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September 18, 2009

**St. Francis Drive Corridor Study (NMDOT Control Number: D5SF3)  
Public Meeting Minutes, Santa Fe Public School Boardroom, 610 Alta Vista  
September 16, 2009, 5:30 Open House, 6:00 Presentation**

Prepared by: Sarah Gilstrap, Parametrix

**SUMMARY**

Display boards were provided for the public to view during the open house period from 5:30-6:00pm that encompassed engineering designs from Phase A, New Mexico Department of Transportation (NMDOT) Location Study Procedures, and the National Environmental Policy Act (NEPA) process. Study team members were available to answer questions about the display boards and the corridor study during the open house. Handouts of the powerpoint presentation and comment sheets were available to meeting attendees.

David Quintana, Project Development Engineer, NMDOT District 5, and Eric Wrage, Project Manager, began the meeting at 6pm with presentations of the study team and other agency members present, and gave an outline of what would be presented. The powerpoint presentation included an overview of the Phase A process and the alternatives evaluated and studied. Residents provided input regarding their transportation needs and concerns within the corridor. Approximately 48 members of the public, city, county, and state officials and project study team representatives were present. The meeting concluded at 8:00pm.

**MEETING ATTENDEES:**

Study Team Members present:

Bruce Poster, Southwest Planning and Marketing  
Bert Thomas, BHI  
Eric Wrage, BHI  
Richard Clements, HDR  
Denise Weston, Parametrix  
David Quintana, NMDOT District 5

Support staff:

Sarah Gilstrap, Parametrix  
Daniel Beene, Parametrix  
David Forster, BHI

Members of the public and public officials:

Michael Gomez	Abe Franklin	John Romero
Thomas Nichols	Jeff Seres	Robert Martinez
David Pease	Karla Winterowd	Kathy Chambem
Roslyn Gomez	Kenneth Francis	Andrew Jandacek

Leroy Sanchez  
Celeste Newbrough  
Barbara Jordan  
Sara Cunningham  
Steve Barela  
Barbara Fix  
Dan Stone  
Fred Pearson  
Marilyn Haring

Helen Tomlin  
Hope Reed  
Seth Hinshaw  
Barbara Levin  
Michael Levin  
Alan Richardson  
William Agneur  
Dianne Dumas  
Thomas Koglin

Kathleen Dickerson  
Gaven McGranahan  
Stan Leonard (?)  
Robert Benon  
Jon Bulthuis  
S. Corwin  
Rosemary Minnard  
Tom Sharpe  
D. Aguilar

## MEETING NOTES:

Eric Wrage (BHI) discussed the various studies within the corridor being conducted simultaneously including the City of Santa Fe's pedestrian study, the St. Francis Drive Pedestrian/Bicycle Crossing project, the NM 599 Interchange project, and the St. Francis Corridor Study. Eric described the NMDOT Location Study Procedures and how the Phase A evaluates the initial conditions of the corridor. Eric described the NEPA process and the requirement for public involvement, the environmental and cultural resource evaluations, and the initial alternatives evaluation. After the Phase A and Phase B processes, the recommended alternatives will make it onto a list of projects for future study and implementation.

[Refer to the powerpoint for clarification on exact design details]

Eric explained the criteria for the Phase A purpose and need: identify existing corridor deficiencies, develop initial alternatives, address increases in traffic congestion, enhance mobility, and prioritize potential future projects. The Phase A corridor study is available at all three libraries in the City of Santa Fe. The evaluation of 2030 conditions is based on the regional Santa Fe Metropolitan Planning Organization (SFMPO) travel demand model forecasts and future socioeconomic forecasts from the VISUM Model.

Eric explained that in response to the article in the Santa Fe New Mexican yesterday—land use assumptions follow current land use plans – that this study doesn't endorse a specific project. During Phase A, a series of alternatives were evaluated. Improvements are intended to address normal accepted levels of service. A large number of alternatives considered (see ppt): these alternatives were evaluated for 3 different segments of corridor:

- Segment 1: Rabbit Rd/south end—access control facility
- Segment 2: San Mateo to Alamo—very difficult to do anything in those areas
- Segment 3: Alamo to NM 599—currently expressway facility

Initial screening of criteria includes the following: satisfy purpose and need, accommodate future travel demand, engineering feasibility, support general cohesion, environmental impacts, incorporate urban design features, and a cost evaluation. Quite a number of alternatives are under consideration for each segment with detailed results provided in the Phase A Report.

The secondary screening process included additional criteria such as: State/Federal regulatory concerns, State hwy/regional hwy, City/State/Federal resources, City's initiative to develop certain components such as transit. Application of the secondary screening criteria has resulted in the following recommendations for further evaluation in Phase B:

- 1) Enhanced transit system common to all 3 segment. Note: this alternative is beyond the scope of St. Francis Drive Corridor Study.

- 2) No build
- 3) Intersection improvements
- 4) Trail connectivity
- 5) Transportation systems management: applied to this corridor, ITS implementation, signal maintenance

At the meeting, alternatives for each segment were described in detail with aerial figures for each affected intersection shown in the ppt. Further details are included in the Phase A Report which is available on [www.santafemipo.org](http://www.santafemipo.org) and a hard copy is available at all three Santa Fe libraries.

Phase A identified existing conditions and deficiencies on the corridor. Phase B activities will include regional travel demand modeling for all three Santa Fe projects, study impacts of the improvements on corridor operations, further evaluation of alternatives, additional public meetings, and develop a project list for inclusion into the MTP.

### **Clarifications/Questions**

Bruce: Before we open the meeting up to comments, we will open the meeting to any questions about the presentation and the corridor study. Please adhere to common courtesies.

- 1) With regard to Segment 3, mention of traffic routed through Greg Ave--where would that connect to?

Answer: It would connect to Greg Ave and Rio Vista Place - basically a loop to increase the stacking distance for vehicles going onto St. Francis.

- 2) Go to the Cerrillos grade separation slide—explain how many thru lanes underneath, where would the vehicles turn north or south?

Answer: There would be two lanes in each direction underneath, 3 lanes northbound, ramp off Cerrillos on right, go thru roundabout, if going downtown, north on St. Francis, street off St. Francis is going down, same thing coming southbound, get off on right hand side, go north/south. Thru traffic underneath—Cerrillos going straight—thru roundabout, two lane roundabout in semi circle. Same thing in other direction. Train would still go thru on top, no other signal than a train crossing.

- 3) Since City has money for the crossing of St. Francis Drive, the study process is tainted; NMDOT has said that since City has funding, we will consider building a bridge. Doesn't that make all this incomplete?

Answer: There are a lot of studies going on that we are trying to stay coordinated with. We will incorporate any decisions of these other projects into Phase B and evaluate if they change any of our decisions. We have to let them go through their process, and once they are approved and adopted into our process, they may change our alternatives slightly.

- 4) Mentioned Rail Trail would be brought up to intersection—what happens at that point for bicycles, other thoughts on how bikes would get across to Railyard from Rail Trail?

Answer: We are looking at improving the intersection—improving current pedestrian crossing to accommodate bikes/pedestrians.

- 5) With Railrunner coming diagonally thru circle, would the trail be parallel?

Answer: We haven't flushed out how pedestrians would cross the roundabout—would be better to make changes for pedestrian crossings further out than at the roundabout, if this alternative moves forward.

6) Was a roundabout considered anywhere else, like at Cordova Rd, because that is an important pedestrian crossing. What shown so far looks unfriendly to pedestrians.

Answer: We will do what we can to improve the pedestrian experience, like tightening the radius. Roundabouts could be looked at additional locations; however, the size of the roundabouts may need to be bigger than current experiences.

7) I would like to see St. Francis turning onto the Zia intersection—is it still going to be one lane?

Answer: The analysis says a second southbound lane is not necessary, this shows minimum improvements. Second right-turn lane is not necessary due to analysis, but there will still be channelization and a separate right turn lane from St. Francis to Zia.

8) Still have to get out of lane from Siringo to Zia- are you considering extending that lane?

Answer: That would require widening that bridge and would need to be re-evaluated. A third lane south from Cerrillos—and other lane balancing will be looked at during Phase B. If this is approved to move into Phase B, we will look at traffic balancing then.

9) Show intersection of West San Mateo: explain what changes there would be?

Answer: There would just be a westbound thru lane—when restriped it created a pinch point. Further evaluation has been suggested with an additional lane through the intersection, drop the lane then re-merge-not continuous lane.

10) Confusing to me as you went through the slides, at the end you spoke about proposed improvements in Phase B for the three segments—are these the winning options?

Answer: The recommendations made it thru the screening process—slide 34. These have made it thru the cut but we need to do detailed evaluation of these alternatives and then come up with recommended improvements. When completed with Phase B, it will be determined which build alternatives will be recommended for implementation.

11) For St. Michaels, are you getting rid of loop onto St. Francis?

Answer: Yes, it would be replaced with left-turn onto St. Michaels but it needs to be evaluated because of grade.

#### **Comments:**

1) Tom Nichols: answered my question already.

2) David Pease: My concern is that I live near the Zia Railrunner station. I was at every NMDOT meeting, and they assured us that it would be a kiss and ride, not a park and ride. I see that you have said that the City is planning more dense development around train stations. Concerned that Zia area becomes a parking lot. I hope your plans are not proposing to bring more traffic into already congested area.

Answer: This study doesn't endorse any specific development, we are using land use developed by the City and the SF MPO for planning purposes.

3) Abe Franklin: I live at 1016 Belmont St., 3 blocks from St. Francis, I am on the bike/pedestrian committee, I ride every day and use my bike as a vehicle thru St. Francis and Cerrillos. Main concern is that data collection and analysis is heavily weighted to purpose and need. When making decisions, there are going to be traffic engineers who are going to have facts to state, minimal level of service D, or better. If have engineer specializing in other modes, no data to back statements. You aren't able to identify problems. How many cyclists ride the wrong way, make illegal left turns? And, how many ride thru Chevron every day to follow Rail Trail as alternative to St. Francis, Cordova? The specific problem is that

pedestrians/bicyclists notice that traffic turning from westbound Cordova onto southbound St. Francis, don't yield to pedestrians. Solution—left turn arrow at end of cycle, then left turn people would get arrow. That level of detail that you're detecting for motorists, you're missing bike/pedestrian problems. I know Phase A is done, moving into Phase B, so I am trying to give you constructive comments.

- 4) Kathy Chambem—not present.
- 5) Andrew Jandacek—Questions about the extent of the socioeconomic forecasts? What is the extent of the socioeconomic data, does it go into the County, or just MPO? Does that also consider County for future growth areas, e.g. community college district, state pen?

Answer: Yes, considers future growth areas, and it extends into the entire MPO planning boundary area, not just the City.

- 6) Alan Richardson—questions have been answered.
- 7) Barbara Fix: It has been difficult to live near St. Francis and Cerrillos. The Acequia trail dead ends into St. Francis—what had happened is that the City announced they would build the bridge—take federal money, subject to federal law, go thru the process. Who are decision makers for this process? And what in the world are you going to do if the City says there is going to be a bridge? Are you going to tear it down if you end up doing roundabout? Pedestrian bridge issue, is this at grade? Rail trail is at grade, so it is not coordinated and is worrisome. This doesn't make sense to me.

Answer: Decision makers include the management team—consultants include BHI, Parametrix, HDR, SW Planning and Marketing, NMDOT at District and the general office, City of Santa Fe—John Romero directly on it, Andrew Jandacek from the County of Santa Fe, and Santa Fe MPO staff. They helped us develop alternatives, with public input, will work to evaluate what will go into Phase B, then into MTP.

Denise Weston: We are doing the NEPA process due to St. Francis being a NMDOT/FHWA roadway, not because of federal funding. The Crossing project is a City project and are following the same Location Study Procedures but under Phase B right now. We will continue to coordinate on these projects—different purposes and needs, the Crossing project purpose is to improve trail connectivity for the Acequia trail across St. Francis Drive. We will consider recommendations in the Crossing project as we continue—both of these projects are following the NEPA process.

- 8) Barbara Fix: The NMDOT has said that the City will go ahead and build it anyway.

Answer: David Quintana: the City has money for the project. The bottom line is that they didn't want to hold up the plan for the Crossing—we don't want to wait 20 years to provide the crossing—there is logic in telling the City to continue with the project. The intent is to setup a planning process since it may not be implemented for 20 yrs, we will use information we conclude with to begin implementing future projects.

- 9) Michael Gomez: I am wondering about the drawing on p.3 for Zia Rd—encroaching into Albertsons building—why didn't you draft it better to fit into ROW? Can it be moved to the west?

Answer: The Railrunner is a concern—could be shifted—diamond interchange is centered in ROW—do acknowledge that we will have to study some kind of interchange during Phase B—need to carry into Phase B—to address pedestrians/transit, needs.

Michael Gomez: according to p. 230—this has led the City to study denser level of development.

I thought the City study was shelved—not approved, just study. Why included in this study?

Answer: We tried to find a way to word it in the study that indicated the planning was currently underway with other studies and what kind of land uses may be needed to support transit system on regional basis. We will work on rewording the document.

- 10) Rosemary Minard: I noticed in the conclusion sections that there was often concern about increased traffic, congestion, awareness of the way alternatives would affect pedestrians/cyclists, and further divide the City. I live 3 blocks from Hickox and St. Francis—I hear a lot of semis, trucks. My impression is that these are through traffic vehicles. Has there been any effort to ascertain how much/percentage there is now and in future, are these heavy trucks? These trucks take St. Francis because they think it is shorter than NM599. Could we have signage for large trucks to use bypass, to alleviate that traffic now?

Answer: This is a valid comment. NMDOT has made an attempt to make the relief route as a truck route—there are signs on the interstate for them to use the relief route; however, we can't control whether or not they use them. Would be illegal for us to discriminate against certain vehicles and it is difficult to distinguish which ones can/can't use the roadway. There is a history behind using "relief route"—initially called bypass—a lot of reluctance from general citizenry due to develop/business communities along St. Francis who wanted traffic for economic development.

- 11) Barbara Jordan: A lot of cities limit truck traffic from 4-6:30 because of congestion issues.

Answer: We could look at that—local ordinance would need to be adopted.

- 8) Thomas Koglin: I worked at the NMDOT for a long time. They have a history of bypasses—laws that were in existence that prohibited bypasses—it is a sensitive subject. The reason they don't bother taking NM 599 is because NM has a weight distance tax—it is a bad idea to have a law that they will take the shortest route. At Zia Rd. it took the coming of Railrunner to eliminate free right turn—it is dangerous. It is a frustrating process—I want that station open, makes me livid that can't use train-willing to tolerate it, but now I am getting all the problems of the Railrunner and none of the benefits.
- 9) Celeste Newbrough: It would be nice to have the station open. You have been very thoughtful in studying this corridor. Would like to see the same kind of creativity and intensity and look at movement of pedestrians and bikes—you need to come at this study from this perspective. More information on sidewalks, pedestrian flow, pedestrian/bike safety, overpasses. If you have better pedestrian flow, you will have less traffic.
- 10) Barbara Levin: Need to focus on purpose as stated by MPO— why would you consider a no build alternative. I would like to see no build option to include complete streets concept, need pedestrian overpass.

Denise Weston Response: We define the no build alternative through the NEPA process for comparative purposes—we understand that the no build doesn't address the purpose and need statement.

- 11) Unknown Attendee: In addition to pedestrians and bikes, need to look at visual and vegetative resources, preservation and conservation of green space-these things make Santa Fe what people want to move to/live in—aesthetics.
- 12) Robert Benon: Need to consider more specifics of noise abatement. The area around NM 599 has huge walls-something like sound walls with same function might help with noise. Is there something at the top of slope that could be installed? Please give attention given to that.

Denise Weston Response: When we get to the environmental analysis we will analyze noise issues as part of the NEPA process.

- 13) Unknown Attendee: I hope that after this process and in the future, you carefully consider transit improvements/alternative transportation, more of the same is not going to solve the problem. I am disgusted that the Zia Station is not open.
- 14) Richard Rotto: Slide 20 showed pedestrian trails at St. Michaels—no sidewalk between Galisteo and Pacheco—what grade separation options are to be carried into Phase B? What alternatives are you not proposing to carry thru into Phase B?

Eric Wrage Response: Primary locations are Sawmill, Zia, and Cerrillos. Alternatives we are not proposing to carry through include lane removal, convert to bus, lane addition, convert lane to HOV, split level expressway—detailed in report (see report).

15) Diane Dumas: If there is a possibility that the station could be open, it could help with the problem with transients—they are camping in the arroyo behind my house.

16) Kathy Dickerson: The major problem is that a parking lot has not been provided for the Zia station—they will be parking in front of our driveways, in our neighborhood.

Attachments:

Sign-in Sheet

Comments

## MEETING MINUTES

**Project Name:** St. Francis Corridor Study **Project No.:** 5635356002  
**Location:** Santa Fe Public Schools Board Room **Meeting Date:** March 09, 2010 **Time:** 6-8pm  
**Minutes by:** Sarah Gilstrap, Parametrix  
**Attendees:** See sign-in sheet **Company:**

**Subject:** **St. Francis Corridor Study Public Involvement Meeting**

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David Quintana, Project Development Engineer, NMDOT District 5: Mr. Quintana provided introductions of the project management team and other public officials present at the meeting.

Eric Wrage, BHI Project Manager: Mr. Wrage presented information on the alternatives that were included in the Phase B Report. He presented the results of the investigations as well as potential impacts to the social, economic and environmental conditions. He solicited feedback from the public that was present. A copy of the PowerPoint presentation is attached.

Question and Answer Period:

1) Question/Barbara Fix: I have a hard time translating the south on top, north on bottom on your figures; why did you do the orientation that way?

Answer: Because of presentation purposes. It would have been better to have the orientation on the map. North is normally on the right hand side.

2) Question/Rick Martinez: Why was the St. Francis Drive and Alamo Road intersection never discussed?

Answer: We did evaluate the Alamo intersection. The intersection works okay in the analysis and we do have recommendations for that intersection. We recommended that it stays open to remove the queuing problem.

3) Question/Richard Rotto: Are the proposed multi-use trails south of San Mateo separate from a sidewalk?

Answer: In places yes, in other places no. From Siringo south there would be a multi-use trail off the roadway.

4) Question/Harvey Minsucle: Next time can you make a hard copy of the maps as full page handouts? When the Rail Runner went in they left off a lot of signage. Can any one from the NMDOT answer this for me? (David Quintana addressed his concerns) You aren't doing much with Cerrillos Rd? (No)

5) Question/Barbara Fix: You don't have any protected crossings (see ppt slide #21) on St. Francis as well as on Alarid that would relieve major intersection. You need an integrated approach at that location and there needs to be a way for people to cross other than at Guadalupe and Cerrillos.



## Meeting Minutes (continued)

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Answer: We are recommending protected crossings at Cerrillos. We don't know specifically what to do here, but we will be looking at this.

- 6) Question/Bob Sawyer: Let's go back to the discussion about the St. Francis and Cerrillos intersection and how the acquisition of ROW will make this alternative challenging. What is the additional ROW used for?

Answer: The additional ROW would be used for construction activities (see ppt slide #28). The proposed lanes that don't go under St. Francis would go around and would need additional ROW because of walls, barriers, sidewalk, and off ramps from St. Francis as it approaches Cerrillos.

- 7) Question/Carol Rand: What about enhanced transit? As well, with regard to the driveways on St. Francis Drive, can you clarify?

Answer: In order to provide expansion of service throughout the City, we need enhanced transit systems. These wouldn't have specific routes, would have shorter headways, more frequent buses, and provide a convenient alternative to get onto transit. In regard to driveways, we are going to close driveways if the property has multiple driveways. In such a short stretch there are over 100 driveways, so we tried alternatives that identify a handful of driveways because of two access points at that property. Unsignalized intersection medians that would be closed to through traffic and no left turning traffic would alleviate some of the congestion points during peak hours.

- 8) Question/Rick: There won't be any bus pullouts?

Answer: There isn't much room throughout the corridor for pullouts.

- 9) Question: What are the blue dots on your exhibits?

Driveways to what we suspect are NMDOT driveways/State ROW. We will put this ppt on the MPO website.

- 10) Question/Tom Romero: The modeling scenario indicates a pretty significant impact on traffic if I-25 improvements are made. To what extent does that weigh in on the decisions for the I-25 project?

Answer: The ultimate priorities will be determined by the MPO based on information in all of the studies, and they will look at more of a regional picture and then make their decisions. We have had a joint management team with some interactions that have been developed recently.

### Comments on how the alternatives should be implemented

- 1) Comment/Bob: I am pleased about completing trails and adding sidewalks because we are miserable sidewalk city.
- 2) Question/Rick: For the Zia intersection, can the developer make improvements?

Answer: Agreements are already in place between developers and the City for some alternatives. We are not sure what is going to come out of it but the developer will be doing something. We anticipate that the City would use our study as a starting point. There are lots of issues for the City to consider and this will be a policy decision.

### Any other comments or suggestions

- 1) Question/Ken Valin: When will the priority list be finalized by the MPO?

## Meeting Minutes (continued)

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Answer/Keith Wilson: We are currently in the process of taking recommendations from all 3 studies, and this process will be happening over the next 3 months, and our plan has to be finalized in late June. We are trying to prioritize these projects and how each alternative impacts other alternatives, as well, we have to have a fiscally constrained plan within the funding scenario. By the end of April we hope to have a draft plan which will be followed with a 30 day public review period with public meetings similar to this, then our transportation policy board will make the final decision. This plan will be discussed during technical advisory meetings and policy meetings. Keep checking our website since we keep all of our meetings updated with all our contact information as well.

- 2) Question/Carol: I think it is a shame to drop the alternative of grade-separation of Cerrillos and St. Francis Drive. I am surprised about the ROW acquisition. Would it be adding lanes? I think it would be better in the long term to have these improvements.

Answer: The barrier walls are several feet wide (2-4 feet thick), we had another analysis/evaluation conducted and it still doesn't work, as well, geometry is also an issue. In order to build a grade-separated intersection we would have to take St. Francis underneath Cerrillos and the rail corridor, which would have to have ramps on either side. Traffic would have to be 26 feet lower than adjacent properties; therefore, we need retaining walls to separate these lanes and we need that kind of support to be built to hold up the earth. Because of that geometry, this would require additional ROW. This can be engineered, ROW can be acquired, but it would cost \$40 million. Gas, sewer, and water lines would have to be relocated and some would have to have gravity pump stations; the \$40 million doesn't include these utilities. This alternative couldn't happen in the short term.

- 3) Question/Patricia Sanchez: I am very concerned with the County opening Rabbit Rd connecting to Richards. The new Rabbit Rd is falling apart, there are numerous cracked windshields, increased traffic, increased noise pollution, and cars passing school buses; what kind of improvements are included for Rabbit Rd? This is very dangerous. As well, we aren't getting notified about these meetings, please place the ITS signs so that they are more visible.

There is a memorandum of understanding between the County and the NMDOT that the County would update that road. They have 2 more years to construct these improvements. It is on the radar at the MPO.

- 4) Comment/Romero: The college district was to go along Zia and Rodeo and down Richards; the interrelationships between these projects are so important.
- 5) Comment/Grace Chambers: Throughout the years Zia and St. Francis have been a real concern, we have tried many times through the years, asked the City to have an over walk for pedestrians and children going to schools. There shouldn't have been a railrunner station located there because of additional traffic from the station.



Public Involvement Meeting  
Sign-In Sheet  
PLEASE PRINT CLEARLY

St. Francis Corridor Study  
Rabbit Road (South of I-25) to NM 599  
Tuesday, March 9th, 2010



\*By providing your name and address, we can include you on our mailing list for future meeting notices.

NAME Please Print	ORGANIZATION	ADDRESS			PHONE	EMAIL
		Street	City, State	Zip		
1. Thomas Kooka	CITIZEN	2316 CALLE LUMINO	SANTA FE, NM	87505	505/690-0601	none
2. LAWRENCE T. VALDEZ	CIVIL	6365 MILAGRO LUNA	SANTA FE, NM	87507	NA	none
3. KETH WILSON	SANTA FE MPO	120 S. FEDERAL RACE	SANTA FE, NM	87501	505-955-6706	kwilson@santafenm.gov
4. Mike Kelly	CITY OF SANTA FE TRANSIT	2931 Rufina	" "	87507	955-2005	mjkelly@santafenm.gov
5. SUZANNE LEBEAU	CYCLIST	369 MONTEZUMA #163	SF, NM	87501		smlebeau4@msn.com
6. RICHARD CLEMENTS	HOR	2155 LOUISIANA	ABQ	87110	830-5431	Beth@M-BGROUP.COM
7. BETH DONALDSON		620 CORTEZ	SANTA FE	87505		moon@SANTAFEEHOMES.NM.ORG
8. MICHAEL GOMEZ	SANTA FE FINE	1599 ST. FRANCIS	SF	87505	982-2843	holteuene@aol.com
9. Shawn Sweeney	resident	216 Rabbit Rd	SF NM	87508	471-3933	
10. Susan Oheri	POWERS	1098 1/2 S. St. Francis	SF	87505	982-2592	
11. HARVEY VAN SICKLE	SANTA FE, NEW MEXICO	306 MONTJOYA STREET	SANTA FE, NEW MEXICO	87502	505-988-5761	
12. PATRICIA SANCHEZ	CITIZEN	275 RABBIT RD	SF, NM	87508	471-7116	Dat.Sanchez@sdccaplan.org
13. MARK THIBETTS	SF MPO	-	-	-	955-6614	markthibetts@santafenm.gov
14. JEFF SELEN	STUDIO SW ARCHITECTS	301 STAFF ST.	SF, NM	87501	982-7191	
15. Barbara Conroy		934 Dunlap St.	SF, NM	87501	983-9217	barbara.conroy@earthlink.net
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	NAME Please Print	ORGANIZATION	ADDRESS				PHONE	EMAIL
			Street	City, State	Zip			
21.	CAROL RAYMOND	SANTA FE SOUTHERN RAILWAY, NEIGHBOR, COMMUTER ON SF.	470 S. GARDEN LANE ST. SF, NM	87504	87505	470-0097	Carol@SFSR.com	
22.	Michael Levin	Chadwick Light Neigh borhood Association	44 LA TUSA ST. SF NM	SF NM	87505	470-0284	levinb@earthlink.net	
23.	George Martinez	Chain breaker	2200 Arden 1515 5th st, SF NM	SF NM	87505	989 3858	chainbreaker.nm@gmail.com	
24.	Bill Hablousca	NM DOT - CSS					william.s.hablousca@state.nm.us	
25.	KEN VELLON	WFAVISES	95 VIA OELLA DRIVE SF	SF	87508	501-2277	KEN@THEVELLON@WFAVISES.COM	
26.	THOMAS ROMERO	SFOA				428-1204	thomas.romero@sfcc.edu	
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# Public Involvement Meeting

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NAME Please Print	ORGANIZATION	ADDRESS			PHONE	EMAIL
		Street	City, State	Zip		
81. Bob SARR	Citizen	4 La Tasa St	Santa Fe	87505	470-2232	SARRBOB@GMAIL.COM
82. BARBARA LEVIN	Citizen	2200 ARDUA	Santa Fe	87505	471-6295	levin66@aol.com
83. Barbara Fix	"	610 Alicia	Santa Fe	87505	989-8154	baa5ix@aol.com
84. GRACE CHAMBERS	CITIZEN ASSN	2381 BATULPA RD.	SANTA FE	87505	983-7399	GRACE_REALTOR@YAHOO.COM
85. GEORGE CHAMBERS	"	2381 BATULPA RD.	SANTA FE	87505	983-7399	
86. Cristina Apodaca	Citizen - Condelight Assoc. member	1900 Calle Miquela	Santa Fe	87505	690-7592	capodaca57@hotmail.com
87. Rick MacIntyre	Neighborhood Network	735 Macilla	Santa Fe	87501	983-5643	rmacintyre@yahoo.com
88. Kathy Flynn	Citizen - Ira	2202 Vela	"	85	473-3985	newdead@cybermesa.com
89. RICHARD RATTO	Citizen	48 Camino Maravita	"	87508	690-0730	notto@louisberger.com
90.						
91.						
92.						
93.						
94.						
95.						
96.						
97.						
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99.						
100.						

Dear Sarah Gilstrap and other planners of the St Francis Corridor,

Unfortunately I will be unable to attend the public meeting on March 9, however I think its worthwhile writing to you and offering my input since I live in the near west side neighborhood (at Alicia and Hickox), and I walk along, or across, St. Francis on a daily basis for errands, my son's school, to the park, and so forth.

My hope is the following: to find ways to navigate as a pedestrian that are safer, more attractive (so as to encourage more walking, what a healthy alternative in a small town), and to make the corridor convenient for both pedestrians and vehicle traffic.

What I suggest may seem radical, but I share this with you after much thought, and practice -- you see, every time I walk through the St Francis intersection or across at Hickox I think about this: why should people go underground through tunnels that connect the railyard neighborhoods, when cars are much more capable and safer through a tunnel than pedestrians or bicyclists? There is a rather steep slope from Hickox to Cerrillos that I'm sure you have studied, and I suggest that cars be diverted underground between Hickox and Cordova. Rather than have all traffic (foot, bicycle, train, and car) converge at one hot spot center, which is really ridiculous and short-sighted for growth, could we not send (at least) north/south bound through-traffic underground and out the other side?

Could we transform the intersection at St Francis/Cerrillos into a park-like hub for train, bicycles and pedestrians that essentially extends this 'eco-zone' of the railyard into the business sector of that intersection? It would allow this area to become an amenable plaza area, offering more daily commercial exchange (since now obviously our main plaza has catered to more leisure). It solves the problem of the bicyclists wanting to maintain their on-ground, no rise path downtown along the acequia and it takes the smog, concentration and confusion out of the morass of lines, lights and directionals.

Understandably, clear signage and traffic organization would need to happen well in advance of the tunnels. Would they be able to divert traffic in different directions underground? I'm not sure. But these are options that I think most definitely need to be explored -- and at this point, explored as THE main project this city undertakes in the next five years. We need this employment, can only be benefitted by its outcome, and although it represents a considerable investment and inconvenience in construction, I think the tunnel idea is by FAR the most forward thinking, practical and potentially beautifying options we have.

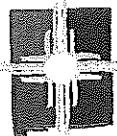
We must imagine that in 20 years, we will have developed alternative modes of transportation. In Portland, Oregon for example, cars are cheap because people are simply leaving them aside for bicycles! There are also small semi-scooters that are beginning to be more popular. In the near-downtown areas especially, we are moving away from car dependency and want to enforce and create new ways of mobility that require the infrastructural

space such as winding and artful pathways, more pedestrian access to shops, less glaring and intrusive interferences and dangers.

I'm sure in your work you're dealing with these issues every day. My input here comes from concerns as a resident and frequent user of these pathways. If you feel like an alien walking at St Francis and Cerrillos, because all the cars dominate that area, then we will be continuously regressing from the goal of a greener city. Cars that want to access businesses at that intersection could utilize Early street or the small bypass that runs along the tracks by Ohori's. At this point its impossible to cross directly anyway, and in fact it has turned the space non-commercial because it already is inaccessible (see problems with the wine store, the produce and Ziggy's market). People have a hard time negotiating right flowing traffic onto Cerrillos and can't access from any other side of the intersection.

I hope these comments are received in good faith in lieu of presence at the public meeting. I'm grateful for your hard work in making public input a meaningful part of this process.

Best wishes,  
Angela Marino Segura  
608 Alicia Street (at Hickox)  
tel: 347-622-9263



NMDOT



# Comment Sheet

Please submit your comments by March 26<sup>th</sup> 2010



U.S. Department  
of Transportation  
Federal Highway  
Administration

## St. Francis Drive Corridor Study

Rabbit Road (South of I-25) to NM 599

Santa Fe, NM

Drop St. Francis @ / Santa Fe, NM  
Corridor.

The dropped St Francis does not have to ~~be~~  
require to much ROW. ~~because~~  
you are thinking of it as a ditch, rather  
than a partial tunnel. The "roof" of  
the partial tunnel could be used for  
some of the area needs of that section.

It is still the best way to really solve  
all of those issues - pedestrian, safety,  
etc.

Utility issues can be solved.

The Big I deal with utility issues also.  
Don't give up on doing the right thing.

### Mail To:

Parametrix

Attn: Denise Weston

8801 Jefferson NE, Building B

Albuquerque, N.M. 87113

(505) 821-4700

E-mail To: [dweston@parametrix.com](mailto:dweston@parametrix.com)

(Please Print)

Your Name:

CAROL RAYMOND

Address:

4 LATUSA

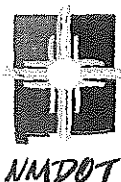
SANTA FE, NM

87505

Phone:

470-0097





U.S. Department  
of Transportation  
Federal Highway  
Administration

# Comment Sheet

Please submit your comments by March 26<sup>th</sup> 2010

## St. Francis Drive Corridor Study Rabbit Road (South of I-25) to NM 599 Santa Fe, NM

- ① I work at 1441 S. St. Francis Drive. I get honked at when I make a right hand turn into my office building (North-bound lanes). There have been numerous accidents, too.
- ② I live on Rabbit Rd. - Since it was opened up to Richards, the traffic has increased tremendously.
- ③ People think Rabbit Rd. is the Interstate (25)!
- ④ The noise pollution has increased ten-fold. I now have to deal with increased traffic on Rabbit Road, the Interstate, the Rail Runner, and the air traffic. The Governor's helicopter flies directly over my house & rattles the paintings <sup>on my walls</sup>.
- ⑤ The trash being thrown out along Rabbit Rd. has increased!
- ⑥ People are driving wrecklessly, e.g., tailgating, passing school buses, passing every day citizens, at high rates of speed. They have killed 2 of my cats.
- ⑦ Rabbit Rd. (St. Francis to Rabbit Rd-West) is falling apart. NM DOT laid down oil & gravel last September.

Next sheet ~~over~~ →

### Mail To:

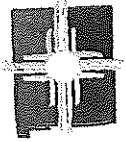
Parametrix  
Attn: Denise Weston  
8801 Jefferson NE, Building B  
Albuquerque, N.M. 87113  
(505) 821-4700  
E-mail To: [dweston@parametrix.com](mailto:dweston@parametrix.com)

### (Please Print)

Your Name: See next page  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_

→ There are numerous bicyclists who ride on Rabbit Road. There are numerous athletes who walk and/or run. These people are being put in danger, not to mention the kids waiting for the school buses! There are no proper shoulders!



NMDOT



# Comment Sheet

Please submit your comments by March 26<sup>th</sup> 2010



U.S. Department  
of Transportation  
Federal Highway  
Administration

## St. Francis Drive Corridor Study

Rabbit Road (South of I-25) to NM 599  
Santa Fe, NM

⑦ Continued, - which caused numerous cracked & broken windshields to my vehicles and to those of my neighbors. The pot holes are right where they have always been!

⑧ I get honked at for turning into my personal (home) driveway.

⑨ St. Francis Drive. The lights (Northbound) at St. Francis & Zia need to be FIXED! The northbound traffic gets stuck when the Rail Runner goes by. The timers on the lights are totally off. You might be able to catch a regular light, but only if you've missed the train going by for several minutes and several cycles of the lights. If you catch the train at this intersection, you are lucky if you get through after 3-4 cycles of the lights.

### Mail To:

Parametrix  
Attn: Denise Weston  
8801 Jefferson NE, Building B  
Albuquerque, N.M. 87113

(505) 821-4700

E-mail To: [dweston@parametrix.com](mailto:dweston@parametrix.com)

(Please Print)

Your Name: PATRICIA SANCHEZ

Address: 275 Rabbit Rd.  
SANTA FE, NM  
87508

Phone: 471-7116 - Home  
WORK 982-8870

⑩ - People are not being notified of these meetings by mail. None of my neighbors know about this meeting. I learned about the meeting because of a post card sent to my employers over →

I am a retired State employee (NMDOT) and  
the problems with Rabbit Road and St.  
Francis Drive need to be corrected immediately!  
There has already been one accident with the  
Santa Fe Southern train at Rabbit Road.

Fold Here

Fold Here

From:  
P. Sanchez  
275 Rabbit Rd.  
Santa Fe, NM 87508

Affix Stamp  
Here  
Post Office will  
not deliver  
without postage

Re: St. Francis Drive Corridor Study  
To: Denise Weston

**Parametrix**  
8801 Jefferson, Building B  
Albuquerque, NM 87113

**Parametrix**

ENGINEERING • PLANNING • ENVIRONMENTAL SCIENCES

## St. Francis Drive Corridor Study Draft Phase B Review

1

PUBLIC INFORMATION MEETING  
TUESDAY MARCH 9, 2010

## Objective

2

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

## Study Process

3

- **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)

4

- 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

5



## Potential Environmental Impacts

6

- **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

7

- **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

8

- **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

9

- **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

10

- **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)

11

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, NCRD, 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

12

- **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.)

13

- **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

14

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

### Trail Connectivity

15

- **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**

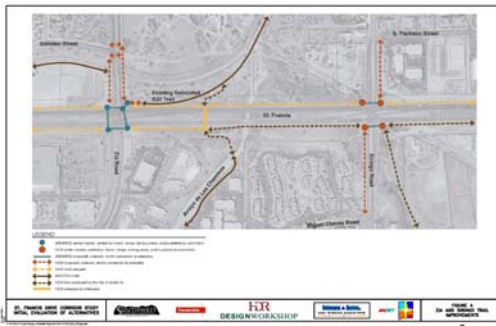
### Trail Connectivity - Sawmill

16



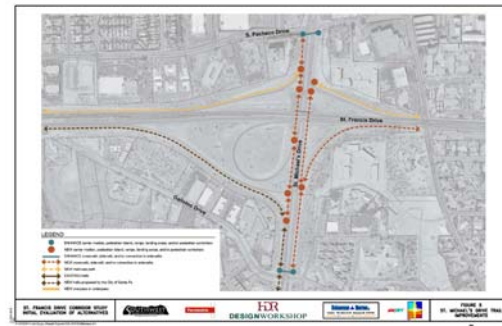
### Trail Connectivity - Zia / Siringo

17



### Trail Connectivity – St. Michael's Drive

18



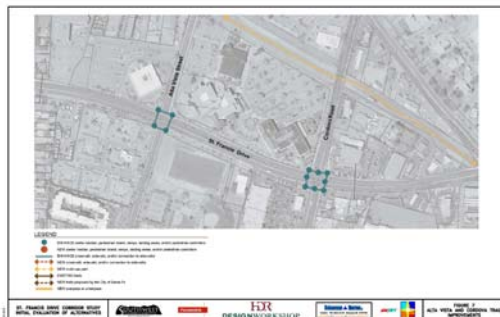
## Trail Connectivity – San Mateo

(19)



## Trail Connectivity – Alta Vista and Cordova

(20)



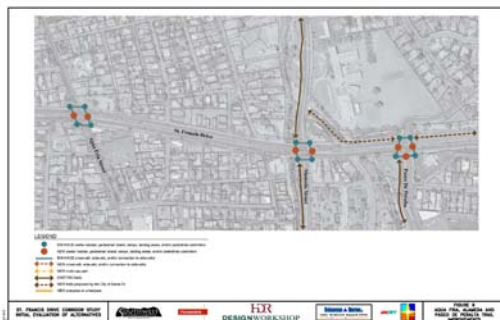
## Trail Connectivity - Cerrillos

(21)



## Trail Connectivity – Agua Fria, Alameda

(22)



## Zia Road Interchange

(23)

- 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

(24)





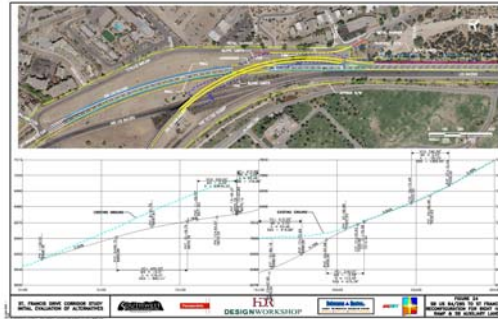
### Guadalupe Interchange

(25)

- 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

(26)



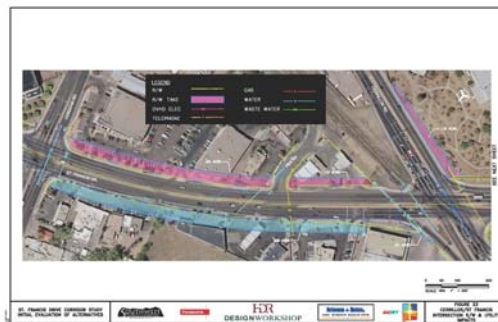
### Cerrillos Road Interchange

(27)

- 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

(28)



### Cerrillos Interchange ROW & Utility Impacts

(29)



### Cerrillos Intersection Improvements

(30)





### Access Control

31

- 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

32



### St. Michael's Drive Interchange

33

- 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

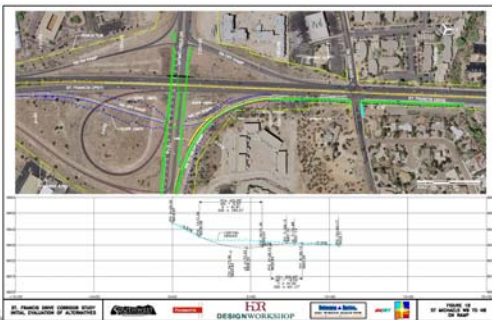
### St. Michael's Drive Southbound Auxiliary Lane

34



### St. Michael's Drive Northbound Auxiliary Lane

35



### Intelligent Transportation System

36

- 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

(37)



## Intersection Improvements

(38)

- Intersection Improvements From Phase A Still Recommended

## Intersection Improvements Siringo and St. Michael's

(39)



## Intersection Improvements St. Michael's and San Mateo

(40)



## Intersection Improvements Cordova

(41)



## Intersection Improvements Hickox and Agua Fria

(42)



## Intersection Improvements Alameda and Paseo de Peralta

(43)



## Preliminary Recommended Projects

(44)

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

(45)

- 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

(46)

Questions on the presentation?

Comments on how the alternatives should be implemented?

Any other comments or suggestions?