



New Mexico DEPARTMENT OF
TRANSPORTATION
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**VIRTUAL
PUBLIC INFORMATION
MEETING**
July 21, 2021

**Cerrillos Road
Alignment Study
Saint Michaels Drive
to Saint Francis Drive
CN S100680**



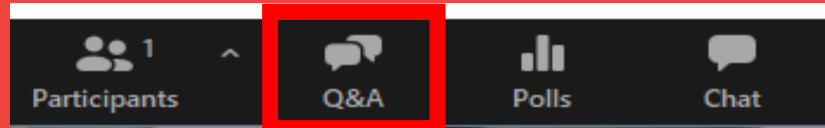
Meeting Platform: Zoom

- ▲ Zoom Webinar – only presenters will be on video
- ▲ **This meeting is being recorded**
- ▲ Use the Interpretation icon on your Zoom toolbar to select either “English” or “Spanish” for today’s meeting
- ▲ *Para escuchar la presentación en español, seleccione el ícono de Interpretación en la barra de herramientas de Zoom; seleccione “Spanish”*

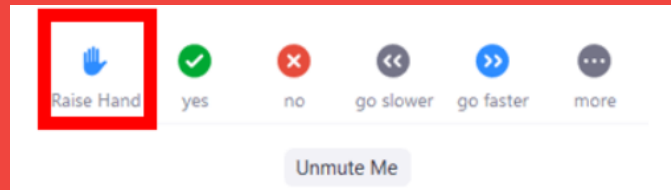


Meeting Platform: Zoom(Cont.)

- ▲ Questions & Answers – Please add project-related questions in the Q&A dialogue box



- ▲ *During Q&A, if you would like to speak, raise your hand (*9 if you have dialed-in)*



Presenters

Team Presenters:

- **Paul Brasher, P.E.**
NMDOT District 5 Engineer
- **John Romero, P.E.**
NMDOT Highway Operations Division Director
- **Terry Ward, P.E.**
WSP Project Manager
- **Jennifer Hyre**
WSP Environmental Planner



Agenda

▲ Presentation Topics

1. Project Limits and Purpose & Need
2. Existing Conditions & Project Context
3. NMDOT Project Development Process
4. Preliminary Alternatives
5. Comparative Evaluation and Key Findings
6. Schedule and Next Steps

▲ Q&A Session (after the presentation)





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PROJECT LIMITS AND PURPOSE & NEED



Project Limits

St. Michaels Drive to St. Francis Drive
(1.6 miles)

The intersections at St. Francis and St. Michaels are not part of this project.



Project Background



- ▲ **Final segment of the Cerrillos Road Reconstruction project from Airport Road to St. Francis Drive**
 - » Environmental Assessment completed in 1998, under NMDOT Project No. NH-001-4(19)49
- ▲ **NMDOT will turn over the Cerrillos Road project corridor to the City of Santa Fe at construction completion**

Project Purpose and Need



▲ Project Purpose and Need

- » Addressing deficiencies by improving traffic operations and safety
- » Updating the corridor to meet current design standards
- » Enhancing ADA accommodations and multi-modal accessibility

▲ The existing 4-lane, divided roadway will remain

Transit stops and multi-modal access and connectivity will be considered

Project Need



▲ Project is needed to address:

- » Pavement deterioration
- » Sidewalks in poor condition
- » Portions with no sidewalks
- » Portions of sidewalks not ADA compliant
- » Sporadic bicycle facilities
- » Traffic and safety concerns
- » Existing drainage problems and flooding
- » Closely-spaced driveways
- » Encroachments into existing right-of-way (ROW)

Strive to rehabilitate and enhance the highway to current design standards



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EXISTING CONDITIONS & PROJECT CONTEXT

Existing Roadway Conditions

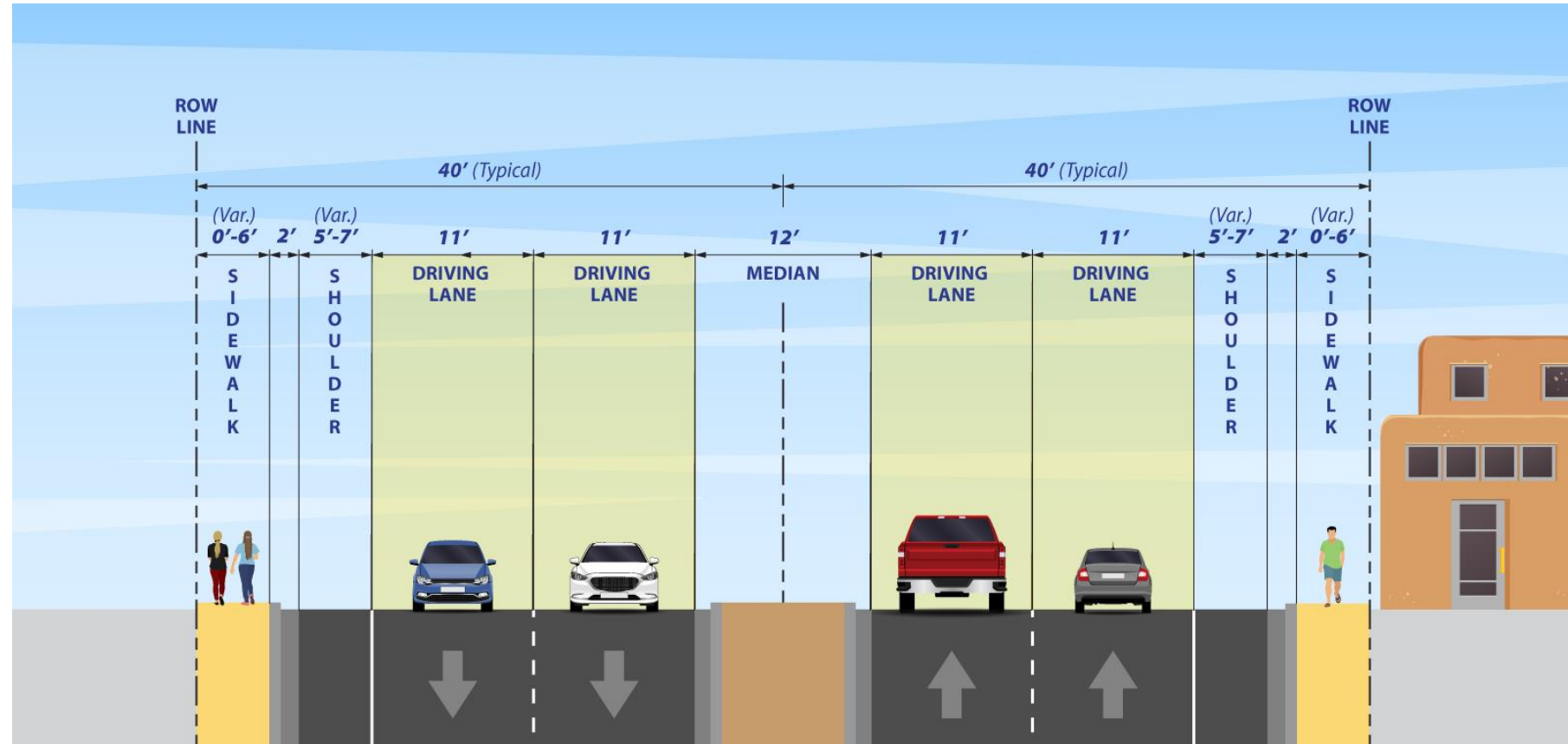


▲ What is a Typical Section?

A Typical Section is a graphical representation of the roadway and streetscape elements of Cerrillos Road within the existing and/or proposed right-of-way limits.

Existing Roadway Conditions

▲ Cerrillos Road Existing Condition Typical Section



Existing Traffic Conditions

▲ Daily Traffic Volumes

» *Approaching and exceeding 30,000 vehicles per day*



- ▲ Cerrillos Road serves high traffic volumes
- ▲ Traffic fully utilizes the available capacity during peak travel periods
- ▲ Baca/Monterey signalized intersection is busiest
- ▲ Delay experienced at stop-controlled intersections
- ▲ Traffic signal system improvements needed

Strive to rehabilitate and improve the highway to current design standards

Existing Traffic Conditions



▲ Multi-Modal Facilities

- » Existing shoulders can be used for bicycle travel but are not marked
- » Existing sidewalks are in poor condition, not all ADA-compliant
- » Segments of sidewalks are missing, not continuous throughout the project corridor
- » Pedestrian crossings at signalized intersections are inconsistent
- » Santa Fe Trails bus stops exist

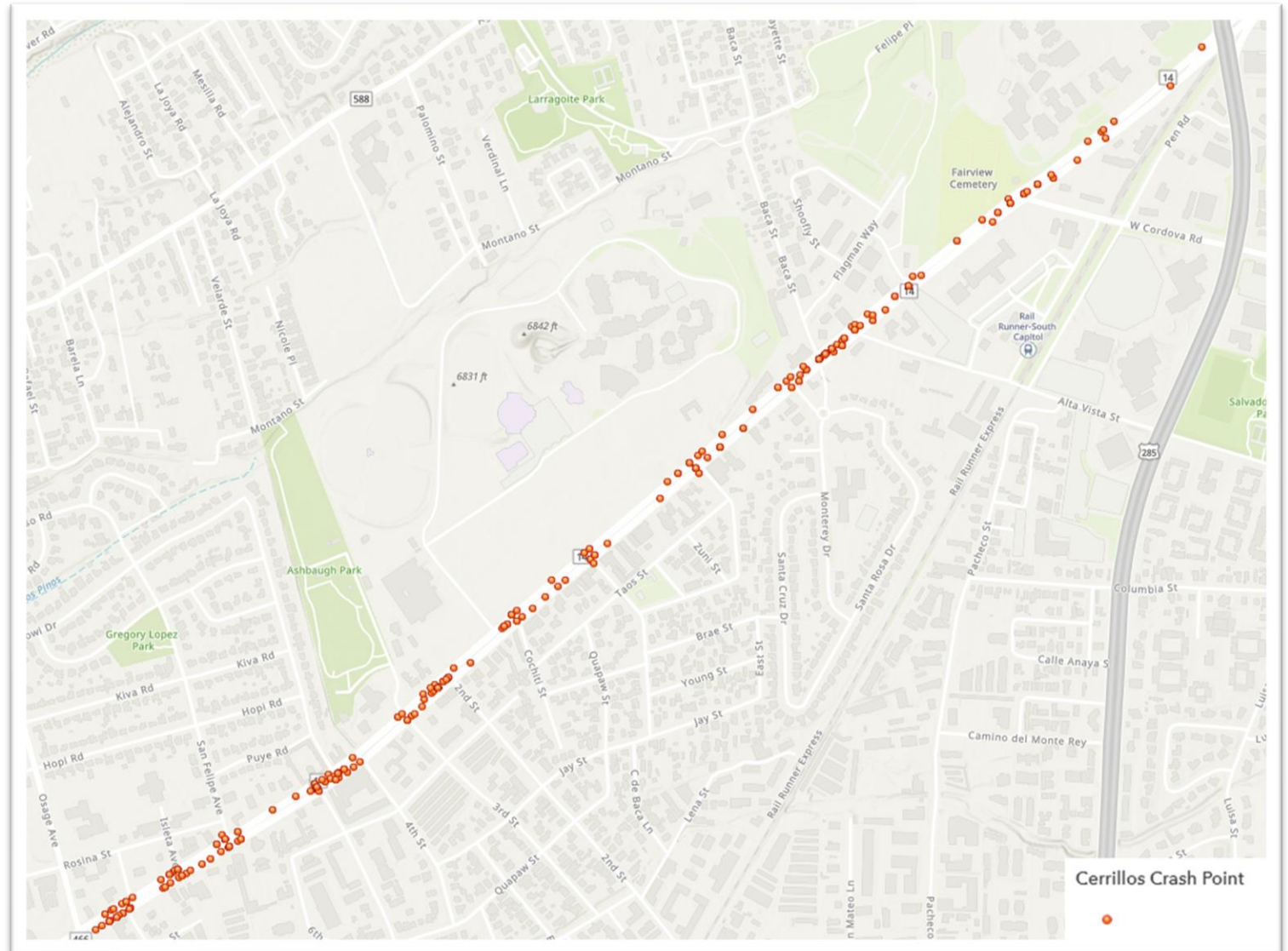
Proposed improvements will benefit all travel modes

Existing Safety Conditions

▲ Rear-end crashes are most common

- » Indicative of a busy street
- » Driver error – following too close

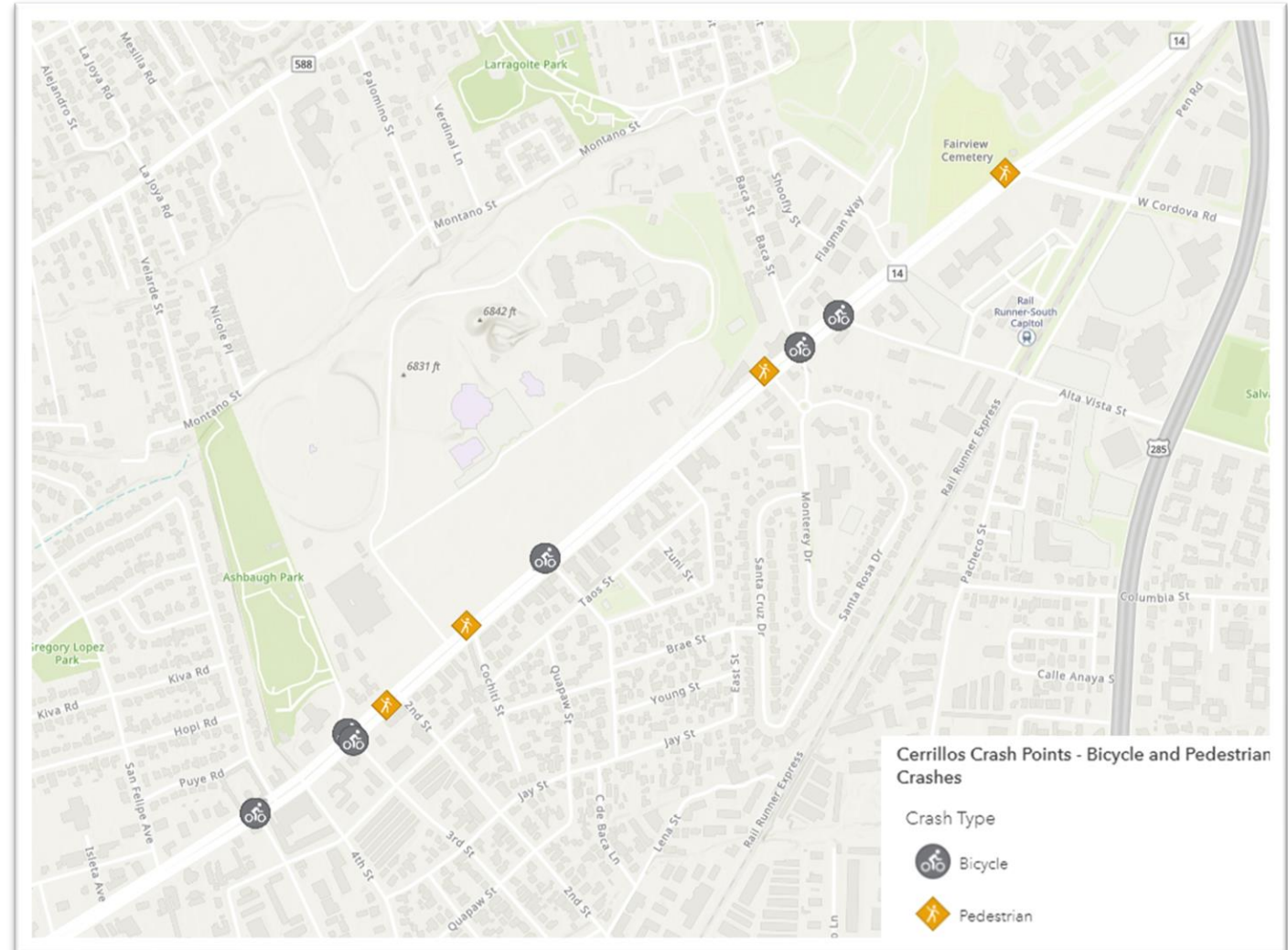
▲ From 2014-2018: 494 recorded crashes spread throughout the Cerrillos Road corridor



Existing Safety Conditions

Low Occurrence of Bicycle and Pedestrian Crashes

- ▲ Bicycle crashes: 8 total in 5 years
- ▲ Pedestrian crashes: 6 total in 5 years



Existing Drainage

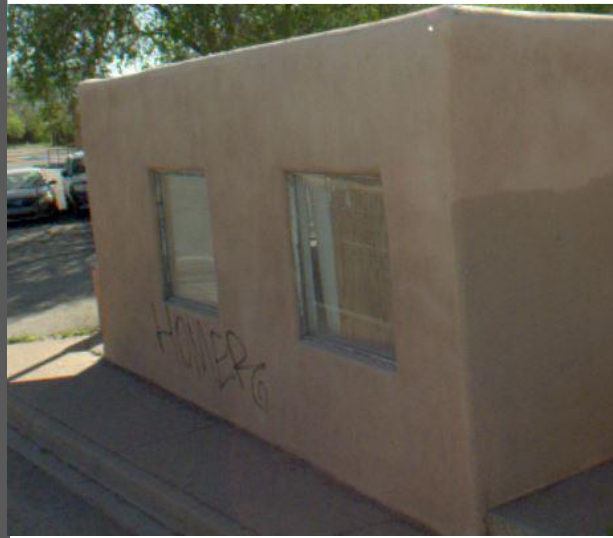


- ▲ **Minimal existing storm water drainage infrastructure**
 - » Three outfalls:
 - ✓ New Mexico School for the Deaf
 - ✓ Baca Street
 - ✓ 4th Street Earthen Ditch (Ashbaugh Park)
- ▲ **Flooding of Cerrillos occurs during rain events (major and minor)**
- ▲ **No drainage connectivity to adjacent upgraded sections of Cerrillos Road**
 - » Adjacent segment of Cerrillos can accommodate a 10-year storm event
- ▲ **Cerrillos connectivity to Acequia Madre irrigation system**

Existing Access & Encroachments

▲ Numerous business properties within corridor

- » Santa Fe Indian School
- » NM School of the Deaf
- » Fairview Cemetery



▲ Access into Properties

- » Driveways not controlled
- » Conflicts
 - Pedestrians
 - Vehicles backing into Cerrillos Road
 - Driveways not permitted with NMDOT

▲ Encroachments into NMDOT ROW

- » Buildings and walls
- » Parking spaces
- » Fences
- » Utilities (e.g., power poles)

Other Infrastructure Existing Conditions

▲ Utilities

- » PNM electric power poles
- » Gas lines
- » Cable and fiber-optic communications
- » City of Santa Fe
 - Water
 - Sanitary Sewer

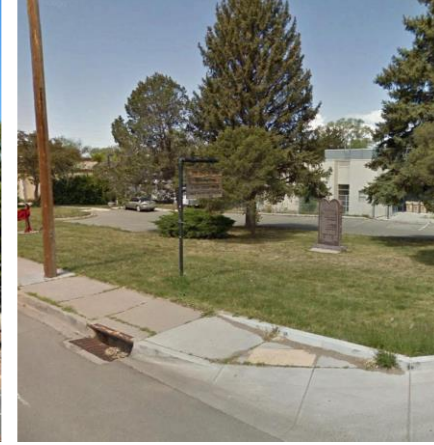
▲ Lighting

- » Along sidewalks
- » Sporadic in road median

▲ Landscaping



Existing Environmental Conditions



▲ Environmental

- » Noxious weeds and prairie dogs
- » Noise
- » Visual resources
- » Cultural resources
 - 6 Archeological sites
 - 26 Historically sensitive properties
 - ✓ Fairview Cemetery
 - ✓ Superintendent's residence
 - ✓ Railroad



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NMDOT PROJECT DEVELOPMENT PROCESS

Project Development Process

Phase IA/B: Alignment Study

- » *Establish Why Improvements are Needed*
- » *Evaluate Alternatives and Select How Improvements will be Implemented*

Phase IC: Environmental Processing

- » *Environmental Investigations*
- » *Obtain Authorization to Design and Construct Improvements*

Phase ID: Preliminary Design

- » *Preliminary Engineering (30% plans)*
- » *Define Right-of-Way Needs*
- » *Prepare Engineering Cost Estimate*

▲ Phase I

» **Currently in this phase**

» **Phase II (60%-100%)**

» *Final Design*

» **Phase III**

» *Construction*

Stakeholder and Public Involvement
– Ongoing throughout Phase I and II

Collect Comprehensive Data

- ✓ Design and ROW needs
- ✓ Environmental resources
- ✓ Constructability
- ✓ Drainage infrastructure
- ✓ Traffic and safety
- ✓ Maintenance
- ✓ Accessibility
- ✓ Stakeholder input





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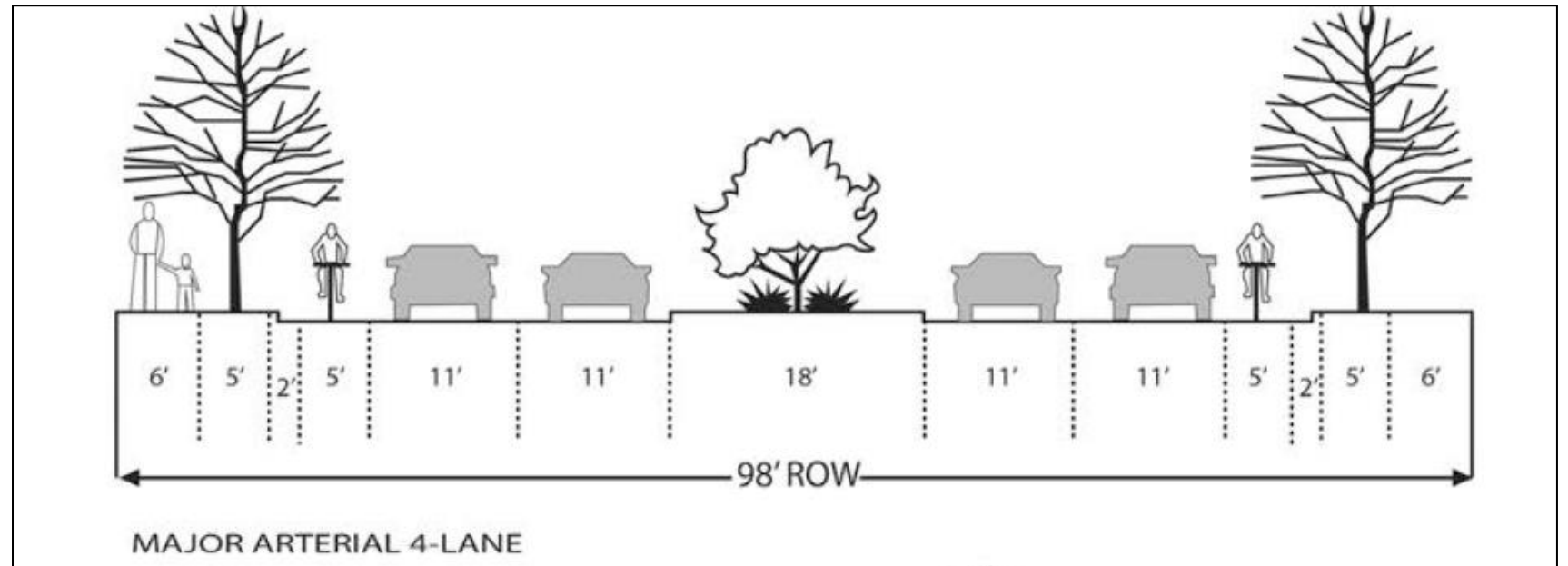


PRELIMINARY ALTERNATIVES

Alternatives Development

- ▲ City of Santa Fe Road Design Guidelines (new roadway minimums)
 - » 18-foot raised median
 - » 11-foot driving lanes
 - » 5-foot bike lane
 - » 6-foot sidewalk
 - » 5-foot sidewalk buffer between back of curbing and sidewalk

▲ Not possible to meet all City of Santa Fe design guidelines due to ROW constraints



Alternatives Development



▲ Key Considerations

- » Limited ROW available along Cerrillos Road (existing 80-foot width)
 - Abutting businesses and other properties
 - Not enough space to widen to 6 lanes similar to adjacent improvements south of St. Michaels Drive
- » Limited ROW available to improve cross streets that intersect with Cerrillos Road (e.g., Baca Street)

Alternatives Development



▲ Key Considerations

- » Utility conflicts with sidewalks
 - 55 Power poles within/near ROW limits
 - Pole locations are inconsistent throughout corridor
 - Cost to bury power lines is prohibitive
 - ✓ Initial capital cost
 - ✓ Cost to property owners for service connections
 - Shift alignment and reduce widths to accommodate poles
- » Several buildings at ROW limits

Preliminary Alternatives



▲ No Build Alternative

- » Do nothing alternative
- » Does not satisfy the Purpose and Need for this project

▲ How Should the Roadway be Improved?

- » Maintain existing alignment
- » Starts with determining the desired roadway typical section
- » Site specific improvements then follow

Preliminary Alternatives

▲ Cerrillos Road Improvements

- » Complete roadway reconstruction
- » Reconstruction of underground utilities (water, sanitary sewer, storm drain system)
- » Improvement alternatives considered key corridor constraints:
 - Differing widths of driving lanes, median, shoulders/bike lanes
 - Various pedestrian facilities including sidewalks, shared use paths, and multi-use trails
- » Initial development and screening evaluation of potential alternatives based on typical sections:
 - 10 typical sections developed for consideration

Preliminary Alternatives

See project website for detailed typical sections of each preliminary alternative <https://nm14cerrillos.nmdotprojects.org/>

Cerrillos Road Corridor-Wide Alternatives

Alternative	Median Width	Raised Median	Inside Lane Width	Outside Lane Width	Bike Lane Buffer	Bike Lane Width *	Sidewalk or Trail Width	Sidewalk or Trail Buffer (Inside / Outside)	R/W Required	Additional R/W Impact (Left / Right)**
1	14'	Yes	11'	11'	-	4'	5'	-	80'	- / -
2	13'	Yes	10.5'	11'	-	5'	5'	-	80'	- / -
3	13'	Yes	10.5'	11'	-	-	8'	2' / 0'	80'	- / -
4	13'	Yes	10.5'	11'	3'	5'	5'	-	86'	3' / 3'
5	13'	Yes	10.5'	11'	-	-	12'	3' / 3'	96'	8' / 8'
6	12'	No	10.5'	11'	-	5.5'	5'	-	80'	- / -
7	13'	Yes	10.5'	11'	1.5'	5'	5'	-	83'	3' / -
8	12-14'	Yes	10.5'	10.5'	-	4-5'	5'	0-2' / 0'	80'	0' / 0'
9	12-14'	Yes	10.5'	10.5'	-	4-5'	5'	2-5' and 0-5' / 0'	Variable up to 8'	8' max. / 0'
10	12-14'	Yes	10.5'	10.5'	-	4-5' plus an 8' Sidepath	5'	2' on right side / 0'	83'	3' / 0'

* Bike Lane Width shown is to lip of curb.

Potential Traffic Improvements

Additional details
coming in future
public meetings



▲ Traffic and Safety Improvements

- » Upgrading Existing Signal Systems
 - Signal at new Santa Fe Indian School entrance under consideration
 - Fiber-optic communications lines
- » Evaluating stop-controlled intersections
 - Perform traffic signal warrant and access management study at Railfan intersection
- » Considering pedestrian movements and upgrades to pedestrian accommodations
 - Pedestrian and bicycle crossings
 - Need stakeholder/public input
- » Enhancing bus stops
 - New relocated bus stop at 2nd Street near Santa Fe Indian School

Potential Drainage Improvements



▲ Drainage Improvements

- » Install storm drain system
- » Use existing outfalls
 - No increase to existing flows
- » Working with Acequia Madre irrigation association for ditches
- » NMDOT drafting General Office Campus Master Plan to improve drainage conditions on Cerrillos Road (1/3 of drainage onto Cerrillos)
 - Effort identified as part of this study
 - Draft Master Plan due soon
 - Portions of this effort may be incorporated into this project as project development moves forward

Manage storm water runoff



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COMPARATIVE EVALUATION AND SCREENING CRITERIA

Screening Criteria



▲ Initial Screening Criteria for Alternatives

- » Balances multi-modal needs
 - Vehicles, bikes, pedestrians balanced with corridor constraints
- » Considers buildings and business operational impacts
 - An assessment of impacts based on additional ROW needs
- » Accommodates utility facilities
 - How well the typical section accommodates the existing electric power poles and resolves conflicts with sidewalks and/or paths and users

Screening Criteria



▲ Screening Criteria

- » Provides smooth riding experience for bicyclists
 - An assessment of the riding experience

Comparative Evaluation

Comparative Evaluation Matrix for Preliminary Alternatives

Legend

- Not Viable
- Concerns
- No Issues

Cerrillos Road Corridor-Wide Alternatives Screening Matrix				
Alternate No.	Balanced Multi-Modal Needs	Building and Business Operational Impacts	Accommodates Utility Facilities	Provides Smooth Riding Experience for Bicyclists
1	Concerns	No Issues	Not Viable	No Issues
2	Concerns	No Issues	Not Viable	No Issues
3	Not Viable	No Issues	No Issues	Not Viable
4	Concerns	Not Viable	Not Viable	No Issues
5	Not Viable	Not Viable	No Issues	Concerns
6	Not Viable	No Issues	Not Viable	No Issues
7	Concerns	Not Viable	Not Viable	No Issues
8	Concerns	No Issues	Concerns	No Issues
9	Concerns	No Issues	No Issues	No Issues
10	Concerns	Not Viable	Concerns	Concerns

Comparative Evaluation

▲ Following initial comparison of preliminary alternatives, some are not recommended for further consideration

▲ Preliminary Alternatives not recommended for further consideration

» Options #1, #2, #4, #6 and #7

- Cannot provide adequate space to accommodate power poles

» Option #3

- Cannot provide adequate space for roadway shoulders
- Impacts multi-modal accessibility and would not provide a smooth riding surface for bicyclists

» Option #5

- Cannot provide adequate space for roadway shoulders. Impacts multi-modal accessibility
- Additional ROW would impact businesses

» Option #10

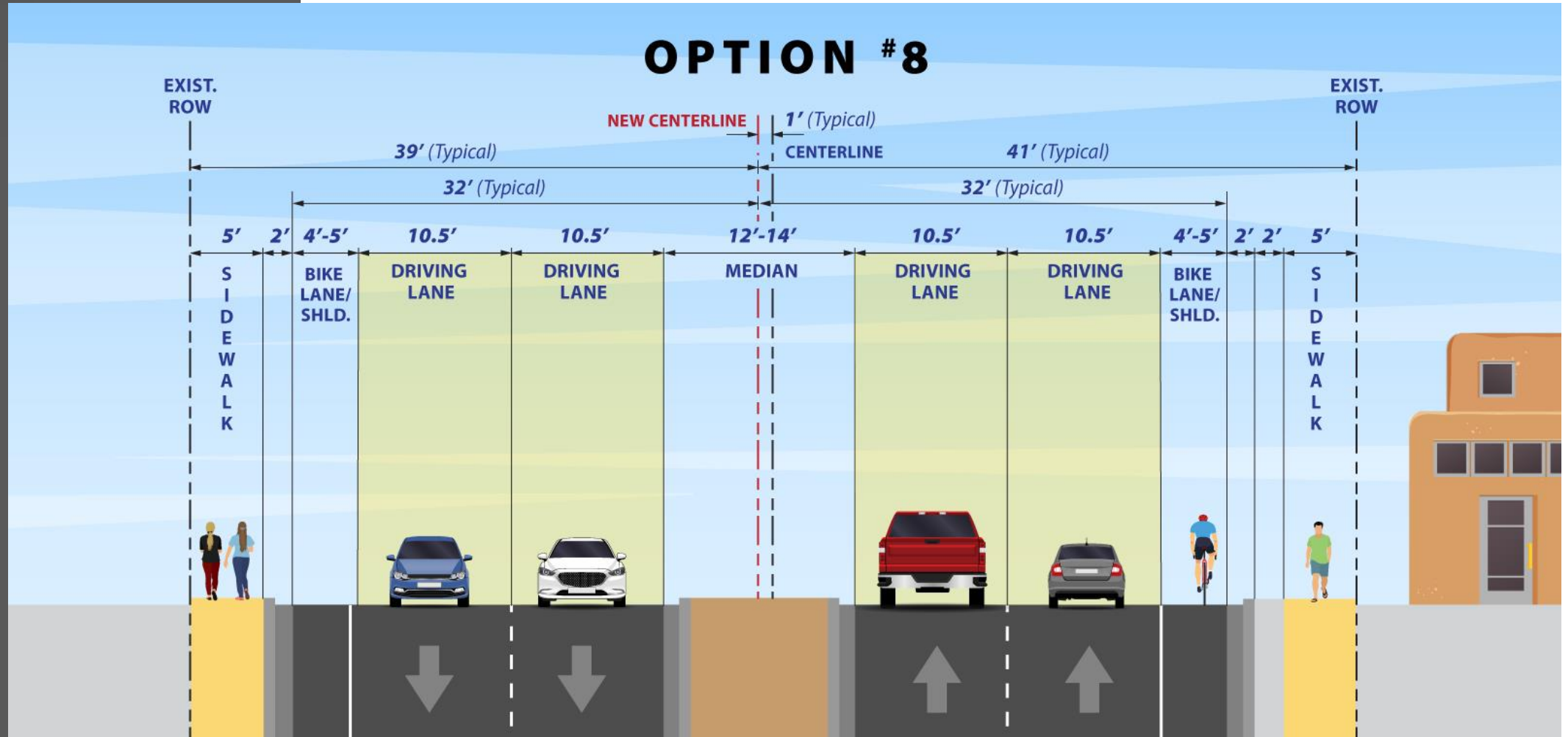
- Additional ROW would impact businesses

See project website for detailed typical sections of each preliminary alternative
<https://nm14cerrillos.nmdotprojects.org/>

Potential Improvements

▲ Cerrillos Road Improvements

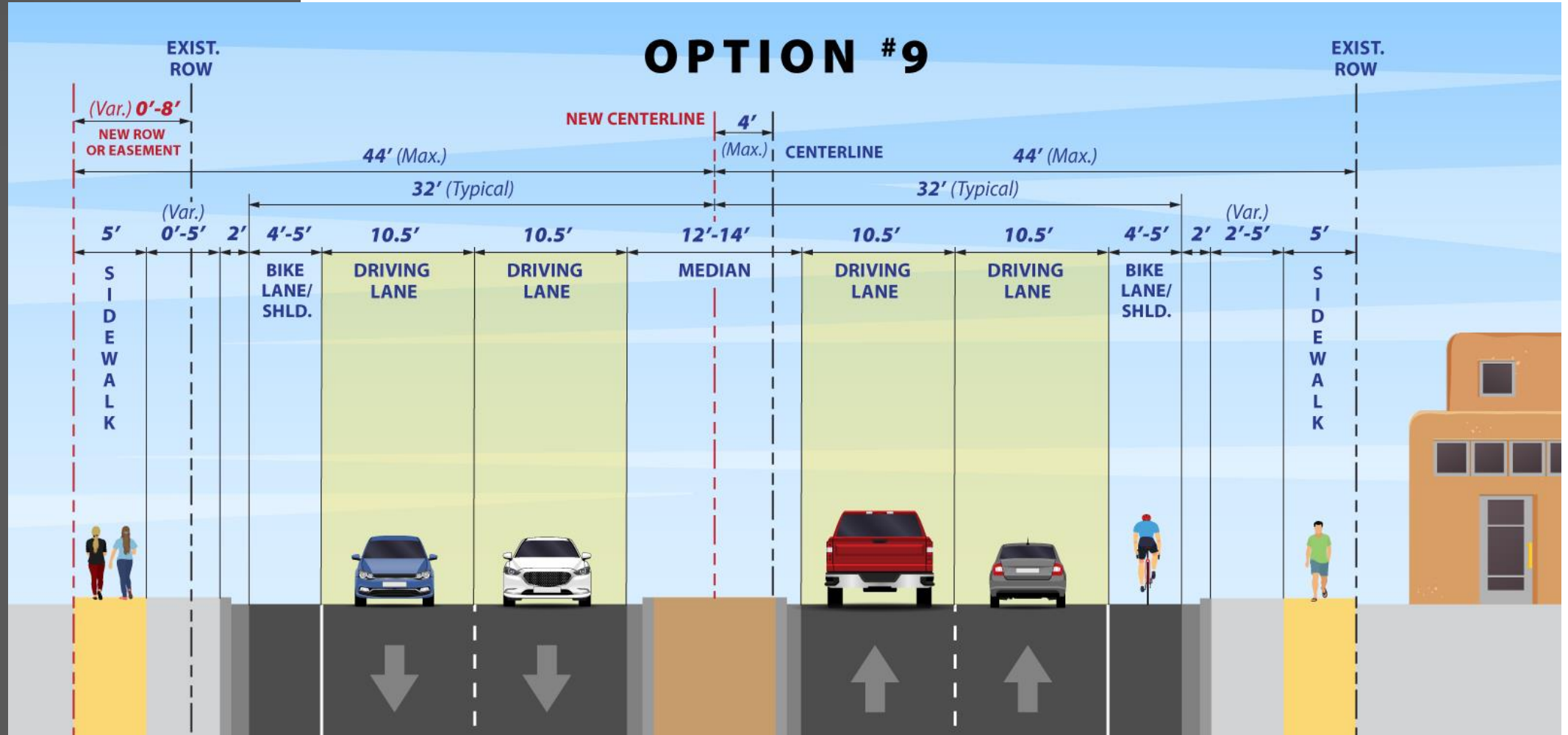
- » Recommended for Additional Analysis
- » Typical Section – Option 8 (within ROW)



Potential Improvements

▲ Cerrillos Road Improvements

- » Recommended for Additional Analysis
- » Typical Section – Option 9 (where ROW possible)



Potential Improvements

▲ Cerrillos Road Improvements

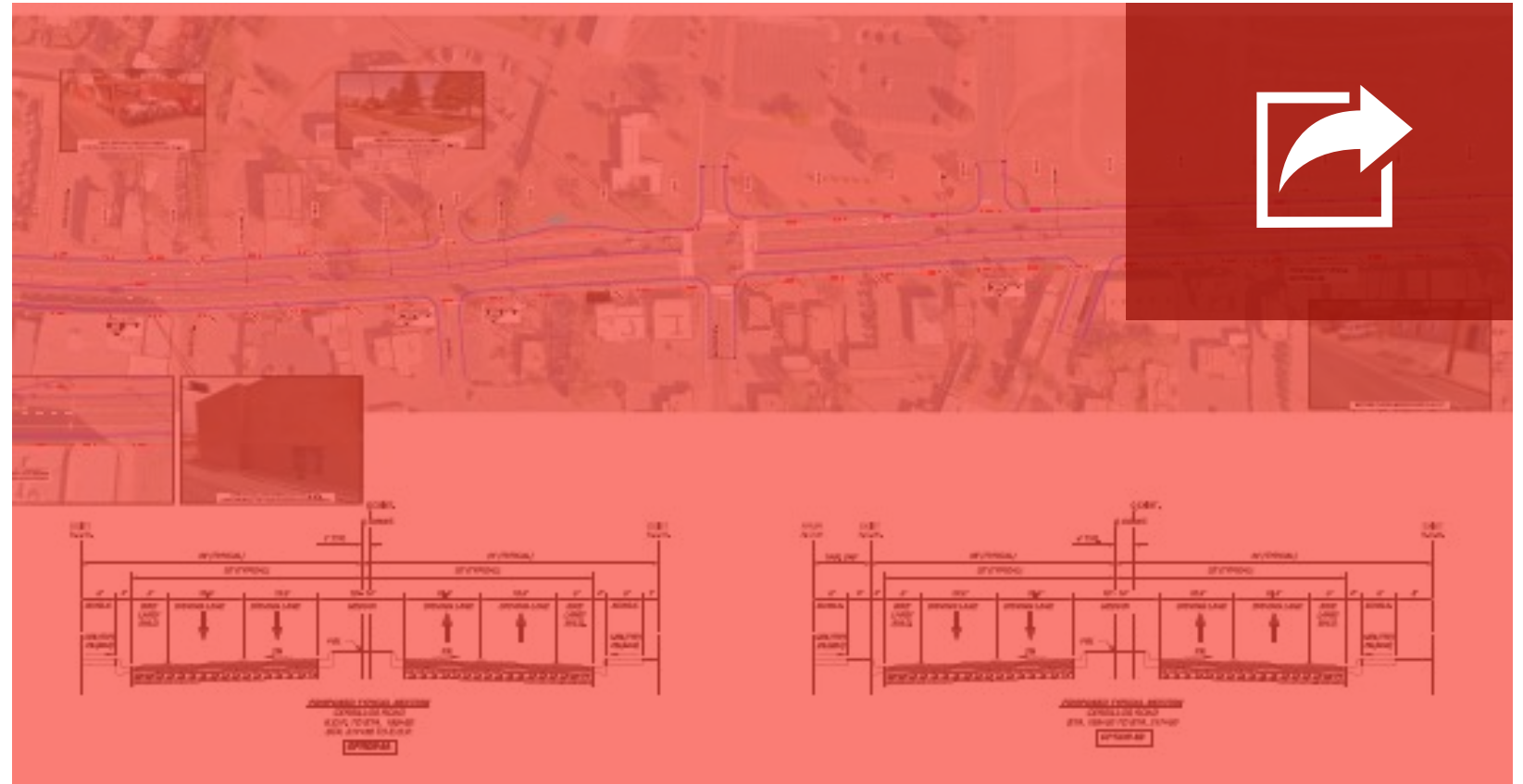
- » An initial comparison of preliminary alternatives resulting in Options 8 and 9 recommended for more detailed study:
 - 4' Bike Lanes
 - 5' Bike Lanes

See project website for detailed typical sections of each preliminary alternative
<https://nm14cerrillos.nmdotprojects.org/>

Potential Improvements

▲ Cerrillos Road Improvements

- » Typical Section Option 8 with 5' Bike Lanes





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SCHEDULE AND NEXT STEPS

Project Schedule

- ▲ Start of Study (Phase IA/B) – **Summer 2020**
 - » *Business owner meeting – July 2021*
 - » *Public meeting – July 2021* ← **We are Here**
 - » *Public meeting – TBD*
- ▲ Completion of study – **February 2022**
- ▲ Initial engineering design development – **Spring 2022**
- ▲ Environmental analysis & documentation – **Spring 2022**
- ▲ Public meeting – **TBD**
- ▲ Final engineering design – **2022 / 2023**
- ▲ Anticipated construction phase 1 – **Summer/Fall 2023**
 - » *Construction phase 2/3 – TBD, based on funding*

Next Steps



- ▲ Gather public input
- ▲ Perform detailed evaluation of improvements
- ▲ Prepare Phase IA/B Study Report
 - » *Select alternative to advance*
- ▲ Complete environmental studies & documentation
- ▲ Gather additional public input
- ▲ Develop preliminary design plans
- ▲ Develop phased final design plans
- ▲ ROW acquisition
- ▲ Construction

We want to hear from you...

Please provide us with comments by August 20, 2021.

Electronic submittals preferred

▲ How to provide comments?

- » **Email:** jennifer.hyre@wsp.com
- » **Call:** (505) 878-6577
- » **Mail:**
 - » WSP | Jennifer Hyre | Attn: NM 14
 - 2440 Louisiana Blvd NE, Suite 400
 - Albuquerque, NM 87110
- » **Use the comment form on NMDOT project page:**
<https://nm14cerrillos.nmdotprojects.org/>
- » **Complete a MetroQuest Survey:**
<https://rebrand.ly/CerrillosRoadSurvey>



All comments are welcome!!

MetroQuest Survey

Help us learn about your concerns and priorities

Available in English and Spanish

Disponible en inglés y español.

Access at: <https://rebrand.ly/CerrillosRoadSurvey>

NM 14 Cerrillos Road Improvements Study

More at: <https://nm14cerrillos.nmdotprojects.org/>

1 Welcome
Learn a bit about this initiative before you begin.

NM 14 Cerrillos Road Improvements
The New Mexico Department of Transportation is conducting an Alignment Study of NM 14, otherwise known as Cerrillos Road, from Saint Michaels Drive to Saint Francis Drive, and we want to hear from you! Your feedback will help us gain an understanding of your preferences and priorities for one of Santa Fe's most heavily traveled roadways. Our team will consider all comments for incorporation into the project's design alternatives.

Project Area **Español** **Next**

WELCOME **PRIORITY RANKING** **TRADEOFFS** **MAP MARKERS** **WRAP UP**

Between 2014-2018 there were a total of 494 reported crashes along this section of Cerrillos Road. Of them 279 were rear end type accidents. Eight involved bicycles and six involved pedestrians.

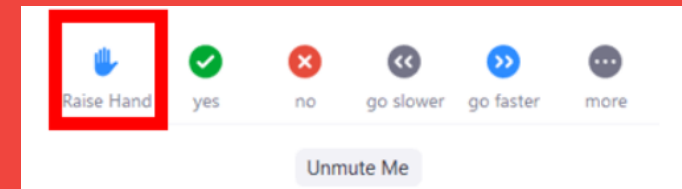
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Thank You



QUESTIONS

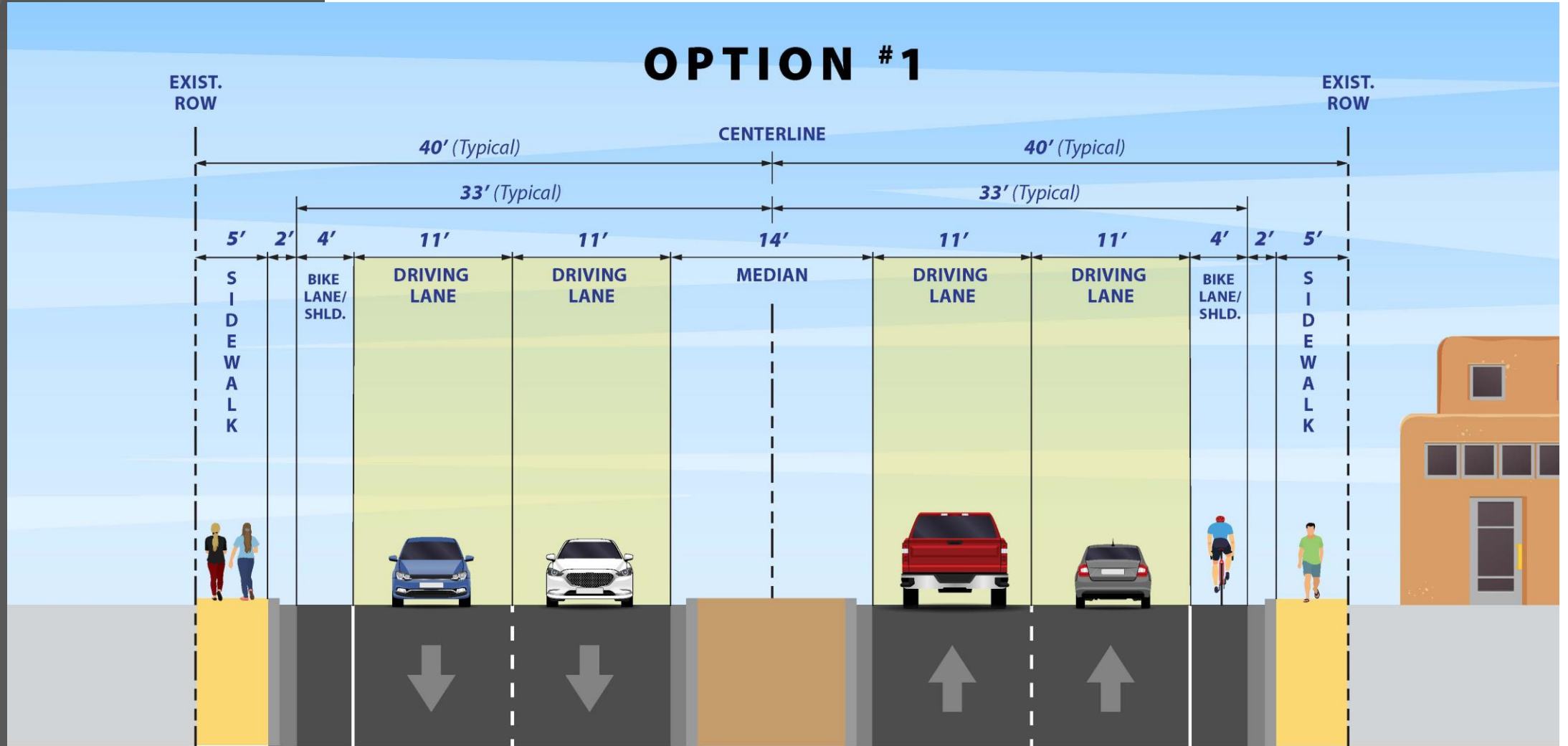
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raise your hand
Press *9 if you have dialed-in



<https://nm14cerrillos.nmdotprojects.org/>

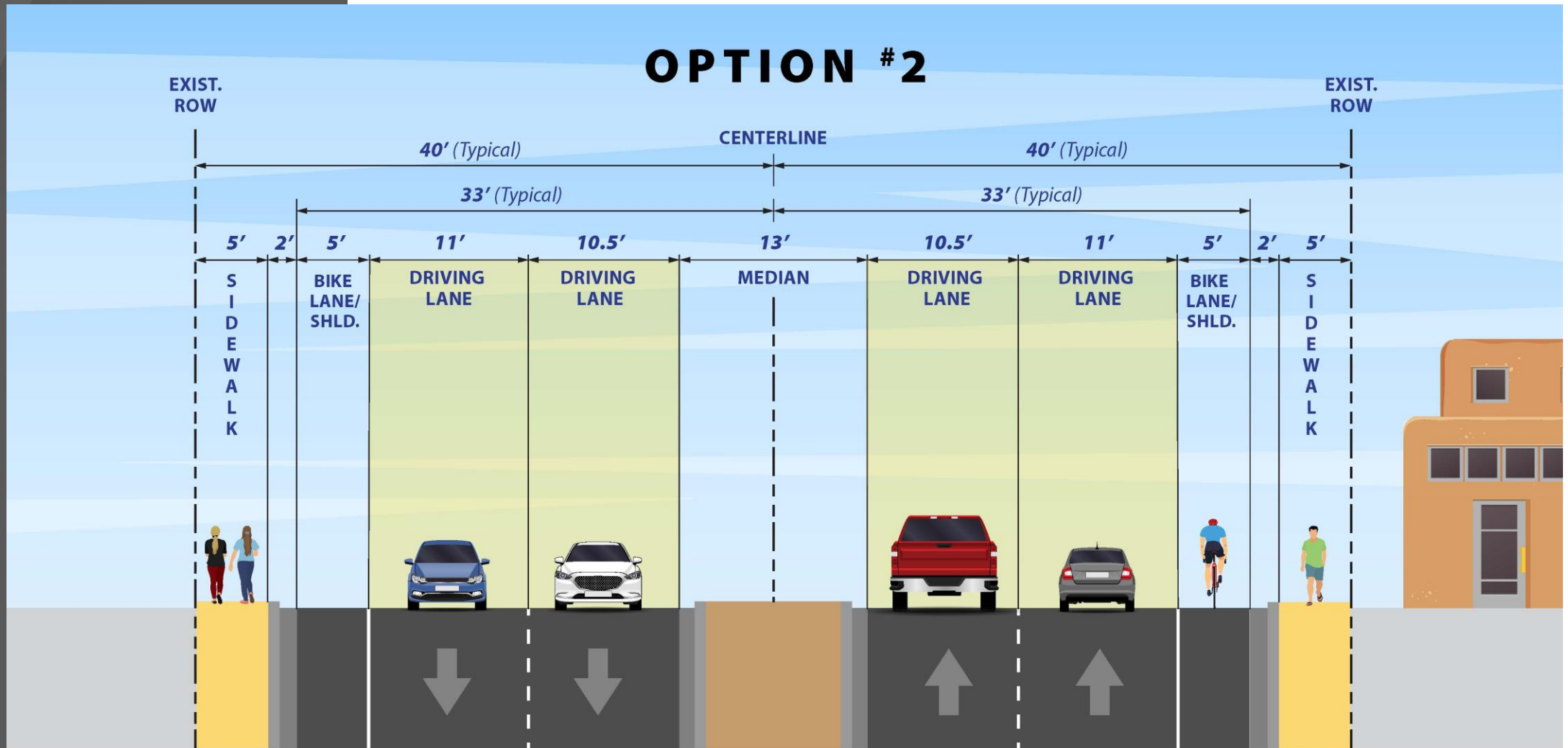
Potential Improvements

▲ Typical Section – Option 1



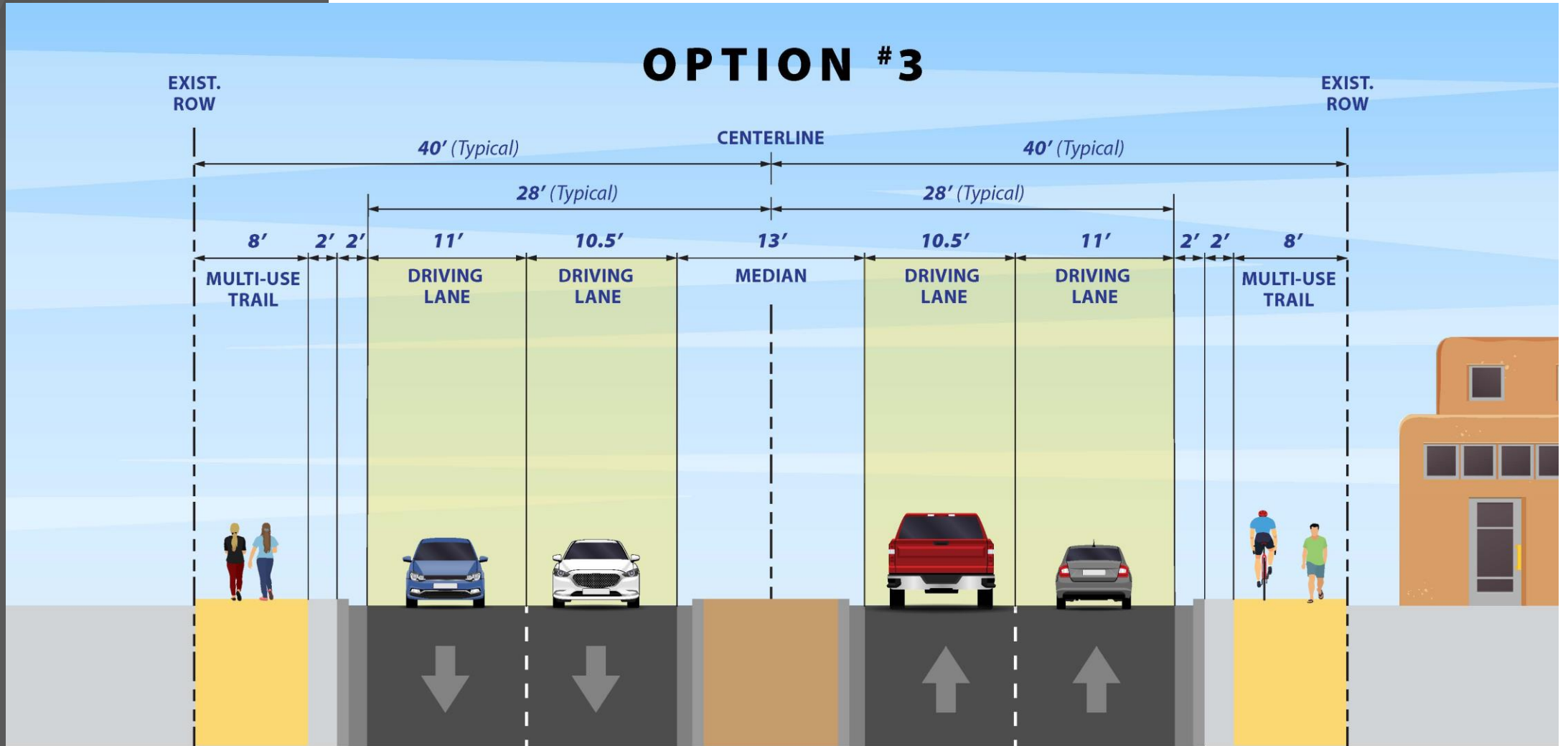
Potential Improvements

▲ Typical Section – Option 2



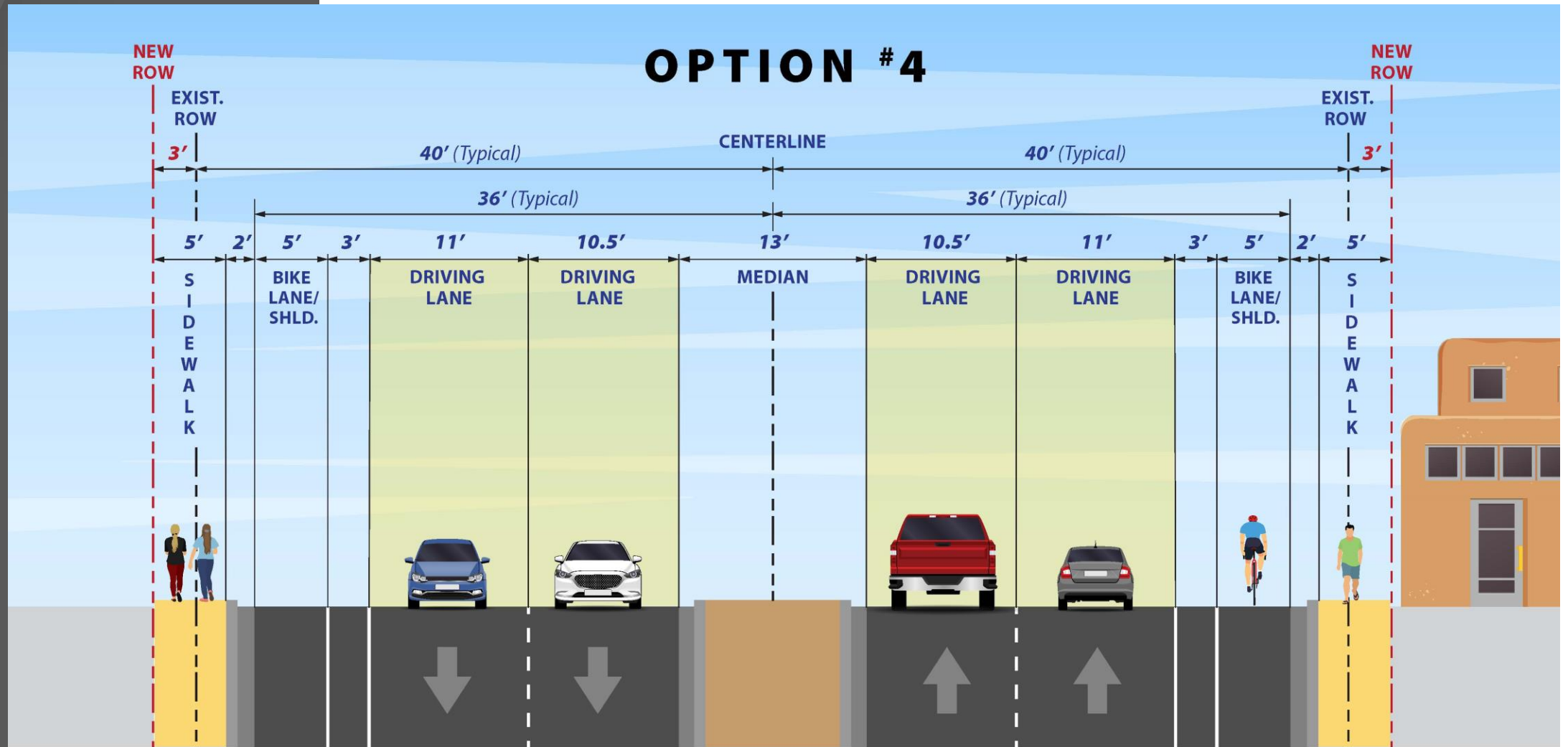
Potential Improvements

▲ Typical Section – Option 3



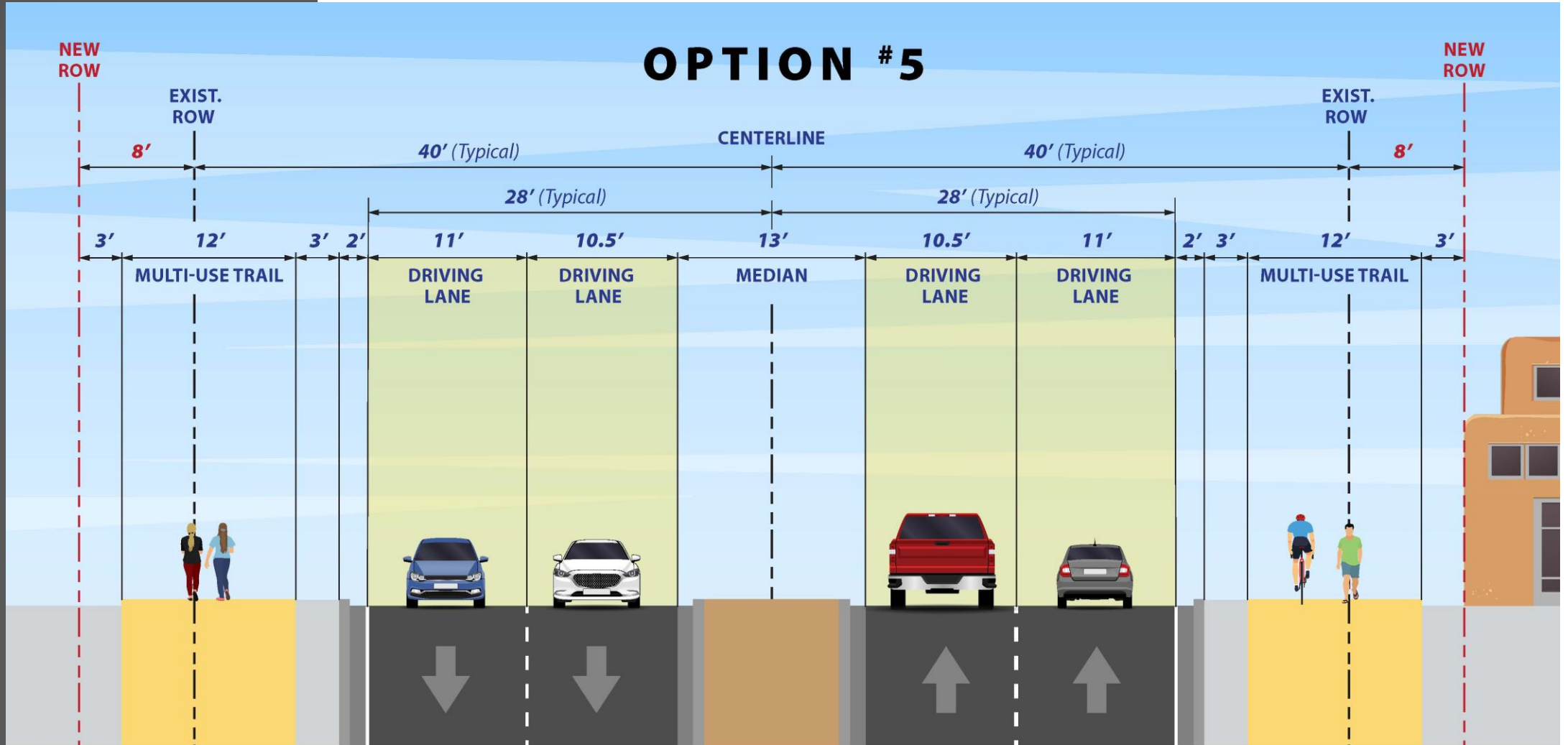
Potential Improvements

▲ Typical Section – Option 4



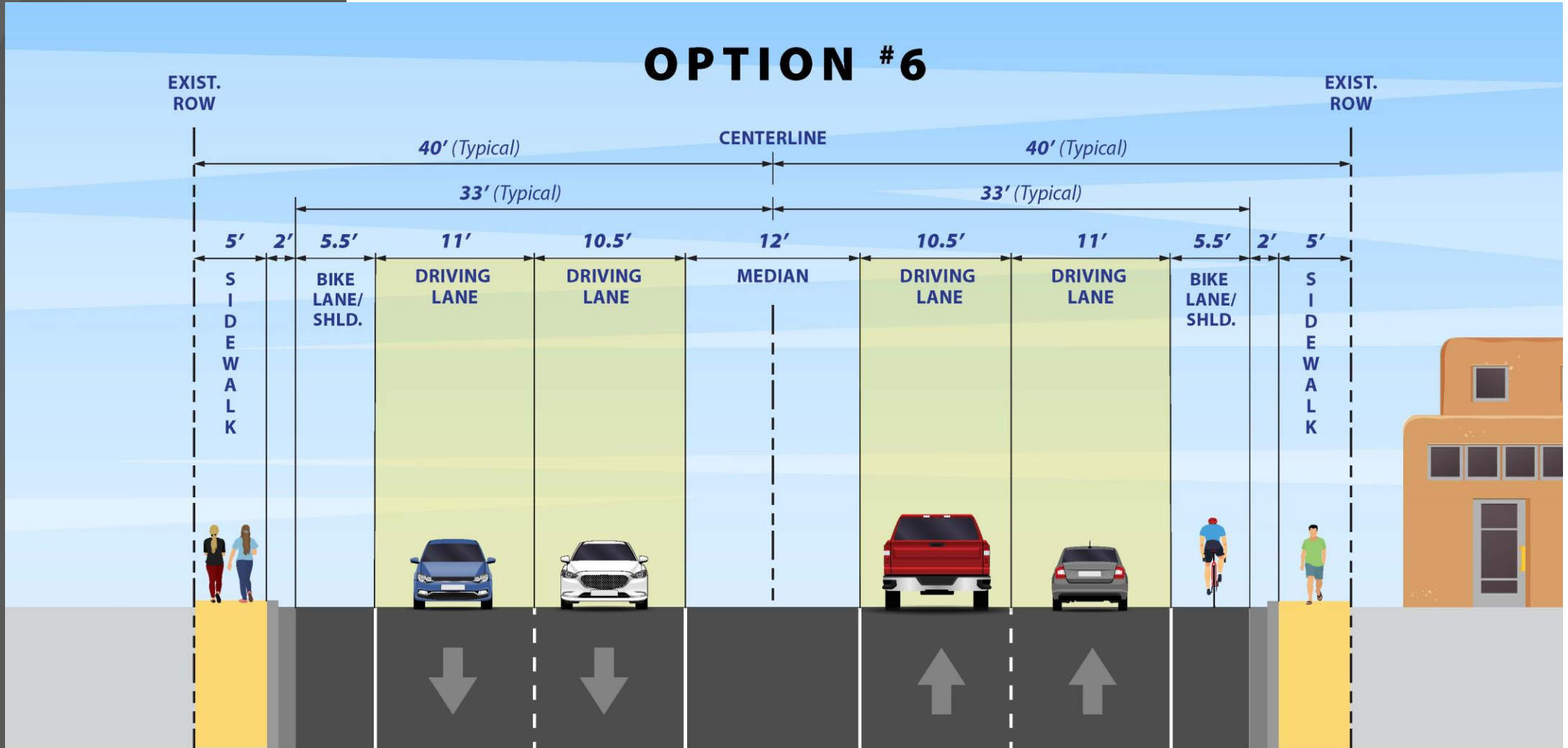
Potential Improvements

▲ Typical Section – Option 5



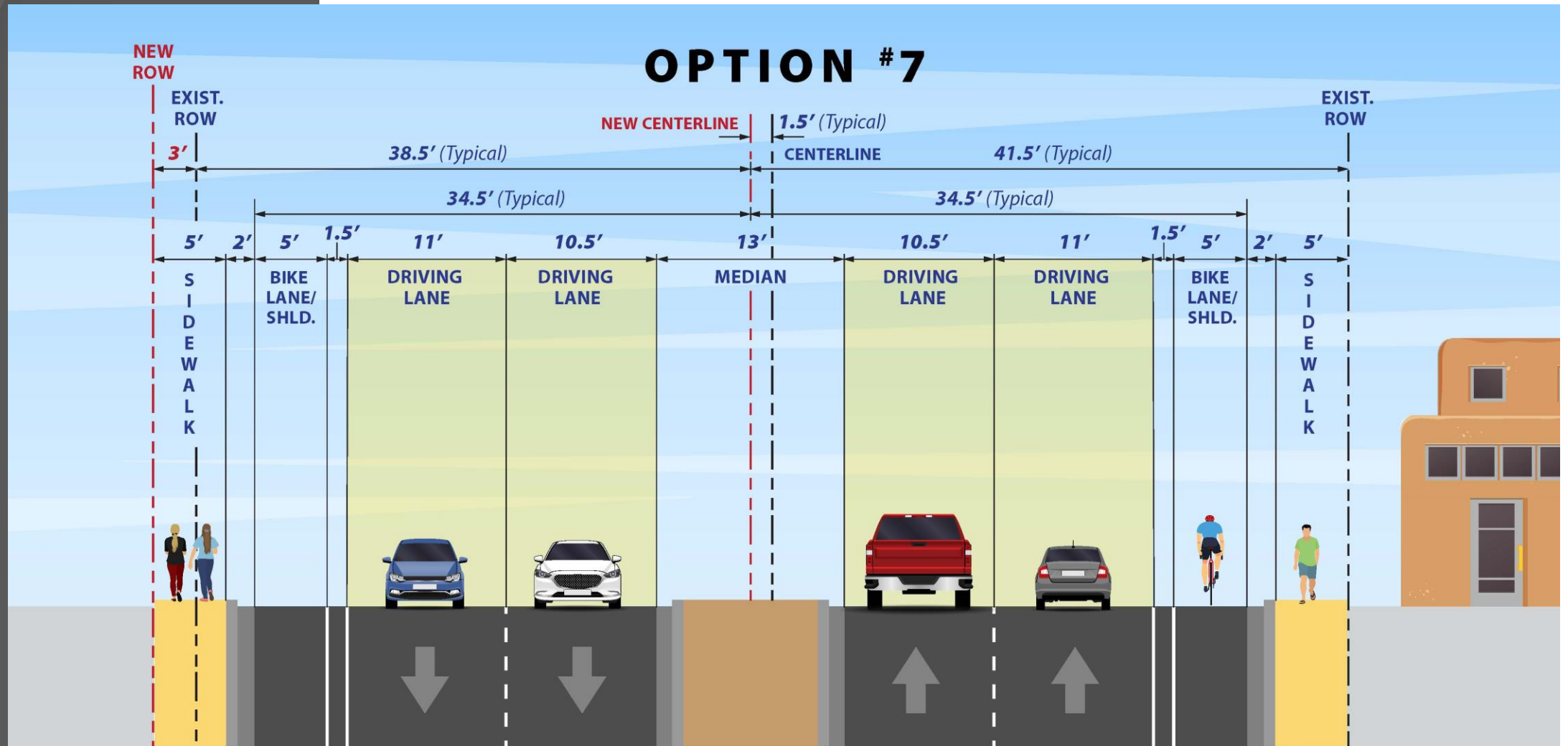
Potential Improvements

▲ Typical Section – Option 6



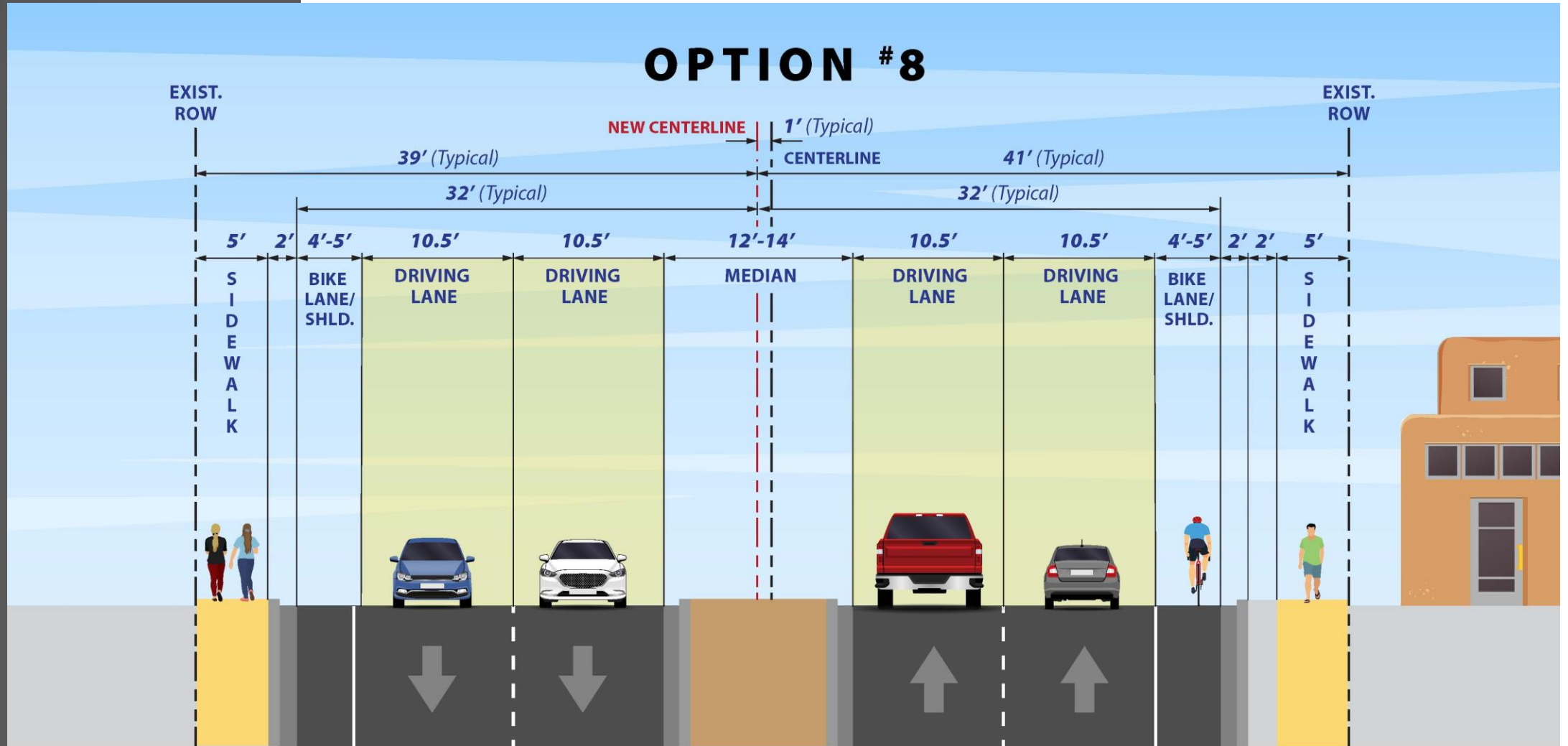
Potential Improvements

▲ Typical Section – Option 7



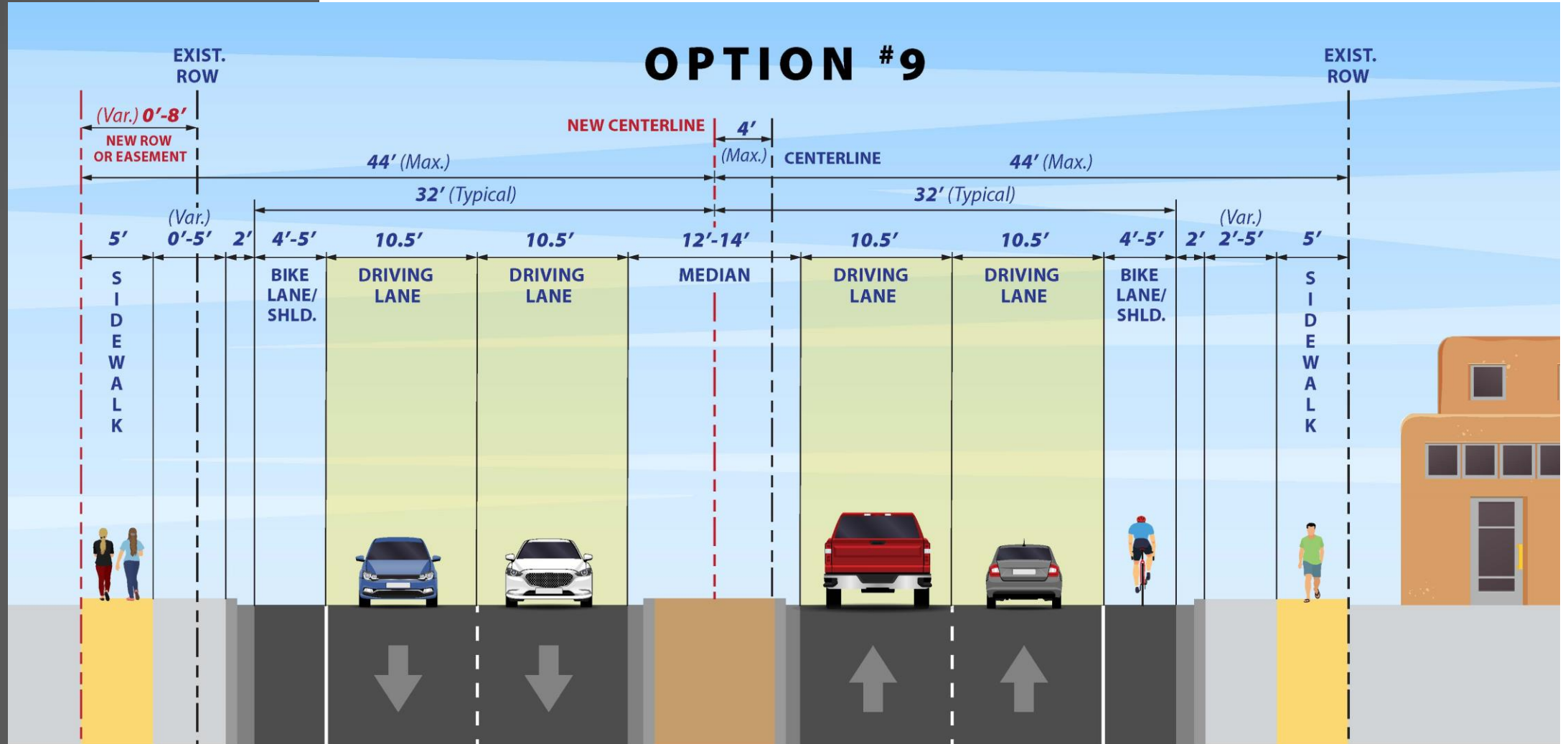
Potential Improvements

▲ Typical Section – Option 8



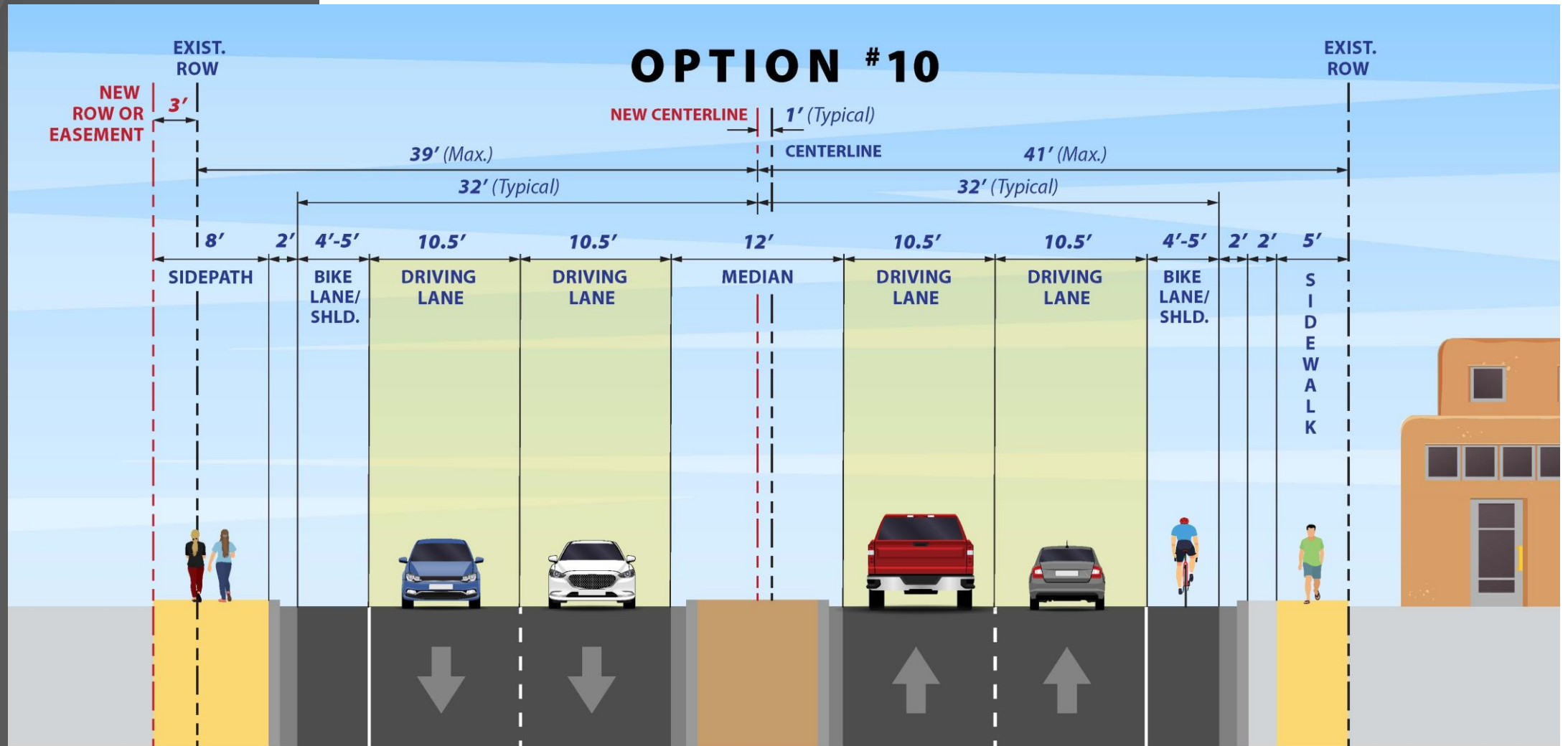
Potential Improvements

▲ Typical Section – Option 9



Potential Improvements

▲ Typical Section – Option 10



Potential Improvements

▲ Typical Section – Left-Turn Lane Detail

