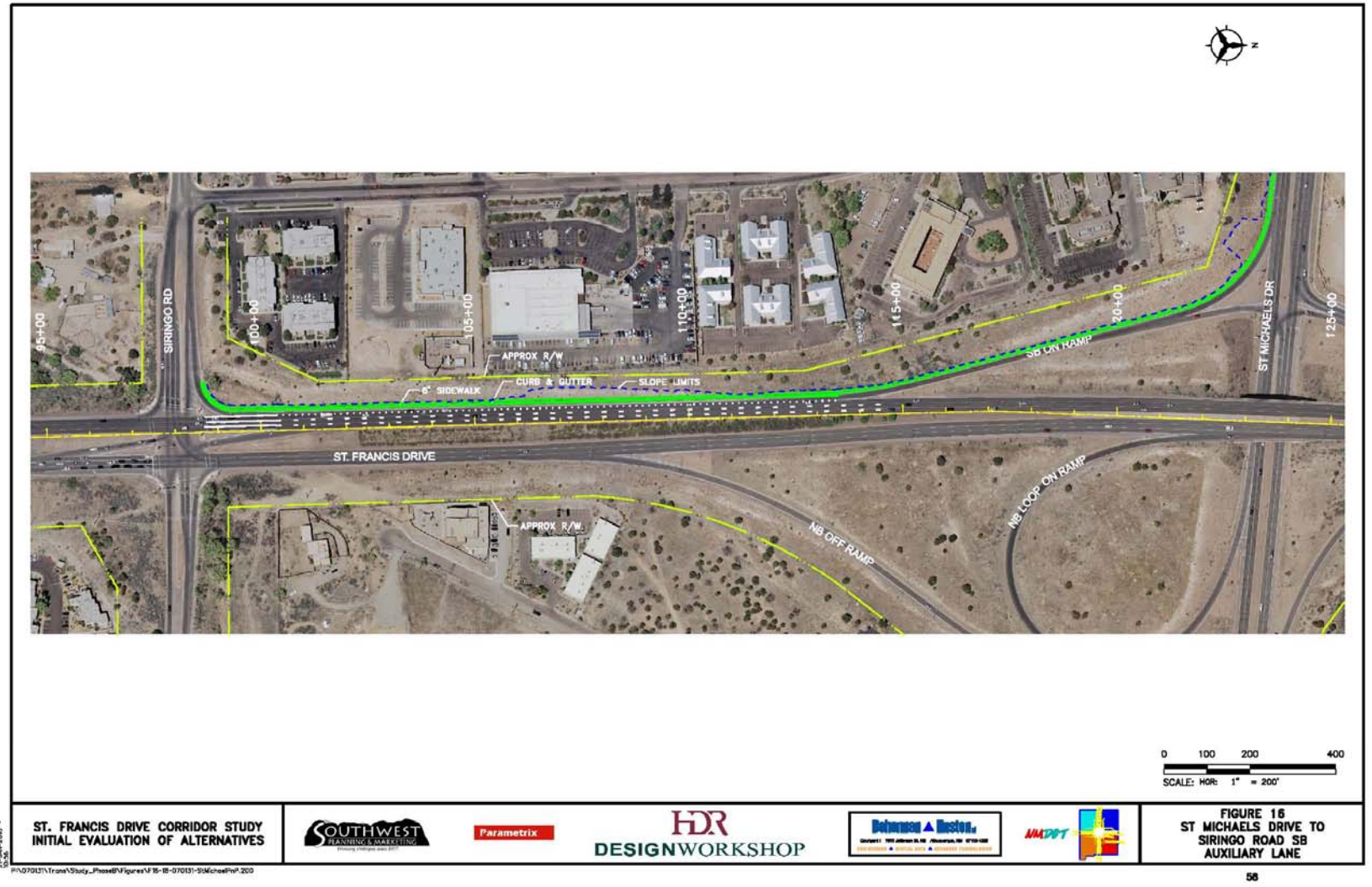
- Large Number of Driveways Contribute to Congestion and Safety Concerns
- Minor Street Left Turns and Through Movements Difficult During Peak Hours
- A Number of Driveways, Median Cuts and Restricted Access Options Identified and Recommended
- To Be Implemented As Part of Larger Projects
- Coordination with Affected Property Owners As Projects Progress

Access Control Modification Candidates

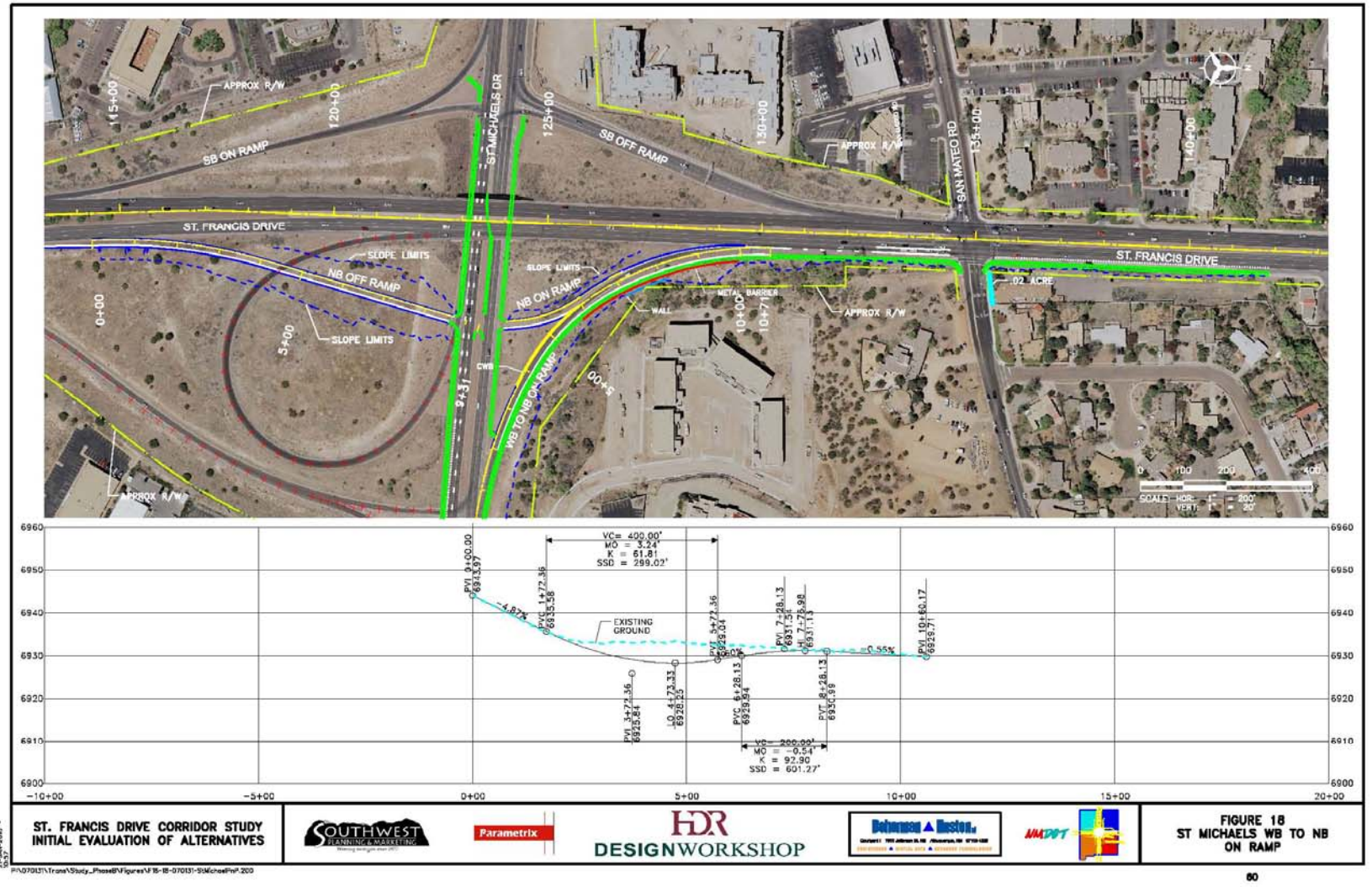
St. Michael's Drive Interchange

- Maintenance Project in 2005 Resulted in Abrupt Merge Point Both NB and SB
- Auxiliary Lanes Evaluated to Address Conflict
- Southbound is Relatively Easy Fix
- Northbound Constrained by Bridge
  - Re-Configure Interchange to Diamond
  - Extend Auxiliary Lane Through San Mateo Intersection
- $2.7M

St. Michael's Drive Southbound Auxiliary Lane



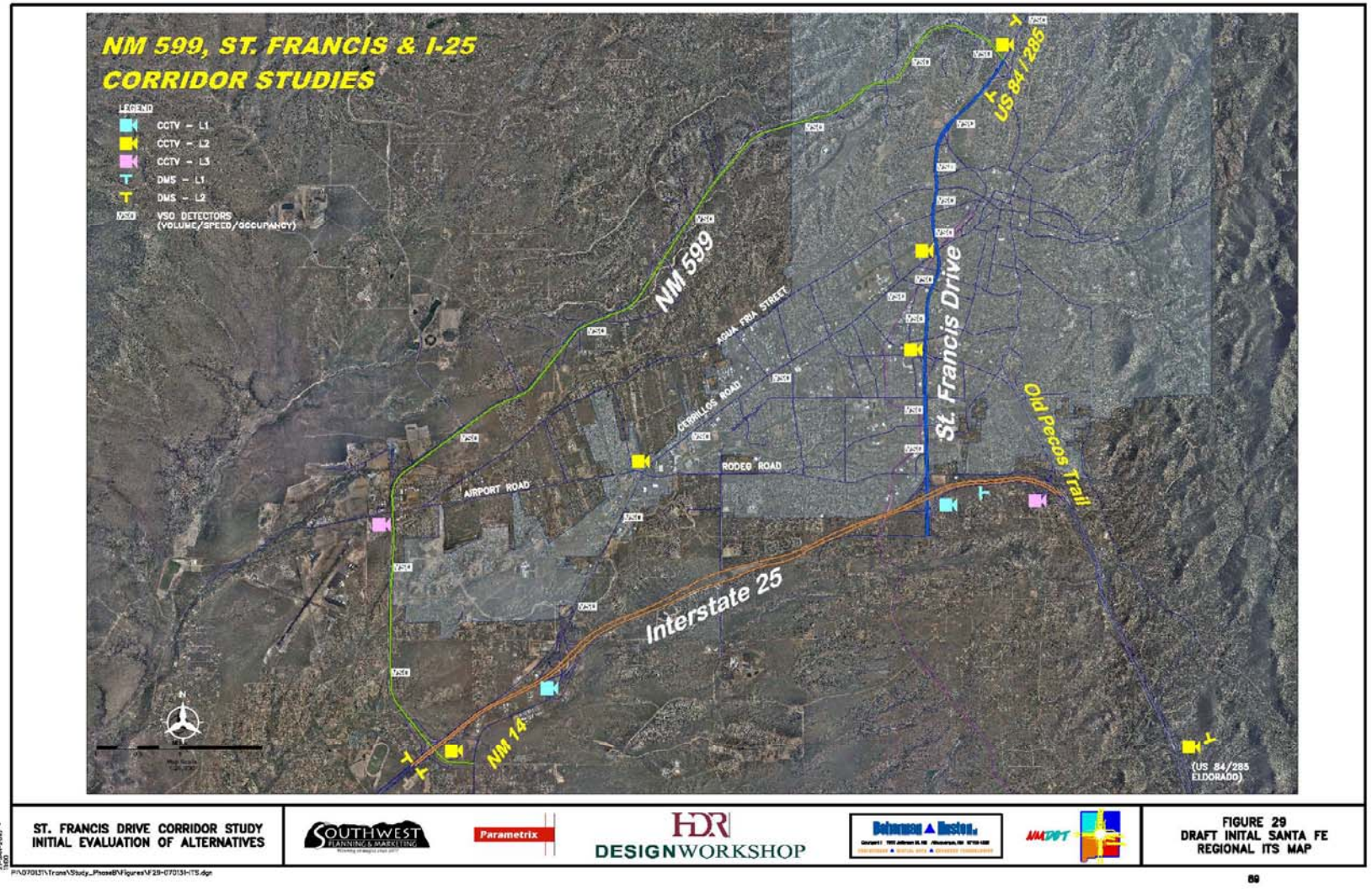
St. Michael's Drive Northbound Auxiliary Lane



Intelligent Transportation System

- ITS Focuses on Improving Operations with Improved Information and Technology
  - Upgraded Traffic Signal Equipment and Communication
  - Traffic Monitoring (CCTV, Volume, Speed Routed to TMC)
  - Traveler Information (DMS)
  - Traffic Adaptive Signal Timing (future)
- Regional Strategy in Initial Stages of Development
- Preliminary Initial Regional Plan Developed

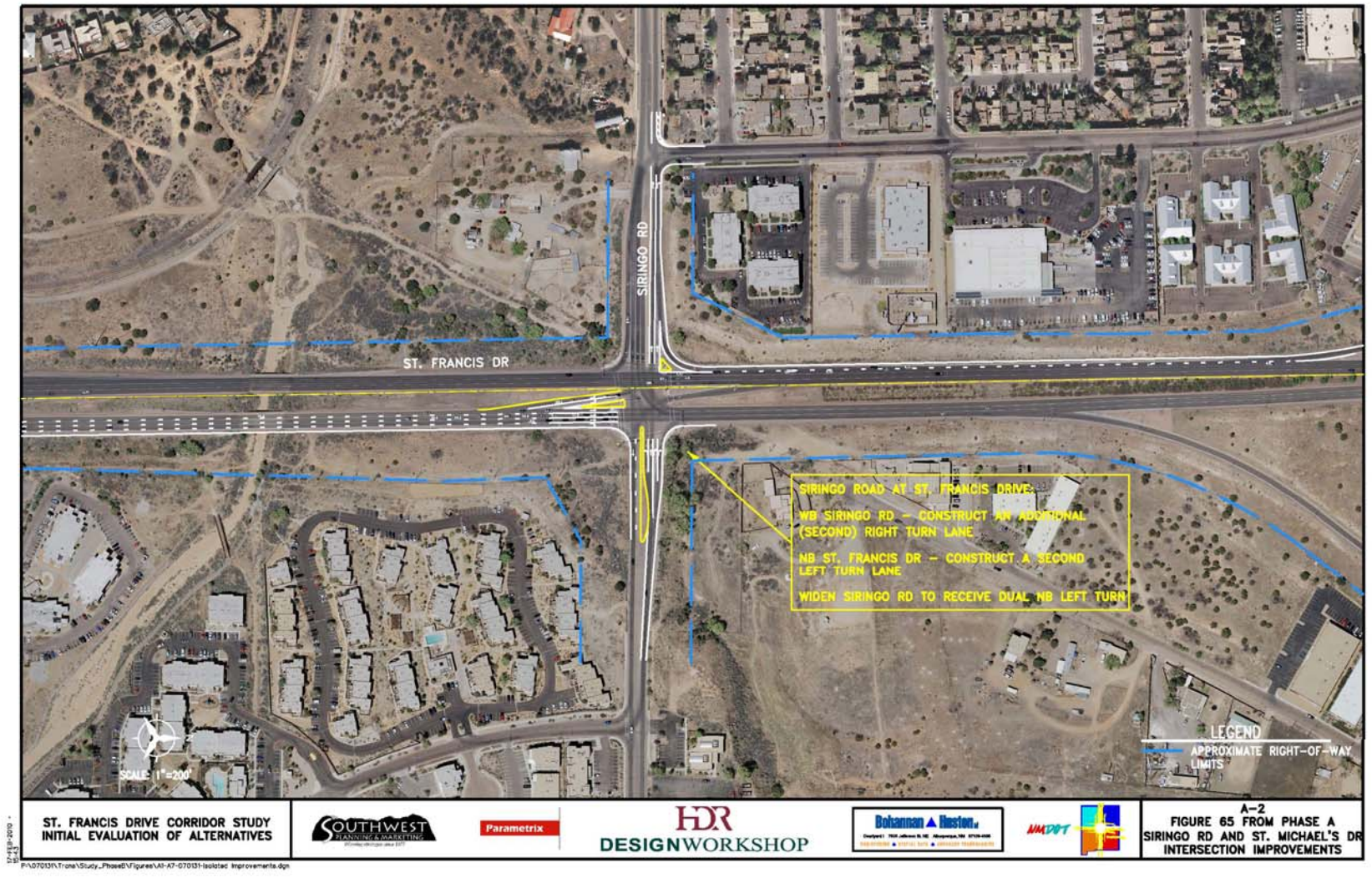
Preliminary Regional Initial ITS Plan



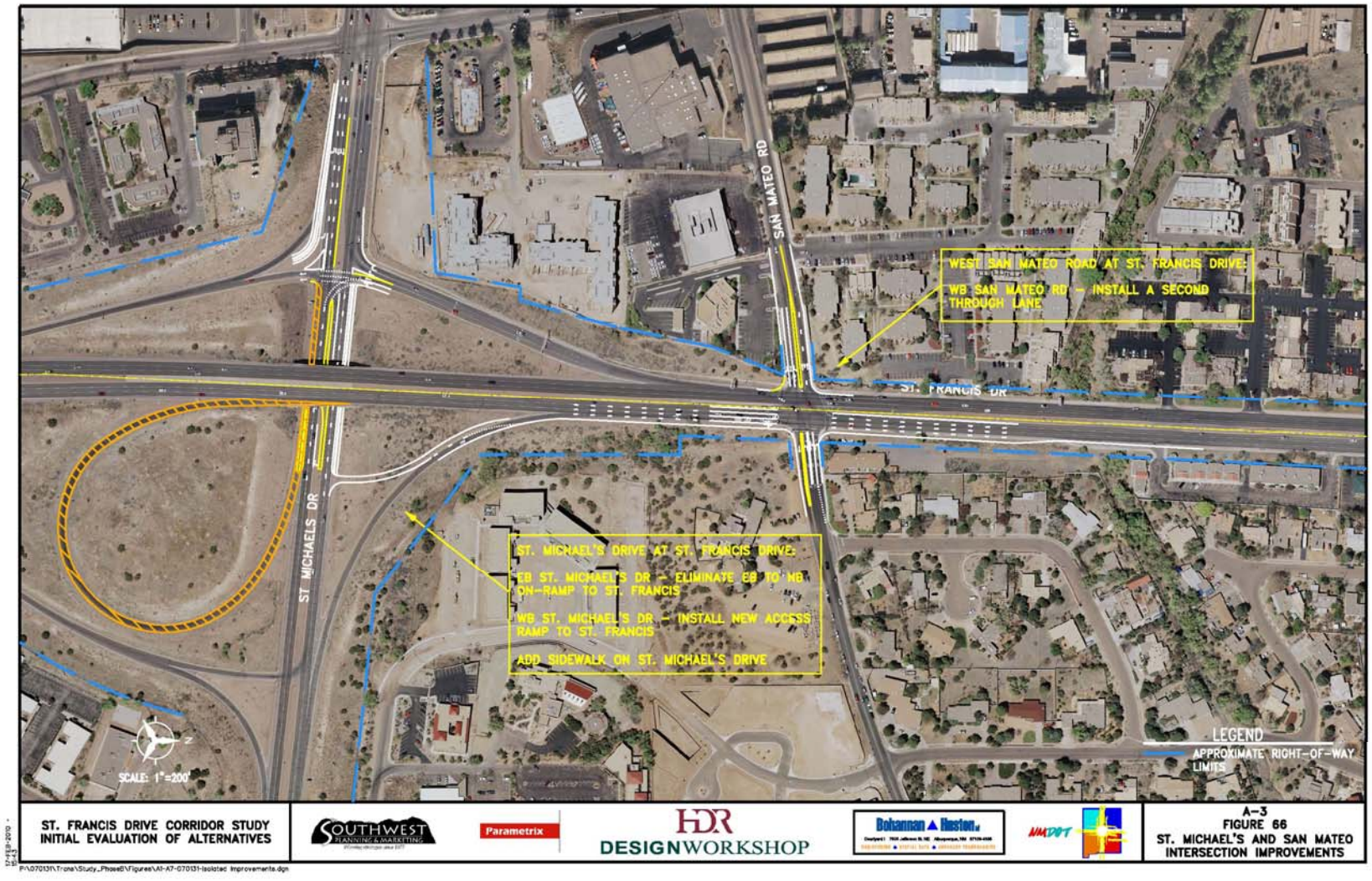
Intersection Improvements

- Intersection Improvements From Phase A Still Recommended

Intersection Improvements
Siringo and St. Michael's



Intersection Improvements
St. Michael's and San Mateo

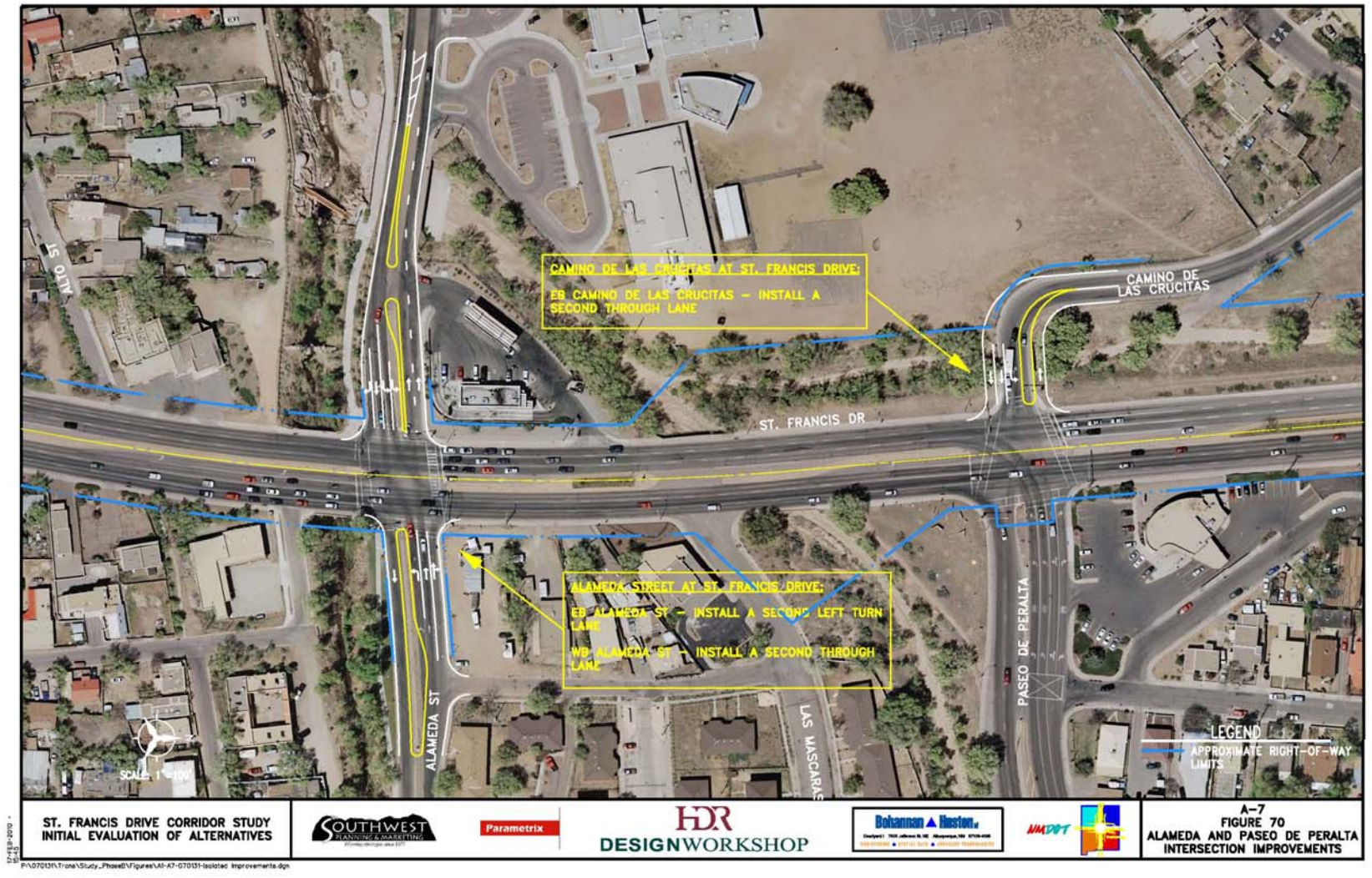


Intersection Improvements

Cordova

Intersection Improvements
Hickox and Agua Fria

Intersection Improvements
Alameda and Paseo de Peralta



Preliminary Recommended Projects

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		

Next Steps

- Draft Phase B Under Review By PMT/NMDOT
- Incorporate Public Input
- Finalize Report – Contract Ends April 30
- List of Projects Under Consideration by MPO for MTP
- Any Project Identified Would Require a Full NEPA Comprehensive Environmental Document Prior to Any Construction Activities

Q & A

Questions on the presentation?

Comments on how the alternatives should be implemented?

Any other comments or suggestions?