

CHAPTER 4 – APPENDIX

Chapter 4 Public Involvement

Description

Appendix K – Public Involvement Plan

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Appendix K

Public Involvement Plan

NM 14 Cerrillos Road Improvements
MP 52.04 to MP 53.73 (St. Michaels to St. Francis)
Context Sensitive Solutions Public Involvement Plan

Control Number: S100680

October 5, 2020

Prepared for:



and



Prepared by:



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Introduction

This document serves as the Context Sensitive Solutions Public Involvement Plan (CSSPIP) for the NM 14 Cerrillos Road Improvements from MP 52.04 to MP 53.73 (St. Michaels to St. Francis) in Santa Fe, New Mexico (Control Number S100680). Cerrillos Road is designated as State Highway 14 (NM 14) and is a major thoroughfare in the Santa Fe metropolitan area transportation system. Cerrillos Road is one of Santa Fe's key transportation and land use corridors and one of its most heavily traveled roadways. The corridor is multimodal with diverse land uses including small retail shops, schools, and large employers. Commuter mobility and local circulation are important functions for this segment of Cerrillos Road.

The purpose of the proposed improvements to Cerrillos Road from St. Michaels Drive to St. Francis Drive is to enhance mobility for vehicular, bicycle and pedestrian travel, to address physical deficiencies of the existing transportation facilities, and to better manage traffic flow.

The CSSPIP is a dynamic document that will evolve as the study progresses. It is expected that new issues may be identified as stakeholders are informed and involved in the process. Methods to involve stakeholders may also change to maximize outreach and provide the best opportunities for input.

In the end, the CSSPIP strives to incorporate public involvement and active stakeholder participation into the study development process to produce transportation projects that fit within the context of the community, natural resource mitigations, and visual enhancements, and respond to the needs of the community.

Goals of the Collaboration with the Community

Public involvement and consideration of the project setting and context are a fundamental component of the New Mexico Department of Transportation (NMDOT) Location Study Procedures. This scoping study seeks to provide transparency, seek feedback and lead collaboration with the community and stakeholders affected in the study area.

With this CSSPIP, the NMDOT, Federal Highway Administration (FHWA), and the City of Santa Fe (CoSF) intend to meet the following goals through collaboration with the community:

- To establish the project context and identify major issues;
- To identify project stakeholders; and
- To develop a decision-making process that is sensitive to the project context, involves stakeholders in a meaningful way, and leads to development of a preferred alternative that is consistent with transportation, environmental, cultural, community, land use and economic contexts in the project area.

Enhancing mobility for Americans with Disabilities Act (ADA) and multi-modal users, addressing physical deficiencies of the existing transportation facilities, and better managing traffic flow are the main objectives of the NM 14 Cerrillos Road Improvements project. Data regarding traffic counts, crashes/accidents, traffic flow, and conflict areas will be gathered and vetted with the public to establish the purpose and need for the project.

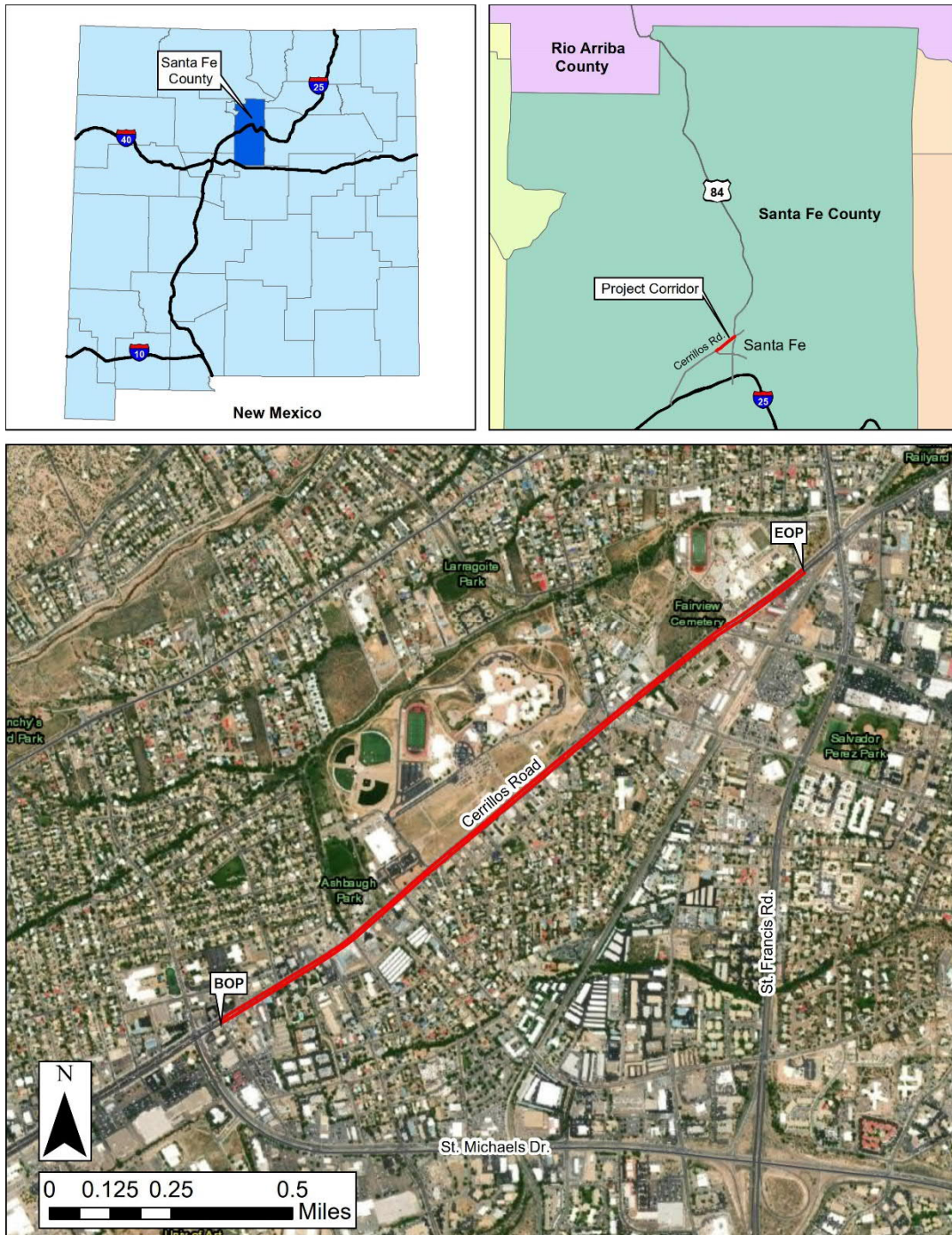


Figure 1: Project Map

Analyses of the Background Context

The following sections provide additional background and context as it relates to the environmental setting, historical context, local economics and land use, transportation facilities, community composition, visual resources and public health considerations within the study limits.

Environmental Setting

The NM 14 corridor is situated within the U.S Environmental Protection Agency Level IV North Central New Mexico Valleys and Mesas ecoregion, which is part of the larger Arizona/New Mexico

Plateau region. This ecoregion is generally characterized by mesas, valleys, piedmont slopes, deep canyons, and a few scattered hills (Griffith et al., 2006).

The Santa Fe Mountains, to the east of the city, round out the Sangre de Cristo range. Its tallest mountain, Truchas Peak, is 13,107 feet. Several arroyos and streams flow from these mountain canyons, namely the Santa Fe River, now an ephemeral-intermittent stream that runs through the city and to the Rio Grande.

The area is on flat to gently sloping plateau gradually increasing in elevation toward the mountains north of Santa Fe. The Santa Fe area is characterized by its range in elevations, 6,700 ft in the city to over 13,000 in the Santa Fe National Forest. These elevations create several biomes which include a grassland/woodlands transition zone, coniferous forest (6,000 ft – 9,500 ft), and subalpine and alpine zones (over 9,500 ft). Sagebrush and grasses dominate the lower elevations, Piñon pine and junipers dominate the transition zone, Douglas fir, Ponderosa pine, and aspen woodlands at mid-elevations, and spruce fir forests at high elevation. These biomes support a diversity of wildlife including elk, black bear, mule deer, deer, rabbits, rattlesnakes, as well as a wide variety of bird and aquatic species.

Historic

Prior to European settlement, the Santa Fe area was occupied by the Pueblo people, who had established several villages in the area. Spanish colonists began to arrive in the late 1500's to settle the land as part of New Spain. Throughout the historic period, Santa Fe had been settled and resettled many times by Puebloan and Spanish peoples.

Santa Fe was located near the northern terminus of the Camino Real, a long-established trade route between Mexico City and Santa Fe and in 1821, the Santa Fe Trail was completed which linked the area to the eastern United States. After the end of the Mexican-American War and the signing of the Treaty of Guadalupe Hidalgo in 1848, New Mexico became a territory of the US and the Anglo-Hispanic population in the area began to grow, particularly after the arrival of the railroad in 1880.

By the mid-17th century, the land north and south of the Santa Fe River was irrigated by acequia systems which encouraged agricultural activity and economic growth in the area. By the 20th century, mineral exploration and extraction became an important industry and the area transitioned from sheep farming to mining. New Mexico attained statehood in 1912. During this time, the city began to grow outward from the plaza, the city center, and became the state's capital.

As the City of Santa Fe continued to experience growth in the early 20th century, Cerrillos Road began to develop as a commercial corridor in the 1930's. Cerrillos Road continues to serve as a critical regional transportation corridor and a commercial and retail center for residents as well as tourists.

Land Use

Lands within and surrounding the project consist of dense urban development with local and chain businesses, community facilities, and private property owners. Types of businesses vary, and include restaurants, retail, automotive repair, and animal care. Community facilities include the Santa Fe School of the Deaf, Santa Fe Indian School, Fairview Cemetery, Ashbaugh Park, Santa Fe Fire Department Station 3 and the Santa Fe Indian Hospital.

Transportation

Cerrillos Road is designated as State Highway 14 (NM 14) and is a major thoroughfare in the Santa Fe metropolitan area transportation system. Cerrillos Road is one of Santa Fe's key transportation and land use corridors and one of its most heavily traveled roadways. Commuter mobility and local circulation are important functions for this segment of Cerrillos Road. No improvements to the St. Michaels Drive or St. Francis Drive intersections are planned.

This project represents the fourth and final phase of the combined NMDOT and CoSF effort to upgrade Cerrillos Road from Airport Road to St. Francis Drive. The NMDOT and CoSF are in the process of executing a road exchange agreement transferring the ownership and maintenance of Cerrillos Road along this entire length to the CoSF once this final phase is completed.

Per the Traffic Volume Development Report, the roadway saw an average daily traffic of 33,479 in 2019. The highway also sees some truck traffic. Per the 2017 AADTT Annual Average Daily Truck Traffic on State Owned and Maintained Roads, the average daily truck traffic is 2,297, which includes 1,262 Single Trucks and 1,035 Combo Trucks (NMDOT).

Community

Numerous community services are present in and around the project area, this includes the Santa Fe Indian Hospital, Santa Fe School for the Deaf, Santa Fe Fire Department Station 3, the Fairview Cemetery, the James A Little Theater, and the New Mexico Department of Transportation office. Several businesses exist along this project corridor, including small retail, large chain retail stores, a hostel, hotels, automotive repair and sales. Residential neighborhoods are also located near the project area and may be impacted.

Federal guidelines for Environmental Justice afford all communities and individuals, regardless of race, national origin, or income protection from disproportionately high and adverse human health or environmental impacts. Specifically, environmental justice aims to identify and address these high and adverse effects on minority and low-income populations and provide them access to public information and the opportunity to participate in the decision-making process.

Data from the U.S. Census Bureau was obtained via the Economic Profile System (EPS) and the EPA's Environmental Justice Screening and Mapping Tool (EJSCREEN), both of which use federal data to map, assess, and compare demographic characteristics based on specific geographies. EJSCREEN combines environmental and demographic indicators, using customized analysis areas via an interactive mapping interface, to identify minority and/or low-income populations, as well as potential environmental quality issues of concern to those groups.

Approximately, 85% of the population in the study area is Caucasian which is higher than the state average, which is 38% (Figure 2). Approximately 12% of the population surrounding the study area is low-income compare to the state average of 16% low income.

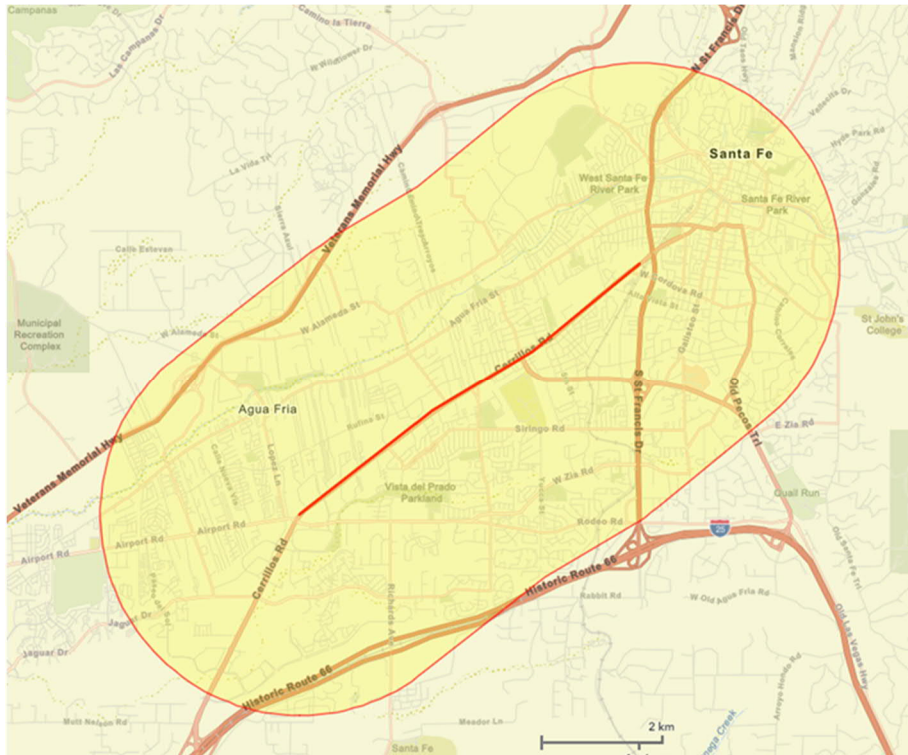


Figure 2: Demographic Study Area Location Map

Additionally, the American Community Survey shares additional demographic information for the communities within the study area, as described in Table 1 (American Fact Finder - American Community Survey), which provides an overview of demographic characteristics for Santa Fe City in comparison with Santa Fe County and the State of New Mexico.

Table 1: Demographic Overview for the Study Area, Santa Fe City, Santa Fe County, and New Mexico

Characteristics	Study Area (2-mile radius)	Santa Fe City	Santa Fe County	New Mexico
Population				
- Total Population	68,562	70,913	147,514	2,084,828
- Median Age	-	42.8	45.3	36.7
- Percent under 18	20%	18%	19%	24%
- Percent over 65	19%	22%	21%	16%
Percentage of Population Growth				
- 2010 to 2018 % Change	-	+24.1%	+3.8%	+1.4%
Race and Ethnicity (Percent)*				
- Caucasian (White)	85%	86%	83%	38%
- Native American	3%	2%	4%	9%
- African American (Black)	1%	1%	1%	2%
- Asian	1%	1%	1%	1%
- Hawaiian/Pacific Islander	0%	0%	0%	0%
- Other Race	8%	6%	9%	0%
- Two or more races	2%	3%	1%	2%

- Hispanic Ethnicity	58%	50%	51%	48%
Income				
- Percent Low-Income	12%	11%	11%	16%
- Per Capita Income	\$32,508	\$39,468	\$35,801	\$25,257
Language Spoken at Home (percent)				
- English	62%	67%	66%	65%
- Spanish	34%	30%	30%	28%
- Other Indo-European Languages	0%	1%	1%	0%
- Asian and Pacific Islander Languages	0%	1%	0%	1%
- Other Languages	1%	1%	1%	5%

Source: 2013-2017 5-Year Estimates Data Profiles, American Community Survey (US Census Bureau)

* Data may not sum to 100 due to rounding. Note: Hispanic population can be of any race.

Visual Resources

Visual resources (the landscape) consist of landform (topography and soils), vegetation, bodies of water (lakes, streams, and rivers), and human-made structures (roads, buildings, and modifications of the land, vegetation, and water). These elements of the landscape can be described in terms of their form, line, color, and texture.

The Sangre de Cristo Mountains are visible to the east of the road and the Jemez Mountains are visible to the west. The project area is an urban environment with commercial buildings of various architectural styles, time periods, and materials.



Figure 4: Viewshed of Cerrillos Road facing Northeast

Economic

Cerrillos Road serves as a major roadway influencing economic opportunities within the City. As discussed, there are several businesses located within the study area. Cerrillos Road is a Principal arterial that provides connectivity to neighborhoods, schools, and local businesses within the City of Santa Fe. The corridor also connects to the Old Town Plaza, which is a key tourist destination within the city.

Public Health

A holistic approach to public health includes elements such as air quality, safety, active transportation, and access to medical care. Santa Fe County is in attainment of the National Ambient Air Quality Standards as established by the Environmental Protection Agency under the authority of the Clean Air Act, and therefore, the air quality of Santa Fe County is generally considered to be good.

The Santa Fe Fire Department Station 3 is located within the project corridor near Ashbaugh Park and at the northeastern edge of the project area. The fire department serves the center of the City in the protection and prevention of loss of life and property as well as the delivery of emergency services.

The Santa Fe Indian Hospital is located within the project area and serves nine pueblos. There are additional Santa Fe area hospitals outside of the project area, primarily on St. Michaels Drive, that provide emergency room and outpatient services that use Cerrillos Road as a route for ambulance service. As such, emergency response issues should be considered in addressing transportation needs for the corridor.

Modal Considerations and Connectivity

Motorized vehicles are the primary mode of transportation through the study area. There is some commercial traffic in addition to the standard passenger-sized vehicles.

There are continuous, variable-width pedestrian sidewalks along Cerrillos Road, as well as roadway shoulders used as bike lanes in both directions. In some areas the pavement is degraded and in poor condition. This project will consider improvements to multi-modal connections in the project area.

There is an access point to a connector trail to the Acequia Trail to the east of the Santa Fe Fire Station 3. Additionally, there is also a trail access point near the Railfan Road/Odd Fellows Hall and several proposed trail connections around the S. Capital Station and Railyard Park.

There are several bus transit routes within the project corridor and Santa Fe Trails has numerous bus stop locations in the corridor, including ones with shelters.

Opportunities to Express Local Values

Opportunities to express local values will be addressed in the areas of roadway design, traffic safety, traffic calming, and landscaping. Per the City of Santa Fe General Plan, the project area is targeted for mixed-use development, including commercial, residential and institutional uses.

It is expected that stakeholders will guide the development of aesthetic enhancements. Such enhancements may blend with the landscape in terms of color, texture, shape, and form. This segment of Cerrillos does not serve as a gateway/entranceway to the City, but rather is adjacent to prior phases of improvements along this corridor.

Roadway and Traffic Features

Cerrillos Road/NM 14 is classified as a Principal Arterial. This classification is not expected to change as a result of this project. The posted speed limit is 35 miles per hour.

Aesthetic Treatments

The Context Sensitive Solutions approach considers the total context within which a transportation improvement project will exist, including aesthetic resources, while maintaining safety and mobility. Cerrillos Road is an aesthetically pleasing urban road. The study will consider the optimal use of existing right-of-way although an alternative in consideration would require additional right-of-way. Any aesthetic treatments considered or developed as part of the study would need to blend with the visual context of the area in color, texture, and shape and be in harmony with the previous Cerrillos Road corridor improvements.

Scale the Solution to the Problem

Affordability and Timeliness

The feasibility of implementing roadway improvements identified will be based on funding availability and priority within NMDOT District 5 when compared to implementing other projects. Roadway improvements identified during the scoping study will also be prioritized by cost and the ability to design and implement the improvements in a timely manner.

Supported by the Community

An essential part of the study development process is community and agency stakeholder support. Residents of the Santa Fe community will be invited to participate in virtual public involvement events. The NMDOT anticipates traffic, pedestrian and bicycle safety, improvements to roadway rideability, the potential interruptions to Cerrillos Road traffic during construction, and changes to driveways and access points to be of most interest to the public. Once the concerns and issues of the study area have been identified, stakeholders (area residents, traveling public, tourists, business owners, agencies, etc.) will be asked to provide input on solutions to these issues. Their input will be considered and used to refine the study recommendations.

Design Approach

The Location Study Procedures, Context Sensitive Solutions, and public involvement will be incorporated into the scoping study process and will be integrated into the alternatives development and design, which will focus on meeting the needs of the traveling public and local community.

Identification of Stakeholders and the Public

Stakeholders for the project can be divided into the following categories: 1) those directly impacted by the study and have a vested interest in study decisions; 2) those indirectly impacted by the study because they use Cerrillos Road as part of their travel route related to tourism or business travel; and Government entities or service providers within and surrounding the study area.

Directly Impacted Stakeholders

- Residents and Community Members
- Business owners
- Commuters
- Schools (Santa Fe Indian School, New Mexico School of the Deaf, Santa Fe Public Schools)
- School bus drivers
- Local utilities (power lines, telephone – fiber optic, electrical, sanitary sewer, water, gas, cable TV, signal systems)

- Bicyclists and pedestrians
- Santa Fe Bike Trail Advisory Committee
- Santa Fe Transit Department
- Santa Fe Trails
- Emergency Service Providers (Santa Fe Fire Department Station 3, Ambulance, Police)
- United States Postal Service
- Santa Fe Railyard Corporation
- Freight and other trucking companies
- Private landowners

Indirectly Impacted Stakeholders

- Tourists
- Local economic development groups (including chamber of commerce)
- General public
- Community groups/neighborhood associations
- Santa Fe bike community and other interest groups

Additionally, there are many agencies with jurisdictional authority over the infrastructure, environmental resources, and/or land use within the project area, such as:

- Elected officials
- City of Santa Fe
- City of Santa Fe Metropolitan Planning Organization
- Santa Fe County
- New Mexico Department of Transportation
- New Mexico Environmental Department
- New Mexico Office of Cultural Affairs, Historic Preservation Division
- New Mexico Department of Game and Fish
- US Army Corps of Engineers
- US Fish and Wildlife Service
- Federal Highway Administration

Consensus on Purpose and Need definition

In coordination with the NMDOT, the study team will seek to obtain a consensus on the project purpose, need, issues, and goals. Issues will be identified through discussions with stakeholders and the public.

Anticipated issues include the following:

- Improving rideability of Cerrillos Road through the study area;
- Improving ADA and multi-modal connectivity;
- Maintaining access for traffic in both directions during the project improvements and construction; and
- Improving drainage throughout the corridor.

Project-Specific Communication Strategy

Coordinated agency and stakeholder engagement is critical for the success of this project. The project team anticipates stakeholders will have concerns regarding access to their residences and businesses during construction and traffic impacts during construction. While federal and state government-mandated COVID-19 emergency precautions remain in effect, such as social distancing and 'stay-at-home', Public Involvement Plans will focus on alternatives to traditional stakeholder and agency gatherings, public meetings, and open houses until further notice. The safety, health, and well-being of our team and the communities we serve is paramount.

The project team will make every effort to keep agency and stakeholder representatives informed of project progress and invite feedback using the following strategies. The approach will be adjusted as needed based on input from the NMDOT and FHWA. Within a half mile of the project location, 10-11% of the population has limited English speaking ability, which likely consist of Spanish- and Native American-speaking individuals. Appropriate methods for language inclusion will be incorporated into the public involvement communication strategy in accordance with FHWA Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency.

Public Meetings

- Agency scoping: Standard scoping letters will be drafted on behalf of NMDOT and sent to pertinent land managing and regulatory agencies, area business and neighborhood associations, and pertinent community organizations, such as Santa Fe Trails and bicycle advocacy groups.
- Business owner interviews and agency coordination meetings: Coordination of regular audio or audio-video meetings with agency stakeholders will occur through the normal consultation process. Business owner interviews and potentially focal-group meetings will also occur. In-person meetings are not feasible at this time. NMDOT will conduct on-going coordination with key stakeholders, including the CoSF, the Santa Fe Indian School, and the Santa Fe Indian Hospital. Periodic briefings and/or presentations may be provided to other stakeholders to coincide with major milestones and/or on an as-requested or as-needed basis determined in collaboration with the NMDOT.
- Public involvement meeting(s): While emergency precautions are being implemented, methods for informing the public in-person are not feasible. FHWA approves using alternative measures for achieving public input due diligence. Public meetings will be held during appropriate stages in the project development process, as determined in cooperation with the NMDOT team. Specific to this project, there will be two public meetings during Phase 1A/B. The meeting dates, times, locations, and purpose will be announced at least 2 weeks in advance, using the following outlets, as feasible:
 - Meeting notices sent via mail or email to landowners, businesses, and schools adjacent to the study area, and to agency stakeholders;
 - Every Door Direct U.S. Postal Service cardstock mailers or electronic notification to a master mailing list may be used
 - Public announcements in local newspaper (Santa Fe New Mexican) and local radio stations, including KSFR, KANW, KRAR, and KRRE;

- Meeting notice posted on the NMDOT Projects website;
- Meeting notice posted through NMDOT's and CoSF's social media outlets, Facebook and Twitter;
- Meeting notice distributed through the NMDOT and CoSF Public Information Officers; or
- Other notification methods chosen by the project team.

The public meeting format will be a virtual meeting platform scaled to the context of the local community and the project purpose and need. All public meeting-related materials would be posted on the NMDOT Projects website for public viewing, <https://dot.state.nm.us/nmdotprojects>. The structure and content of the public meeting (to be reviewed and approved by the NMDOT) could include the following:

- A virtual town hall public meeting that combines the use of active phone (landline and mobile) participation in tandem with live audio-video internet streaming;
 - The meeting style mimics a radio show and is facilitated similar to in-person meetings with a moderator, combined verbal/Power Point presentation, and Question and Answer interaction between the development team and participating public.
- A pre-recorded, static audio/video informational event with a Power Point presentation for subsequent posting on the NMDOT Projects website; or
- Other methods chosen by the project team.

The public would have 30 days to provide comments through all of the traditional methods, except in-person. Following closure of the public comment period, a Public Involvement Summary Report will be prepared to document public input and concerns and aid in refining the alternatives. Additional correspondence, email updates, and/or focus-group meetings may be held as determined necessary during the study progress.

Alternatives Development

The study team will conduct necessary evaluations to complete a draft engineering scoping report which will describe the preliminary alternatives and evaluate how each addresses the project purpose and need. These initial alternatives will be presented to the public for input and feedback. public input will assist with identifying a recommend alternative for further analysis.

Preferred Alternative

The results of the scoping analysis and public feedback on the initial alternatives will be used to inform the study team's development, analysis, and recommendation of a preferred alternative. Through the project development process, NMDOT will develop a preferred alternative that will be evaluated during Phase IC. A National Environmental Policy Act (NEPA) compliant document and cultural and biological resources investigations will be completed during Phase IC to analyze the preferred alternative. The NEPA document will include mitigation and minimization measures, as needed. This preferred alternative will be advanced for further detailed engineering.

Decision Process

All of the above elements will be used in the decision-making process. All decisions and commitments made during the Cerrillos Road Improvements Project will be documented and included as part of the administrative record to comply with NEPA. Public and stakeholder participation, engineering, constructability, environmental resources, and any other pertinent criteria will be considered during the project development process to help inform the decision-making process.

All decisions will be transparent to all stakeholders and will include explanations on how decisions were reached. These decisions, including any mitigations and commitments, will be documented in meeting summaries that will be made available to stakeholders. While comprehensive public and stakeholder input will be sought, the NMDOT and FHWA will have responsibility for making final decisions. Figure 5 below illustrates the decision-making process.



Figure 5: Graphic of the decision-making process

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Appendix L
Public Meeting Summary
Report

NM 14 CERRILLOS ROAD IMPROVEMENTS: ST. MICHAEL'S TO ST. FRANCIS, SANTA FE NEW MEXICO

PUBLIC OUTREACH AND COMMENT REPORT SUMMARY

NEW MEXICO DEPARTMENT OF TRANSPORTATION

CONTROL NO.: S100680

DATE: JULY 2022



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Introduction

The following public meeting summary provides a synopsis of the public outreach process and effort to date, including input received, for the NM 14 Cerrillos Road Improvement Phase IA/B Study in Santa Fe, New Mexico, from St. Michael's Drive to St. Francis Drive (Control Number [CN] S100680). This portion of Cerrillos is the final segment of New Mexico Department of Transportation's (NMDOT's) Cerrillos Road Reconstruction from Airport Road to St. Francis Drive. NMDOT completed an Environmental Assessment (EA) in 1998 for these improvements (Project No. NH-001-4(19)49, CN 2739).

Prior Public Involvement Efforts

The first series of public open houses during the corridor study for the CN 2739 Cerrillos Road Reconstruction effort began in March 1996 with the culmination of a public hearing to support the EA on January 27, 1998, and a presentation to the Santa Fe City Council on February 16, 1998. More than 30 additional meetings and presentation were conducted between January 1996 and October 1997 with business and citizen interest groups, neighborhood committees, agency representatives, and project development team representatives from NMDOT and the City of Santa Fe. The Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) in February 2000, which authorized the preferred alternative for the Cerrillos Road Project. Based on funding availability, the CN 2739 Cerrillos Road Reconstruction project was split into multiple phases for construction. Subsequent public information meetings were held on November 21, 2013, and April 23, 2014. Details of the notification methods and comments received during prior public involvement efforts are documented in the CN 2739 Public Hearing and Environmental Assessment Summary Report, CN 2739 Summary of Public Meetings Report, CN S100130 Public Involvement Meeting Summary Report, and other supporting materials on file with NMDOT and the City of Santa Fe.

Public Involvement Process for CN S100680

Cerrillos Road serves a broad and diverse set of stakeholders including federal, tribal, and state resources agencies; county and local agencies; community residents; commuters; area businesses; elected officials; and other users of the corridor in the Santa Fe area. Public involvement and stakeholder coordination for the CN S100680 NM 14 Cerrillos Road Improvement Phase IA/B Study began in 2020 and has continued into 2022. On March 31 and April 1, 2021, initial scoping letters announcing the project commencement and requesting input were sent to interested parties and affected stakeholders, such as neighborhood associations, bicycle user groups, and economic development organizations.

Due to the COVID-19 pandemic, in-person community and stakeholder engagement was not feasible for the Phase IA/B Study efforts, which necessitated development of a virtual engagement strategy to reach a wide audience and seek effective tools for public participation. Based on the context of the project corridor, the project team chose to host a general public meeting and a business owner-focused public meeting. Additional and focused stakeholder meetings and coordination have been ongoing to engage with key partners and gather input as part of the decision-making process.

Phase IA

The project team held a virtual business owner meeting on July 15, 2021, at 6:00 p.m. and a Phase IA virtual public meeting on July 21, 2021, at 6:00 p.m., both over the Zoom platform. The project team selected the Zoom virtual meeting platform for the meeting because of its versatility in allowing participants to join over the internet or via telephone. A list of the participants is included in **Appendix A**.

To provide notice of the July 15 business owner meeting, 96 business owners were mailed a letter inviting them to participate in the business owner meeting. Addresses of business owners were obtained from County Assessor records.

To provide notice of the July 21 public meeting, United States Postal Service Every Door Direct Mailers (EDDM) were sent to 4,831 residents in the immediate vicinity of the project area, and an advertisement was published in the Santa Fe New Mexican newspaper on July 7, 2021. In addition, a mailing list of over 70 contacts was generated using grassroots outreach, which included numerous area neighborhood associations; local trail and biking groups; adjacent businesses and residents; federal and state regulatory agencies; city, county, tribal, and state officials; and anyone from the public who requested to be added to the mailing list. The public meeting announcement and social media posts were sent to those on the mailing list through email. Lastly, notification of the public meeting announcement was posted on the NMDOT Projects website, the NMDOT's project-specific website (<https://nm14cerrillos.nmdotprojects.org/>), NMDOT social media outlets, and distributed through the NMDOT Public Information Officer (PIO). A copy of each of the notifications is located in **Appendix B**.

To aid in the public involvement process, an interactive web-based survey tool was created on the MetroQuest platform, compatible with any internet-connected device (laptops, tablets, and smart phones). MetroQuest allowed the public to receive project background information, rank priorities, provide specific comments with geodata locations, vote on tradeoffs, and volunteer demographic information. The survey was provided in both English and Spanish. The survey was published two weeks prior to the public meeting event when meeting notices were mailed to the public. Approximately a week after the event, a follow-up email was distributed through the mailing list to remind the public of the survey availability. The survey remained live until the end of the public comment period on August 20, 2021.

Attendees were able to 'opt-in' to the meeting by registering at an online event page or calling into a dedicated phone line that was advertised on the meeting notifications. Both the virtual public meeting and virtual business owner meeting included a PowerPoint presentation and a live question-and-answer interaction between the project team and participating public. The presentation content was the same for each meeting. Based on a request from the City of Santa Fe, the project team offered live Spanish translation through the Zoom platform during the public meeting event. The public meeting was recorded, in both English and Spanish languages, and videos of the meeting were posted to the NMDOT's YouTube website with links to the recording posted on the custom project website as well as the NMDOT Projects webpage. The meeting recording allowed those who were not able to attend to watch the presentation and provide feedback. The presentation began with introductions, and then the project team discussed project location, project development process, key objectives of the project, various alternatives, and schedule. A copy of the PowerPoint slide deck is provided in **Appendix C**.

A total of 8 people attended the virtual business owner event, and a total of 47 people attended the virtual public meeting. Attendees engaged in active discussion and Q&A following the presentation.

During the 30-day public comment period, the custom project URL was visited by 730 unique users with a total of 2,046 unique page views from June to August 2021. The recorded PowerPoint video hosted on the NMDOT's YouTube channel was viewed a total of 39 times. A total of 263 people participated in the English-version MetroQuest survey, totaling 659 comments and 733 data points. The Spanish-version MetroQuest survey saw no participation. Additionally, 24 emails, 6 phone calls, and 2 project website online comment forms were received.

Phase IB

A second virtual public meeting to support Phase IB was held on April 26, 2022, at 6:00 p.m. through Zoom. A list of the participants is included in **Appendix A**. To provide notice of the April 26 public meeting, United States Postal Service EDDMs were sent to 4,831 residents in the immediate vicinity of the project area, and an advertisement was published in the *Santa Fe New Mexican* newspaper on April 11, 2022. In addition, an advertisement was distributed through a project-specific mailing list of over 70 contacts generated using grassroots outreach, which included numerous area neighborhood associations; local trail and biking groups; adjacent businesses and residents; federal and state regulatory agencies; city, county, tribal, and state officials; and anyone from the public who requested to be added to the mailing list, attended the prior Phase IA public meeting, or provided comments following the prior events. Notification of the public meeting was also posted on the NMDOT Projects website, the NMDOT's project-specific website (<https://nm14cerrillos.nmdotprojects.org/>), NMDOT's social media platforms (e.g., Facebook and Twitter), and distributed through the NMDOT PIO. A copy of each of the notifications can be found in **Appendix B**.

Attendees were able to 'opt-in' to the meeting by registering at an online event page or calling into a dedicated phone line that was advertised on the meeting notifications. The presentation provided by the project team gave a brief introduction of the project, a brief overview of the previous public meetings, the detailed analysis efforts in Phase B, the Recommended Alternative, the spot specific improvements, the project delivery schedule, the next steps, and asked for public input. Following the presentation, a live question-and-answer interaction between the project team and participating public was offered. A copy of the PowerPoint slide deck is provided in **Appendix C**.

A total of 68 people attended the Phase IB virtual public meeting. Following the event, a video recording of the public meeting was posted to the NMDOT's YouTube website. Links to the recording were posted on the custom project website as well as the NMDOT Projects webpage to allow those who were not able to attend to watch the presentation and provide feedback. Comments and questions were accepted by phone, email, or mail through May 26, 2022, which marked the end of the public comment period. During the 30-day public comment period, the custom project URL was visited by 363 unique users, with a total of 470 unique page views from April 26 to May 26, 2022. The recorded PowerPoint video hosted on the NMDOT's YouTube channel was viewed a total of 39 times. A total of 106 comments were received. Original comments as submitted can be found in **Appendix F**.

Public Comment Summary for Phase IA

The following paraphrased comments are derived from the MetroQuest survey, questions and comments received during both virtual meeting events during Phase IA, and emails or phone conversations received during the public comment periods. All comments received were compiled and grouped into similar themes. Demographic information provided by commenters is included in

Appendix D. A complete list of the unedited (raw data) comments with platform-received information is included in **Appendix E.**

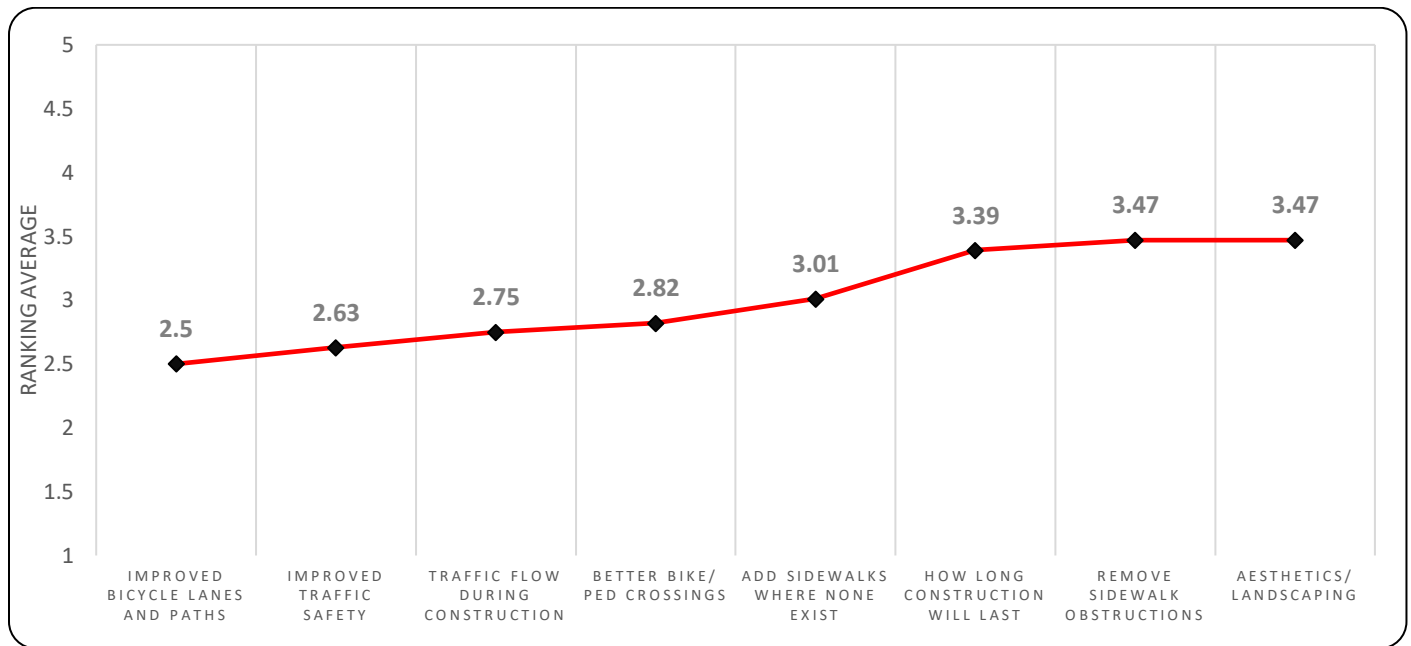
MetroQuest Survey Priority Ranking

- Survey participants ranked improved bicycle lanes and paths, improved traffic safety, and traffic flow during construction as the most important priorities (Chart 1, Figure 1).
- Survey participants stated that improved bicycle lanes and paths are crucial in the multi-modal corridor because the existing infrastructure is unsafe. The project should provide safe, connected facilities and be consistent with the state and city’s commitment to reducing climate change impacts from motor vehicle emissions. Participants also stated that safety is highly important, and that level of service should be sacrificed to improve safety. Several commenters noted how unsafe it is to walk along or cross Cerrillos Road as a pedestrian.

Chart 1: Average priority ranking results from the MetroQuest Survey.

Topic	Ranked 1 (top)	Ranked 2	Ranked 3	Ranked 4	Ranked 5 (last)	Average Ranking
Improved Bicycle Lanes and Paths	59	32	27	29	19	2.5
Improved Traffic Safety	61	23	21	24	31	2.63
Traffic Flow During Construction	20	16	19	9	14	2.75
Better Bike/Ped Crossings	24	59	41	40	18	2.82
Add Sidewalks Where None Exist	27	45	52	39	31	3.01
How Long Construction Will Last	4	10	7	6	14	3.39
Remove Sidewalk Obstructions	6	24	36	52	26	3.47
Aesthetics/Landscaping	26	18	22	20	60	3.47
<p>Note: the highest rank is 1, so the smaller the average ranking, the higher it was ranked in importance. The ranking is a weighted average based on the number of votes each topic received per rank. Not every participant may have voted on the rankings. Participants were only able to rank their top 5, so 3 categories were not voted on for every participant.</p>						

Figure 1: Average priority ranking results from the MetroQuest Survey.



Note: the highest rank is 1, so the smaller the number, the higher it was ranked in importance.

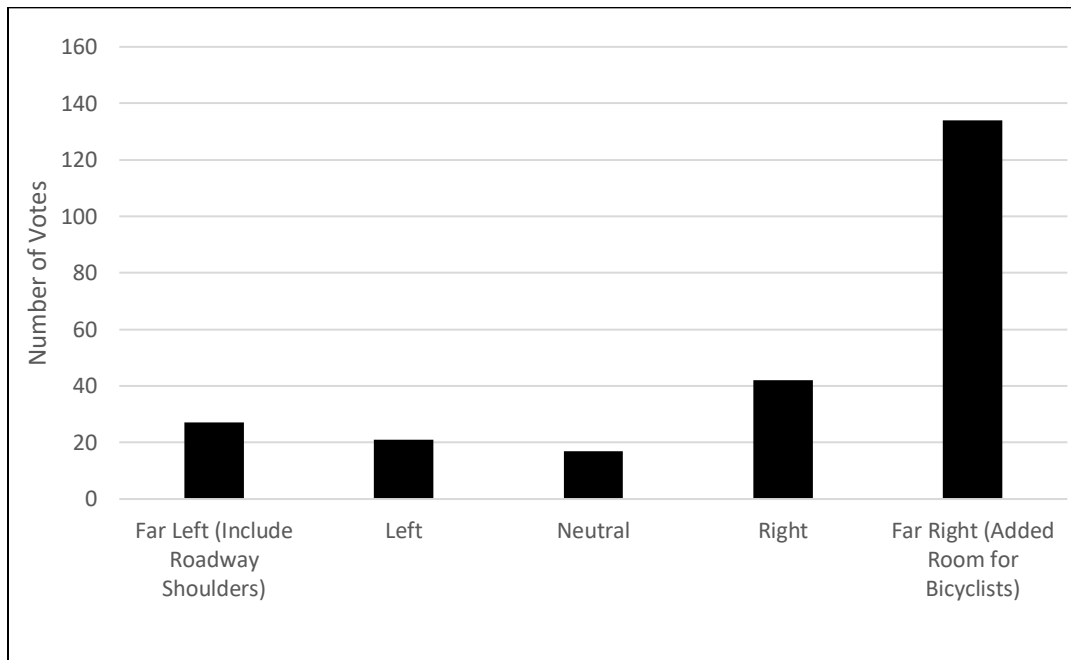
MetroQuest Survey Trade-Offs

- Commenters were in favor of landscaping but stated that it was not as important as bike/pedestrian lanes.
- One commenter did not like that bicyclists and transit were placed against each other and stated that neither should be compromised.
- Commenters stated that they didn't like the trade-off options.

Road/Bicycle Safety Priorities

Commenters stated that added room for bicyclists is more important than including roadway shoulders (Figure 2).

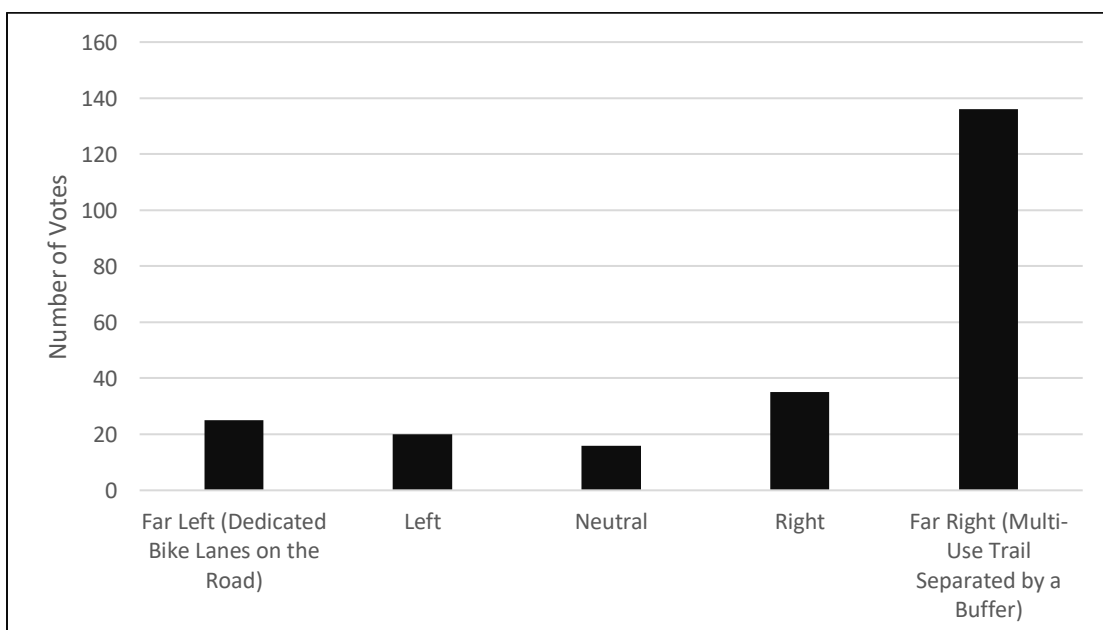
Figure 2: Priority Ranking for Road/Bicycle Safety



Bike/Pedestrian Priorities

Commenters stated that a multi-use trail separated by a buffer is more important than dedicated bike lanes on the road, knowing that the buffer would cause property impacts outside of the existing right-of-way (Figure 3).

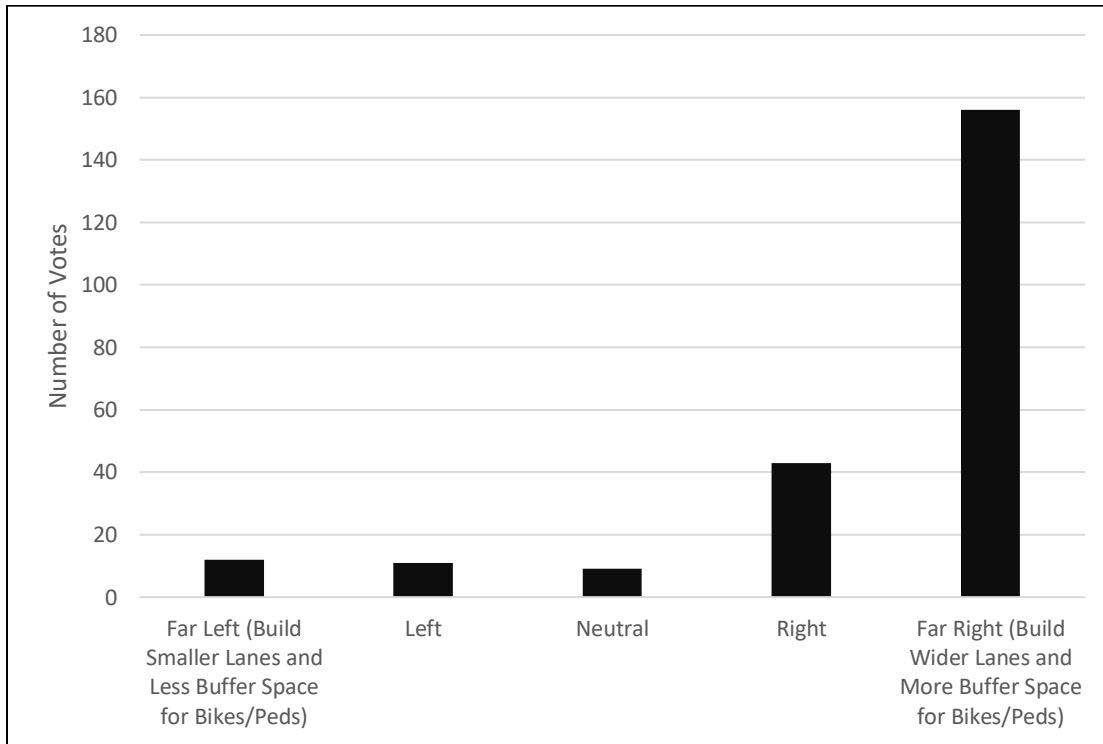
Figure 3: Priority Ranking for Road/Bicycle Safety



Land Use Priorities

Commenters stated that wider lanes with more buffer space for bikes and pedestrians is more important than smaller lanes and less buffer space for bikes and pedestrians, knowing that smaller lanes would be within the existing road space and wider lanes would impact properties outside of the existing right-of-way (Figure 4).

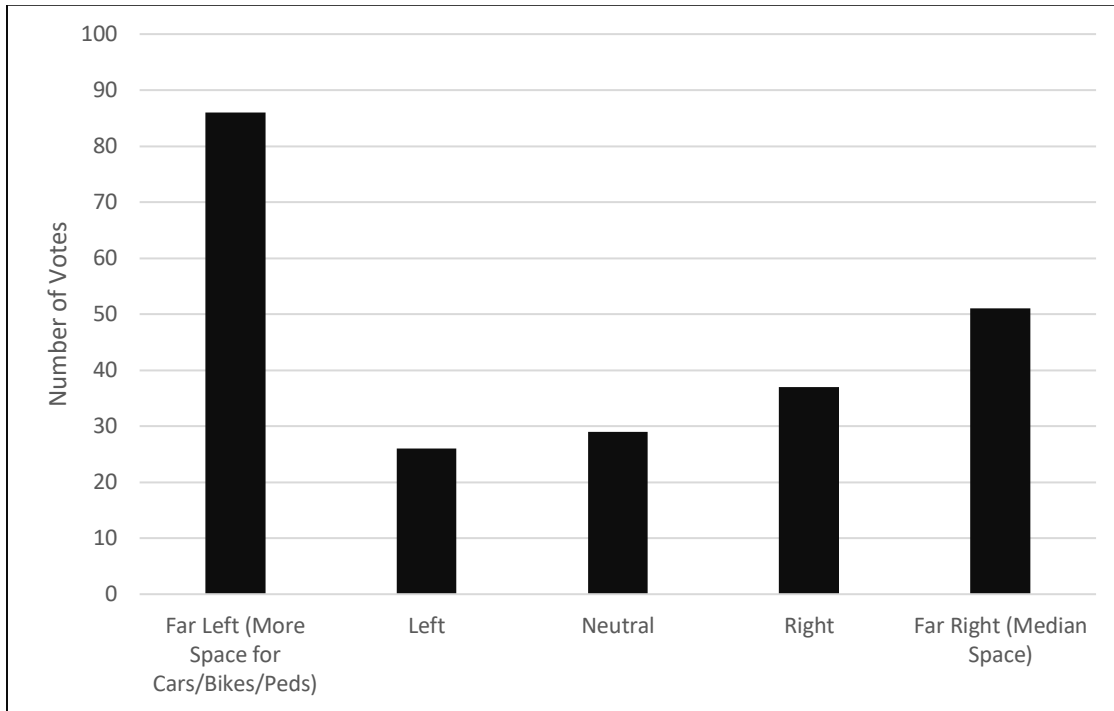
Figure 4: Priority Ranking for Land Use



Aesthetics/Landscaping

Commenters stated that more space for cars, bikes, and pedestrians is marginally more important than more median space (Figure 5).

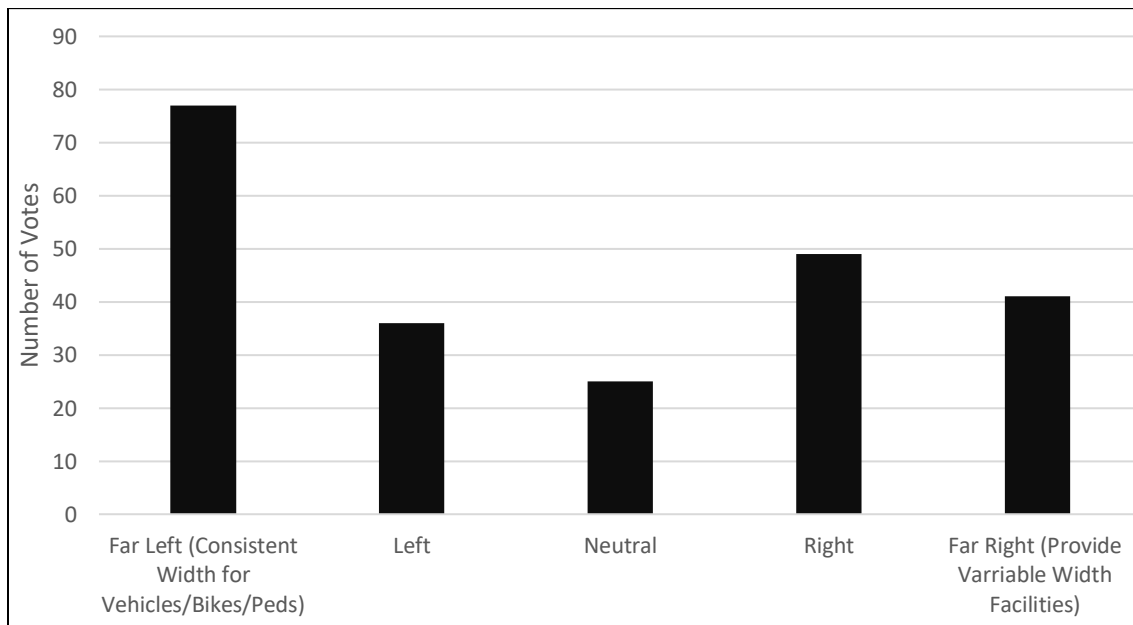
Figure 5: Priority Ranking for Aesthetics/Landscaping



Roadway, Bicycle, and Pedestrian Consistency

Commenters stated that consistent widths for vehicles, bikes, and pedestrians are marginally more favorable than marginal widths for facilities, knowing that variable widths would be based on corridor constraints (Figure 6).

Figure 6: Priority Ranking for Roadway, Bicycles, and Pedestrian Consistency



Pedestrian Improvements

- Commenters stated that the sidewalks throughout the entire corridor are unusable, unsafe, and unpleasant. Several commenters requested sidewalks along the entire length of Cerrillos Road and stated that this road is underused by pedestrians due to difficult access. Specific suggestions for sidewalks include:
 - One side of the road should have a wider sidewalk than the other, and it should be obvious to pedestrians which side is wider. One side should be multi-modal with bike route signs, and the other side should be American with Disabilities Act (ADA) compliant. Commenters noted that curbs are currently very high, which makes it difficult for people with mobility challenges.
 - Elevate the bike and pedestrian paths to improve safety. Request land from the Santa Fe Indian School to make room for wider bike paths and pedestrian lanes because the Indian School would also benefit from this improvement.
 - Improve sidewalk access by removing obstructions (roots, cars parked on medians and in front of buildings, streetlights, etc.).
 - Make the sidewalks 6-feet to 8-feet wide.
 - Create sidewalks to logical termini at St. Michael's Drive and St. Francis Drive.
 - Add landscaping, benches, shade, etc. for more desirable sidewalks.
- Several commenters stated that there need to be more crosswalks throughout the corridor. It was also noted that the existing crosswalk lights are not long enough for pedestrians to cross, and platforms should be installed for pedestrians to wait on, as well as ADA accessible ramps, and flashing warning lights for drivers to see when pedestrians are crossings. Suggestions on where additional crosswalks should be added include:
 - In front of the Santa Fe Indian School. Students will go home on the weekends and need a way to safely get to the train station;
 - From Baca Railyard to Alta Vista to connect to the train access;
 - Across from the Santa Fe International Hostel;
 - At Navajo Dr.;
 - At Cerrillos Rd./Cordova St. One commenter suggested improving the existing crosswalk to improve safety for pedestrians;
 - At the Cerrillos Rd./San Felipe Ave. intersection;
 - At the 5th St./Cerrillos Rd. Intersection and nearby at the bus stops;
 - Connecting the 2nd St. neighborhood to Ashbaugh Park;
 - Near La Reina;
 - At the Railfan Rd intersection;
 - In front of the fire department. Commenters suggested using the light that's actuated by the fire department to allow for pedestrian crossing;
 - At the School for the Deaf; and
 - Southeast side of St. Francis across Cerrillos Rd. One commenter requested that the crosswalk redesigned to be perpendicular to the two turn lanes to improve safety. The commenter also suggested moving the west end of the crosswalk and its ramp north to reduce travel distance for crossing pedestrians.
- One commenter stated that requiring parking reduces walkability.
- Several commenters suggested using bridges or tunnels to allow for safer pedestrian crossings.

- One commenter stated that side paths, especially if done instead of on-road bike lanes, would violate AASHTO and city code and that side paths would cause more conflicts with driveways and intersections. Another commenter asked if sidewalks would be removed due to the small size of the corridor.
- Commenters placed several map markers identifying pedestrian improvements with no additional commenting at every intersection along the project corridor and at the end of project (EOP)/beginning of project (BOP).

Safety Concerns

- Commenters made several suggestions about streetlights and stated that there should be longer light times to eliminate crashes, green light crossings should be removed because they're dangerous and confusing, remove yellow flashing lights for turning and yielding because they're dangerous, and add timed turn arrows. Additional streetlights were requested at the following locations: Railfan, Santa Fe Indian School, Baca Railyard, and the San Felipe Ave. intersection.
 - Several commenters stated that a light should be placed at Railfan Rd. because the development of the Santa Fe Railyard Community Corporation is in the final stages of design and traffic now warrants a signal. Commenters noted that the Santa Fe Railyard Master Plan envisioned a light there eventually and that a conduit has already been constructed with that in mind. Commenters requested that this light be a "smart light."
- Commenters suggested adding red-light traffic cameras for cost-efficient risk management and targeted reduction of crime, accidents, and other emergencies.
- Commenters noted that Cerrillos Rd. is extremely dangerous for bicycles and bike commuters because of speeding vehicles, proximity to vehicles, the train tracks. One commenter noted that options 7, 8, and 9 would be extremely unsafe for bikers, especially ones with children. One commenter stated that options 3 or 5 would be more preferred and that the reasons they weren't selected were inadequate, specifically:
 - Instead of bike paths, drop inlets could be used for drainage;
 - Design standards should be taken with a grain of salt and any width on a separated path would be preferable to sharing asphalt with vehicles;
 - A well-defined curb could be any height as long as it's separated from vehicle lanes;
 - The typical cross sections don't have to be uniform across the entire project corridor; and
 - The bike/pedestrian paths should be different in color and texture surface and be continuous across side-street crossings.
- Commenters noted that sidewalks should be ADA compliant and pedestrian friendly and that the lack of safe crosswalks right now makes the area very dangerous for children, pedestrians, and cyclists. Several people also stated that the sidewalks need to be large enough that people don't feel like they're fighting for space because that also leads to dangerous encounters along the roadway. One commenter asked why there can't be a small curb between the bike lane and sidewalk.
- Commenters stated that at several intersections turning vehicles cause safety issues and requested turn lanes or signalized lights. These intersections include 5th St., Baca St., Cochiti St., Tesuque Dr., at Casa Alegre, Alta Vista, and Cordova Rd.
 - At Cordova Rd. one commenter suggested a left turn signal to face east to get onto Cordova Rd. and a right turn lane to head east.

- One commenter stated that the turn to get onto Cerrillos Rd. from Alta Vista is blind and therefore dangerous.
- One commenter asked if some of the access points would be closed at Cochiti St. to improve safety.
- Commenters requested prohibiting u-turns on Cerrillos Rd. due to safety concerns.
- Commenters requested the NMDOT General Office Campus “driveway” be closed or changed to be right-turn-only due to safety concerns.
- Commenters noted that, where there are parking lots adjacent to Cerrillos Rd., it is difficult and dangerous to back out of the parking spaces to enter Cerrillos Rd.
- Commenters stated that the merge lane onto St. Francis is dangerous.
- Commenters asked about lighting along the project corridor and asked if it would be redesigned to be more consistent. One commenter asked for shorter and dimmer lights to be used because the bright lights add to confusion with glare and other headlights.
- One commenter stated that the corridor has a lot of visual clutter and suggested a District sign standard for any signs within a certain distance of the right-of-way to reduce the chaotic experience for drivers.
- Commenters requested more frequent painting of lane markers.
- Commenters noted specific safety issues at several intersections, including:
 - At the San Felipe Ave intersection there are a lot of people who do u-turns, visibility is limited, and it is a high speed and congested area;
 - The business on the corner of 3rd St. has artwork that blocks the view of traffic;
 - The Baca St. intersection is dangerous for pedestrians, and people are often running the red light;
 - The 2nd St. intersection is dangerous. Removing the red light would improve traffic flow;
 - The Cordova Rd. intersection needs improvements, people are often running the red lights, left turns onto Cerrillos are dangerous, and speeding is common;
 - A lot of vehicles speed through the Alta Vista St. intersection. Since there isn’t a left onto Cerrillos from Alta Vista, drivers will cut through the parking lot of Taco Bell and Oscars Tree Service, which causes dangerous conditions. The “Taco Bell lane” turned into a default southbound turning lane after Alta Vista southbound was closed which is very dangerous; and
 - Left turns should be prohibited at the south entrance to the NMDOT General Office Campus parking lot when exiting onto Cerrillos Rd.
- Several commenters noted concern with speeding cars and stated that this increases noise and emission levels. One commenter asked if there is a quieter type of material or pavement that could be used. One commenter requested posting a video recording of the impacts on nearby neighborhoods due to increased traffic on the project page.
- Commenters noted that there is no proper drainage for flood events and asked if it would make more sense to go up an order of magnitude and consider a 100-year rain/flood event when planning drainage.
- Commenters stated that there are several issues with safety along the Cerrillos Road corridor, including texting, road rage, speeding, and unsafe pedestrian crossings. General suggestions to improve safety include:
 - Include several traffic calming measures. Reduce speed limit and add roadway meander to reduce drag racing;

- Clean up road hazards, including drug needles;
- Add additional police presence to ticket dangerous vehicles and improve safety for pedestrians; and
- Improve ability for allowing opposing traffic turning. Traffic will suddenly stop to allow opposing traffic through.
- Commenters placed several map markers identifying safety issues with no additional commenting at the following locations:
 - At the BOP/EOP.
 - At Cerrillos Rd./5th St.
 - Cerrillos Rd./San Jose Ave.
 - Cerrillos Rd./2nd St.
 - Cerrillos Rd./Cochiti St.
 - Cerrillos Rd./Tesuque Dr.
 - Cerrillos Rd./Baca St.
 - Cerrillos Rd./Alta Vista St.

Traffic Concerns

- Commenters noted that they do not like how the stop lights are timed throughout the corridor and suggested timing the lights east of the corridor so people can travel through at 25 mph without stopping or synchronizing the lights throughout the corridor together.
- One commenter noted that this project could lead to additional traffic along Agua Fria, which is already congested and dangerous.
- Several commenters noted an issue with the lack of left turn lanes and stated that cars will often stop and block traffic while they wait to turn.
- Commenters noted that the original master plan for the Railyard called for protection of traditional surrounding neighborhoods. To protect surrounding neighborhoods, the plan called for no entry or exit from or to Baca St., but a later amendment allowed for only entry. Commenters noted that the concern is that two-way access would significantly add to burdened Baca St. traffic and allow for more pass-through traffic on Baca and connected streets. Commenters suggested opening Flagman Way to exit at Baca St. One commenter asked how the traffic studies would be completed and what the methodology is, noting that the COVID-19 pandemic has slowed overall traffic in the area.
- Commenters requested six lanes.
- One commenter asked if the project was considering access control and driveway sharing to reduce conflicts between different user types.
- One commenter stated that the lack of traffic flow on Cerrillos Rd. causes cars to travel through Jay St., which is a quiet neighborhood with narrow streets. This increase in traffic causes noise and exhaust smells in the neighborhood.
- The Cerrillos/St. Francis intersection is dangerous, confusing, and difficult to navigate.
- Several commenters noted concern about the 2nd St. intersection and stated that traffic gets really backed up at that location, many people run the red lights, 18-wheeler trucks use it to cut through the neighborhoods, and turning right is dangerous due to the lack of view. One commenter asked if traffic-calming measures, similar to what was added at Baca St. and Cerrillos, could be added to reduce traffic. One commenter suggested eliminating this light once the new light at the Santa Fe Indian School is functional to improve traffic flow.

- Commenters stated that the Cordova Rd. intersection should have a right-hand turn lane, there is heavy traffic, the angles of the intersection make it hard to turn right onto Cerrillos Rd., and cars often run the red lights.
- Commenters said that traffic is often backed up at the Cerrillos/Alta Vista St. intersection.
- Commenters stated that traffic gets backed up at the EOP because there isn't enough warning to eastbound traffic about which lanes lead to a major intersection and suggested improved advance-warning signage. Commenters suggested that there should be an increase in lanes to the southside of the road approaching St. Francis (farther southwest) to help with congestion. There were also concerns that the lights favor St. Francis after trains pass so the traffic gets especially backed up on Cerrillos Rd. because the drivers have to wait longer than they should.
- Commenters made several specific comments about impacts to traffic due to the local businesses, and noted that several businesses encroach on the right-of-way. One commenter asked if those businesses are being fined or otherwise paying for the encroachment and asked how many of these instances there are. Other comments about businesses include:
 - Sight lines in and out of La Reina are dangerous;
 - Discount Tire has recently started queuing vehicles for service and they sometimes back up into Cerrillos Rd. causing a safety issue;
 - Parking in front of businesses, specifically those across from the Santa Fe Indian School, can cause hazards and congestion;
 - Events at the Odd Fellows causes traffic conflicts due to the lack of parking, which leaves people to park on the street; and
 - The turn cutout at the Pantry creates traffic.
- Commenters placed several map markers identifying safety issues with no additional commenting at the following locations:
 - At BOP/EOP;
 - At 5th St. intersection;
 - At the Santa Fe Indian Hospital;
 - At Ashbaugh Park;
 - Tesuque Dr./Cerrillos Rd.; and
 - Cordova Rd./Cerrillos Rd.

Bicycle Improvements

- Commenters stated that throughout the corridor the existing bike lanes are unsafe and have obstructions and hazards within them. Several commenters requested wide, protected, green bike lanes that are separated from the pavement by a barrier or a vertical grade. Commenters requested that the bike lanes go both directions and extend to St. Francis Dr. Other suggestions for bike connections included:
 - Connect Lena St./2nd St to the river trail;
 - Connect to the neighborhoods near Cerrillos;
 - Connect to the park and create a bike crossing lane over Cerrillos Rd. near the park;
 - Connect to the Acequia trail near Railfan Rd. and near Baca St./Monterey St.;
 - Connect from Alta Vista Rd. to Baca St.; and
 - Crossing between Baca St. and Monterey St.
- The project should prioritize bike infrastructure over vehicle infrastructure to reduce congestion, road wear, and emissions.

- Commenters stated that they did not want the gutter in the bike lane and instead suggested putting the gutter along the road. One commenter stated that the inclusion of gutter pans in measuring bicycle lane widths conflicts with FHWA's Course on Bicycle and Pedestrian Transportation.
- There are a lot of bike/vehicle conflicts near the park because there is no safe access for bikes to cross Cerrillos Rd. for access. The connection near the Acequia trail also causes a lot of conflicts.
- Tunnel or bridge designs could be used instead of protected lanes to improve safety.
- One commenter suggested not allowing bikes on Cerrillos Rd. and instead creating a bike path elsewhere to improve safety.
- Map markers with no comments were placed at each intersection and between each intersection along the corridor.

Transit Improvements

- Commenters acknowledged that adding bus shelters in the existing right-of-way may be challenging and requested specific improvements related to bus stops, including:
 - Create an accessible bus stop at the Santa Fe Indian School;
 - Create designated stops for busses using bus turnouts so traffic flow can be maintained while people get on and off the bus safely; and
 - Improve the bus stop at Cerrillos near Cochiti St.
- Commenters stated that there should be a monorail or tram throughout the entire Cerrillos Rd. corridor to reduce vehicle traffic.
- Commenters suggested that the NMDOT encourage public transit and discourage single-occupancy vehicles by adding a dedicated bike lane and running the busses with more late night busses and no limited schedule on weekends.
- One commenter stated that the bus stop at Monterey Dr./Cerrillos Rd. causes traffic delays.
- Commenters placed several map markers identifying transit improvements with no additional commenting at the following locations:
 - Cerrillos/Llano St.;
 - Cerrillos near Isleta Ave. and San Felipe Ave.;
 - Near El Parasol;
 - On Cerrillos between 4th St. and 3rd St.;
 - At Taos St./Cochiti St.;
 - At Cerrillos/the Indian School;
 - At Cerrillos/Railfan Rd.;
 - Near the Fairview Cemetery; and
 - At the EOP.

General Comments

Landscaping

- Commenters requested improvements to aesthetics and landscaping and suggested that weeds be removed, trees planted, and woodchips be used to reduce water needs. It was also suggested that less vegetation and more rocks could be used to reduce upkeep and maintenance. Commenters stated that this would improve the overall aesthetic of the area and make it more welcoming, and shade would reduce the overall temperature. In addition to landscaping, commenters request that the corridor be cleaned of trash and

hazards. Commenters noted that the historical character of Cerrillos Rd should be maintained.

- One commenter requested using native pollinator species for landscaping.
- One commenter requested keeping the large tree across from the fire station.
- Commenters stated that landscaping should not occur at intersections because it can cause obstructions to views.

Utilities

- Commenters asked about utilities in the project corridor and wanted to know why it is cost prohibitive to bury electrical infrastructure and if power poles could be moved to the center median. One commenter suggested that cost could be shared with motorists to bury the utility poles.

Business & Properties

- One commenter asked if the plan could include options for later developing the old Empire Lumber and Steel property and suggested that it would be possible to regain right-of-way along that block.

Roadway Typical Sections

- One commenter asked why the median has to be 12 to 14 feet.
- Commenters asked if their property/businesses would be taken due to this project.
- One commenter stated that their property value dropped immediately following the public meeting and asked if this project was the reason why.

Project Outreach

- Several people made comments on the public involvement efforts, including:
 - Several commenters stated that they enjoyed the MetroQuest survey format.
 - A few commenters stated the MetroQuest survey format was confusing, and they were worried they did not answer all the questions.
 - Commenters stated that they were disappointed that the project team has decided on alternatives before hearing from the public. One commenter stated that alternatives selection should not have occurred before consulting with the public. They also stated that the project values should not be to get traffic through the corridor quickly, but to calm traffic and provide safe speeds. The commenter stated that, based on the alternatives, it seemed like multi-modalism was not a key value of the project.
 - Commenters asked if there would be another public meeting.
 - Commenters stated that the residents in the Baca Sierra Vista neighborhood don't all have access to internet and that a virtual meeting makes it inaccessible to these locals.
 - Commenters asked what businesses, stakeholders, and Santa Fe City Works directors are being coordinated with.
 - Commenters asked how they can find out which alternative has been selected.

Inconclusive

- Commenters placed several map markers identifying general comments with no associated text at every intersection along the corridor and at the EOP and BOP.

Comments Not Related to the Project or Outside the Project Area

Safety

- Faster traffic not yielding or paying attention to traffic turning on San Mateo from St. Francis.
- There are rear end collisions and accidents on La Joya St./W. Alameda St, along Taos St., and on W. Alameda St. near Camino Tres Arroyos.
- Agua Fria is dangerous for pedestrians and drivers and there is too much traffic.
- Rufina St. should be four lanes.
- Young Park has become a center for drug use and many people discard dirty needles in the grass. Locals often clean up the needles but place them directly in the trash, which is also a safety hazard. There should be a place for safely disposing needles.
- There is a porn store on Cerrillos Rd./Navajo St., which is against city code and is in a residential neighborhood, across from a school and next to a playground.
- Map markers related to safety that included no comments were placed at:
 - Camino de los Arroyos/Rodeo Rd.
 - Old Pecos Trail/NM 466
 - On Paseo Nopal
 - On Camino Vistas Encantada
 - W Alameda St./Camino Tres Arroyos
 - Inside Indian School property
 - Alicia St./Agua Fria St.
 - 5th St./Berry Ave.
 - 2nd St./Berry Ave.
 - Along Puye St. by San Jose Ave.
 - Taos St./ Tesuque Dr.
 - On South Capitol property
 - At the St. Francis Dr./Cerrillos Rd. intersection

Transit

- Consistent and frequent bus routes are needed throughout the city, especially in the Midtown area. Bus routes should be easy to comprehend and descriptions of routes on online, on flyers, and on posted timetables should be reliable!
- Map markers related to transit improvements that included no comments were placed at:
 - Felipe Pl/Camino Sierra Vista
 - Agua Fria St/Silva St.
 - Agua Fria St./Camino de Guadalupita
 - US285/San Mateo Rd

Traffic:

- Fix traffic lights along the entire length of the corridor.
- The light at Old Pecos Trail/NM 466 is too slow for cars crossing St. Michael's on Arroyo Chamiso and causes cars to run red lights.
- Siringo Rd. has a lot of traffic, especially during the school year.
- Agua Fria has too much traffic and a lack of alternate routes. There are a bunch of buildings and developments that dump traffic onto the two-lane road.
- The light at the Indian Hospital is unpredictable and causes traffic delays.

- There is a short turn light on Baca St. near Undisputed Fitness.
- Commenters requested extending Flagman Way to connect to the Cordova intersection to alleviate a new signal at Railfan.
- People often turn left from Cerrillos onto Alarid.
- Map markers related to transit improvements that included no comments were placed at:
 - Cerrillos Rd./Rodeo Rd.
 - Cerrillos Rd./Siringo Rd.
 - Pso De Las Vistas/N El Rancho Rd.
 - Santa Fe River Rd.
 - Vuelta Place
 - Quapaw St./Hopewell St.
 - Along 6th St.
 - Along 5th St.
 - Flagman Way
 - In the NMDOT General Office Campus parking lot
 - Cordova Rd./Pen Rd.
 - Along Pen Rd.

Pedestrian Improvements:

- There is no sidewalk on St. Francis walking from one side to the other.
- There is no space for walking along Agua Fria St.
- Add a crosswalk at the bottom of the stairs to Cross of the Martyrs. It is dangerous given the number of people who cross here and the speed that cars travel.
- Don't allow bikes or pedestrians at St. Francis/Cerrillos because it's dangerous.
- If there's a better way to travel multi-modal on Cordova Rd., then pedestrians and bikes may not cross at Cerrillos and St. Francis as much, decreasing conflict, as well as avoiding railroad track issues with bike wheels.
- The crosswalk at St. Francis Dr. should be moved to make it safer.
- Map markers related to transit improvements that included no comments were placed at:
 - Along Ephriam St.
 - Sunset St./Artist Rd.
 - In the Santa Fe Indian School property
 - South of the BOP
 - 6th St./5th St.
 - 2nd St./Berry Ave.
 - Taos St./Zuni St.
 - Cordova Rd/St. Francis Dr.
 - On South Capitol property
 - In the Fairview Cemetery

Bicycle Improvements:

- There should be a bike trail on the north side of town near Old Pecos Trail that can connect downtown with schools and reduce overall vehicle congestion.
- Repave Hyde Park Rd. and reduce speed limit to reflect multi-use nature and dense residential surroundings. The damaged paving is dangerous for bicycles and cars.
- Build a connected pedestrian path from Sunset to Gonzales.

- Bike lanes down St. Francis and St. Michael's and along Cordova Rd. to access rail trail.
- Extend bike path along Pen Rd.
- Attempting to cross the St. Francis Dr. intersection on a bike is dangerous.
- Map markers related to bicycle improvements that included no comments were placed at:
 - North of Agua Fria St.
 - NM 466/US 285
 - 590/Hyde Park Rd.
 - Georgia O'Keeffe Museum
 - St. Francis Dr./Agua Fria St.
 - Clark Ct.
 - St. Michael's/Llano St.
 - Navajo Dr./Quapaw St.
 - Laguna St./Taos St.
 - Zuni St./Taos St.
 - Monterey Dr./Monterey Pl.
 - Flagman Way

General Comments Not Related to the Project:

- Upgrade and do something creative and resourceful with the Midtown Campus.
- Visitor's first introduction to downtown shouldn't be a parking lot with weeds.
- Protect historic motels.
- Ashbaugh Park should be better utilized.
- Fairview Cemetery has no right-of-way that they could sell without a massive disruption to the historic site.
- Please clean up the gang graffiti in Young Park.
- Map markers for general comments with no associated text were placed at:
 - Cerrillos/Camino Carlos Rey
 - Cerrillos/Luana St.
 - SE of BOP
 - Mann St./5th St
 - Letrado St./Morella St.
 - W San Francisco St./Quintana St.
 - Santa Fe National Cemetery
 - Pinon St./Llano St.
 - St Michael's Dr./Osage Ave
 - Santa Cruz Dr.
 - In South Capitol property
 - Cordova Rd./Pen Rd.

Public Comment Summary for Phase IB

The following summarizes comments received during the Phase IB public comment period following the second virtual public meeting. The project team received a total of 106 comments through 76 separate submissions. All comments received were read, evaluated, compiled and grouped by topic or theme. A complete list of the unedited (raw data) comments with platform-received information is included in **Appendix F**. Comments received that fell outside of the project scope or location were shared with the pertinent managing agency (e.g., City of Santa Fe).

Bicycle Improvements

The most popular comments received from the public pertained to the planned bicycle lane improvements. Overall, one hundred six (106) unique comments were received through seventy-six separate submissions, and twenty-eight (28) of them were in some form about bicycle lanes. Of the twenty-eight (28) comments regarding bike lanes, twenty-five (25) of those comments were in reference to bicycle lane improvements while three (3) were in opposition of having bike lanes along Cerrillos road at all. Bike lane improvement comments could be generally placed in 4 categories, requests for painted lane separation/thick line separation, barrier separation, preference for multi-use trails along Cerrillos, and more lights for mid-block crossings.

- Many¹ comments were regarding improvements for people riding bicycles. Protected bike lanes with a physical barrier, visual markings such as painted lanes and bike symbols, and increased buffer space were the most frequently mentioned or requested bicycle improvements.
- Other commenters expressed preference for a multi-use bike/pedestrian path along Cerrillos Road rather than on-street bike lanes.
- A few comments asked about connecting existing bike trails to Cerrillos Road, bike path design, and the need for multi-modal improvements to other corridors in Santa Fe outside the project area, such as Agua Fria Street.
- A few comments suggested removing the bike lanes along Cerrillos Road altogether.

Landscaping, lighting and aesthetic concerns

Another important subject for commentators was landscaping and road beautification.

- Some comments were about landscaping and aesthetic concerns. Adding landscaping to the medians and streetscapes was the most frequently mentioned landscape improvement in these comments.
- Other comments focused on reducing lighting to the minimum allowable standard as a method of preserving dark skies.
- A couple comments noted the need for aesthetic improvements to the businesses along Cerrillos Road more generally, and concerns about impacts to the Fairview Cemetery.

Improvements for people walking or using mobility devices

- Some comments focused on improvements for people walking. One location noted in multiple comments was the crossing at Railfan Road. Other pedestrian improvements noted in these comments included signalized pedestrian crossings and generally, wider and more pleasant

¹ The terms “many,” “several,” “some,” and “few” convey the frequency of a key theme or message. “Many” = > 50%, “Several” = 30-50%, “Some” = 10-30%, “Few” = <10%

sidewalks throughout the corridor. A pedestrian under- or over-crossing near the railroad tracks was also suggested.

Roadway and intersection improvements

- Some commenters recommended various roadway or intersection improvements. A few of these commenters suggested general improvements, such as the installation of traffic calming measures throughout the corridor or replacing some intersections with roundabouts.
- Other commenters suggested specific roadway or intersection improvements, such as improving the 2nd Street intersection at Cerrillos Road or constructing a turnout at Baca Street.
- One comment requested the installation of a traffic signal at the St. Francis Drive and Alta Vista Street intersection, outside of the project area.

Policy, vision, and decision making

- Some comments focused on policy, visioning, or decision-making. A few comments recommended following an integrated approach to improving the Cerrillos Road corridor.
- Others recommended approval of the project, had questions about eminent domain, or suggested that other roads in Santa Fe, outside the project area, should be improved before spending money on Cerrillos Road.

Improvements for people riding transit

- A few commenters supported a more transit friendly Cerrillos Road, with robust transit options and more improvements for transit riders. Specific ideas mentioned included upgrading existing bus stops, creating better traffic flow for transit vehicles with roundabouts or better signal timing, and the development of a tram or light rail line along Cerrillos Road.

Turning movements for automobile traffic

- A few comments discussed various turning movement concerns for automobile traffic. These comments included both support and opposition for the prohibition or elimination of left turns where left turnouts do not exist, and concerns about limiting turning movements between San Jose Avenue and Cerrillos Road.

Environmental concerns

- A few comments referred to environmental concerns, such as stormwater runoff and drainage, and climate-related impacts resulting from dark-colored asphalt.

Other comments and concerns

- Two comments expressed concern about the project timeline and construction schedule, especially related to minimizing impacts on tourism and local businesses.
- Two additional comments were concerned about the general upkeep of medians, streets, and bike lanes, including debris sweeping.
- The project team also received few comments that were unrelated to the project or were asking for more information.

Conclusion

During the Phase IA/B study, comments were received through a variety of methods. The questions and comments received to date were largely supportive of the overall project and were primarily focused on design details, schedule, and construction phasing for the proposed improvements. As delivery of the CN S100680 NM 14 Cerrillos Road Improvement Project continues, the public and stakeholders will continue to be engaged by the project team. The design elements and agency decision making will incorporate the public input received, as pertinent and feasible.

Appendix B: Public Meeting Notifications for Phase IA and IB

United States Postal Service Every Door Direct Mailer Postcard

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Newspaper Advertisement

Radio Advertisement

Social Media Advertisement: Twitter

Social Media Advertisement: Facebook

Postcard



New Mexico DEPARTMENT OF
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NM 14 Cerrillos Road Improvements Study

CN S100680

VIRTUAL PUBLIC MEETING

July 21, 2021 | 6:00-7:30pm

The New Mexico Department of Transportation (NMDOT) is conducting an Alignment Study for New Mexico Highway 14, otherwise known as Cerrillos Road, within the City of Santa Fe. Cerrillos Road is one of Santa Fe's key transportation and land use corridors and one of its most heavily traveled roadways. The corridor is multimodal with diverse land uses including small retail shops, schools, and large employers. Commuter mobility and local circulation are important functions for this segment of Cerrillos Road.

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The map displays the Santa Fe Corridor alignment in orange, running from the south towards the north. The alignment starts near the intersection of the 466 highway and the 84 highway, heading north through the city. Key streets shown include Alameda Street West, Agua Fria St. West, St. Francis Dr, Cerrillos Road, St. Michael's Dr, 6th Street, Pacheco Street, Alta Vista Street, Don Diego Avenue, Galisteo St, and Don Gaspar Ave. The map also shows various parks, schools, and local businesses. A north arrow is located in the bottom left corner.



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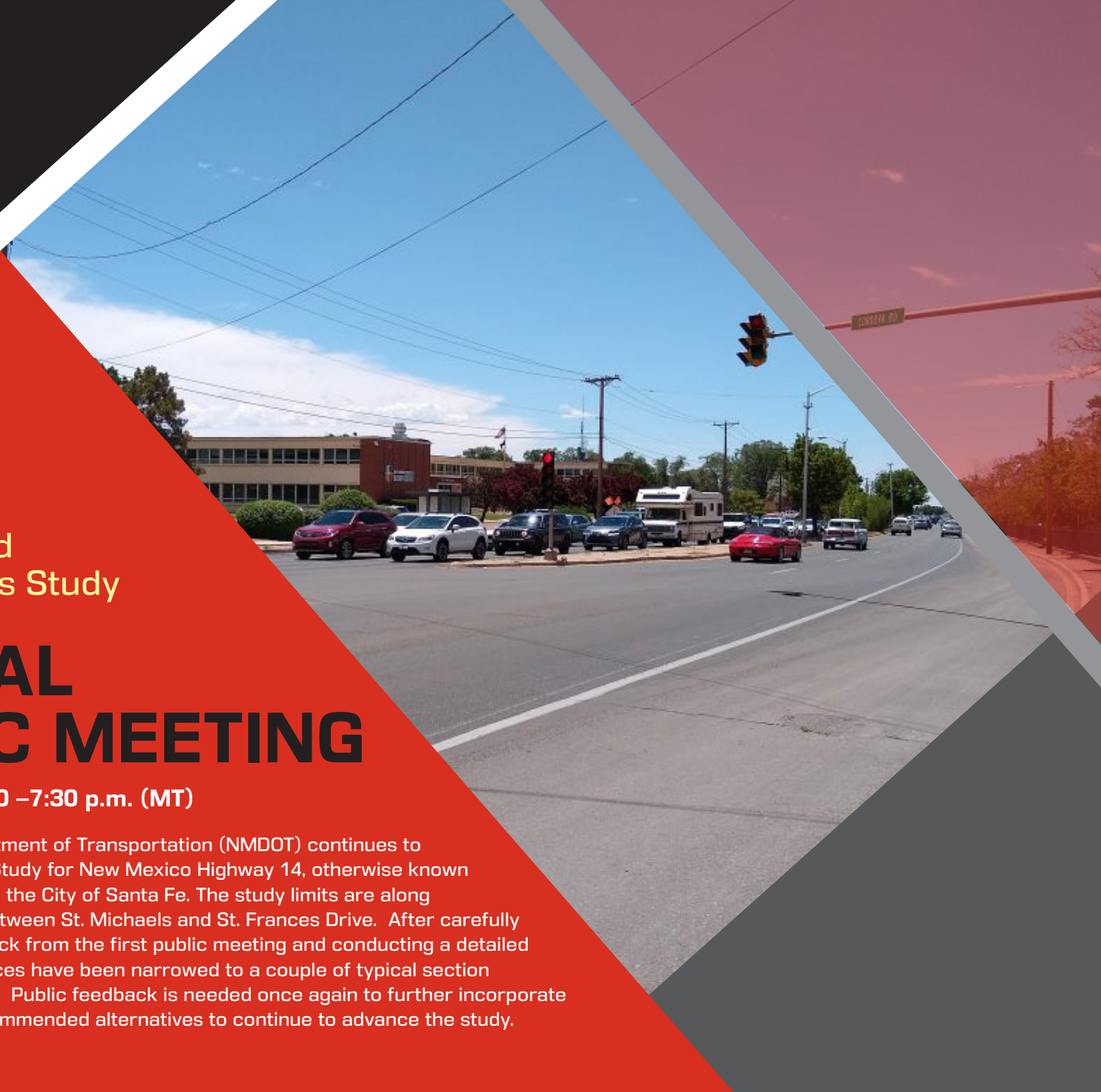
NM 14 Cerrillos Road Improvements Study

CN S100680

VIRTUAL PUBLIC MEETING

April 26, 2022 | 6:00 –7:30 p.m. (MT)

The New Mexico Department of Transportation (NMDOT) continues to advance an Alignment Study for New Mexico Highway 14, otherwise known as Cerrillos Road, within the City of Santa Fe. The study limits are along Cerrillos Rd. (NM 14) between St. Michaels and St. Frances Drive. After carefully reviewing public feedback from the first public meeting and conducting a detailed technical analysis, choices have been narrowed to a couple of typical section options for the corridor. Public feedback is needed once again to further incorporate refinements of the recommended alternatives to continue to advance the study.



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NM 14 Cerrillos Road Improvements Study VIRTUAL PUBLIC MEETING

April 26, 2022 | 6:00 – 7:30 p.m. (MT)

Register at: nm14cerrillos.nmdotprojects.org

OR Call-in at the scheduled meeting time:

Phone: +1 346 248 7799

Webinar ID: 848 0974 0192

To request ADA accommodations or language translation, contact Jennifer Hyre.



NMDOT will use Zoom, a web-based service with call-in capabilities to host the virtual public meeting. Members of the community are encouraged to register for the event and join the discussion, provide comments and ask questions of the project team.

Comments can be
provided at the
meeting or sent by
May 26, 2022 to:

WSP USA c/o Jennifer Hyre Attn: NM 14
2440 Louisiana Blvd NE, Suite 400
Albuquerque, NM 87110
Jennifer.Hyre@wsp.com | (505)-878-6577



Email Notification

Reints, Rebecca

From: Reints, Rebecca
Sent: Wednesday, July 7, 2021 5:23 PM
Cc: Reints, Rebecca; Hyre, Jennifer
Subject: NMDOT Virtual Public Meeting Notification - NM 14 (Cerrillos Road) Study (CN S100680)
Attachments: CN S100680_NMDOT_Cerrillos Rd Community Notification.pdf; 20210622 NMDOT_Cerillos_FB-1.jpg; 20210622 NMDOT_Cerillos_FB-2.jpg; 20210622 NMDOT_Cerillos_Twitter-1.jpg; 20210622 NMDOT_Cerillos_Twitter-2.jpg

Good afternoon,

Please see the attached virtual public meeting notification for the NMDOT NM 14 Cerrillos Road Improvements Study Project (CN S100680) in Santa Fe, New Mexico. The meeting is being held on July 21, 2021 from 6:00-7:30pm. The public is encouraged to participate in the live video streaming using Zoom or by calling in at the scheduled meeting time. Please feel free to share the meeting announcement through your respective social media outlets.

Additional information can be found at <https://nm14cerrillos.nmdotprojects.org/>



New Mexico DEPARTMENT OF
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NM 14
Cerrillos Road
Improvements Study

VIRTUAL PUBLIC MEETING

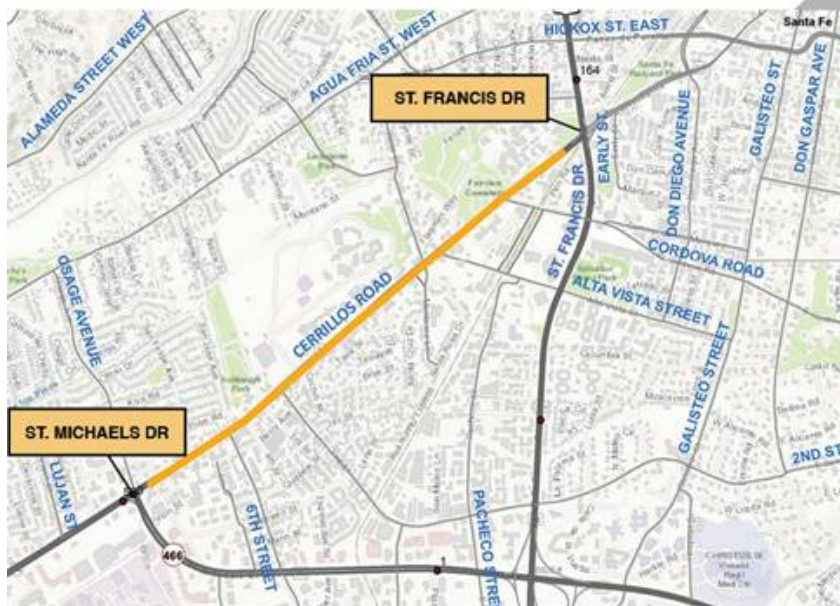
CN S100680

July 21, 2021 | 6:00-7:30pm

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reunión.



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OR Call-in at the
scheduled meeting time:
+1 346 248 7799
Webinar ID: 871 3855 1715

Comments can be provided
at the meeting or sent by
August 20, 2021 to:

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2440 Louisiana Blvd NE,
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Albuquerque, NM 87110
Jennifer.Hyre@wsp.com
(505)-878-6577

To request ADA accommodations or a translator, contact Jennifer Hyre before July 16, 2021.



Rebecca Reints
Environmental Planner
ENV SP

From: [Mason, Flor](#)
Bcc: [rgr5492@yahoo.com](#); [orchidiva@msn.com](#); [Blain@bhop.net](#); [mla505@gmail.com](#); [candancer2@gmail.com](#); [jfa505@hotmail.com](#); [mayor@santafenm.gov](#); [stephanie@greathouseworkroom.com](#); [john@uttonkery.com](#); [rgr5492@yahoo.com](#); [maldogs85@comcast.net](#); [tim@sfct.org](#); [ted.pome@gmail.com](#); [chavezma@live.com](#); [fmpatorni@earthlink.net](#); [thmpsnr@hotmail.com](#); [koas@rvilla.us](#)
Subject: NMDOT - NM 14 Cerrillos Rd CNS 100680 Virtual Public Meeting on April 26 at 6 p.m.
Date: Thursday, April 14, 2022 12:26:00 PM
Attachments: [NMDOT_CerrillosRd_CNS100680_Community Notification.pdf.pdf](#)
[image001.png](#)
[image002.png](#)
[CerrillosRd-Public-Meeting-April-2022-Twitter1.jpg](#)
[CerrillosRd-Public-Meeting-April-2022-Twitter2.jpg](#)
[CerrillosRd-Public-Meeting-April-2022-Facebook1.jpg](#)
[CerrillosRd-Public-Meeting-April-2022-Facebook2.jpg](#)

Good afternoon,

Join us for a live, virtual public meeting on Tuesday, April 26, 2022 starting at 6:00 PM (MT)! We will be sharing plans to improve Cerrillos Road from St. Michaels to St. Francis Drive to enhance mobility for vehicular, bicycle and pedestrian travel. Plus, the project team will answer YOUR questions live! NMDOT will be using the Zoom platform for this meeting. Pre-registration is encouraged.

Here are the different ways you can participate in the meeting:

Register at: <http://nm14cerrillos.nmdotprojects.org> or call-in at the scheduled meeting time: +1 346 248 7799 (Webinar ID: 848 0974 0192)

To request ADA accommodations or language translation, contact Jennifer Hyre before April 26, 2022.

We're looking forward to speaking with you LIVE on Tuesday, April 26, 2022.



New Mexico DEPARTMENT OF
TRANSPORTATION
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NM 14
Cerrillos Road
Improvements Study

VIRTUAL PUBLIC MEETING

CN S100680

April 26, 2022 | 6:00 –7:30 p.m. (MT)

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REGISTER
NOW!



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nm14cerrillos.nmdotprojects.org
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+1 (346) 248-7799
Webinar ID: 848 0974 0192

Comments can be provided
at the meeting or sent by
May 26, 2022 to:

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Jennifer.Hyre@wsp.com
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Flor Mason

Communications and Public Involvement Coordinator
Coordinadora de Comunicación y Participación Pública

T+ 1 480-449-7740
M+ 1 813-416-2814

WSP USA
1230 West Washington Street
Suite 405

Santa Fe New Mexican Newspaper Notification

Poverty

Continued from Page A-6

for child care assistance to 350 percent of the federal poverty level from 200 percent. That brings the eligibility limit to about \$93,000 for a family of four. Under the program, families could remain receiving assistance for their child if the household income rises up to 400 percent of the poverty level.

But lawmakers said they must find ways to prevent the loss of other support for low-income New Mexicans and encourage more people to return to work — and accept promotions and wage increases.

Scrase's report said one way to smooth the cliff effect for people in the Temporary Assistance for Needy Families program is to establish a transitional bonus, providing \$200 per month for up to 18 months for those with increasing wages.

The report pointed to pilot efforts in other cities. In Stockton, Calif., authorities gave \$500 per month to 125 random citizens who lived at or below the median household income level for one year. As a result, the report said, full-time employment rates among those residents increased.

Bait car

Continued from Page A-6

incident in which he is accused of fleeing from police at a gas station in Española, according to a complaint. He was charged with fleeing from law enforcement, being a felon in possession of a firearm, three counts of trafficking a controlled substance and two counts of driving on the wrong side of the road.

Multiple bench warrants for 2019 cases out of Albuquerque also were outstanding at the time of Cunningham's arrest.

Gas station company sues state over new liquor law

Associated Press

GALLUP — A company that runs dozens of convenience stores and gas stations in New Mexico is suing the state over new liquor laws that took effect last week.

Western Refining Retail claims a new provision that singles out McKinley County is unconstitutional because it prohibits gas stations from selling liquor based on population.

The new rule states any dispenser or retailer licensee who sells gasoline in a county with

a population between 56,000 and 57,000 people cannot sell alcohol other than beer. McKinley is the only New Mexico county that falls under that population threshold, and the change does not affect other businesses like grocery stores, package liquor stores, restaurants and bars.

Democratic Sen. George Munoz told Albuquerque television station KRQE that he sought the language targeting retailers attached to gas stations to address a problem in his Western New Mexico district.

"People die in McKinley County because of alcoholism," he said.

He added: "Just because it's legal doesn't mean it should be readily available and convenient in every single location."

Western Refining's lawsuit seeks to stop enforcement of the new law, noting that 14 businesses in the county are affected.

The company runs 10 of those businesses. The state Regulation and Licensing Department shows the company has dispenser licenses at Speedway, Giant and

Conoco gas stations in Gallup.

Officials with the state licensing department said they will not comment on the lawsuit until they have a chance to review the complaint.

According to an annual report on substance use published by the New Mexico Health Department, McKinley and Rio Arriba counties had extremely high alcohol-related death rates.

Overall, the report noted that New Mexico has extremely high death rates due to both alcohol-related chronic diseases and alcohol-related injuries. The state's rate

of alcohol-related injury death was about 1.5 times the national rate.

Health officials said that while New Mexico's rate for alcohol-related motor vehicle traffic crashes has decreased substantially over the past 30 years, disparities remain.

The state at the end of June rolled out its latest anti-drunk driving campaign, which includes television, radio, billboard and social media promotions. Law enforcement agencies also have started their summer DWI checkpoints and patrols.

Man shot by state police during shootout faces charges

By Victoria Traxler

vtraxler@sfnwmexican.com

A man shot Sunday morning by a New Mexico State Police officer following a foot chase on Santa Fe's south side is charged with three counts of aggravated assault on a peace officer and two counts of evading an officer.

A criminal complaint filed in Santa Fe County Magistrate Court against Jaime Bravo, 40, says the incident began when an officer with the Santa Fe Police Department responded to a welfare check on a man sitting on railroad tracks near the N.M. 599 exit of Interstate 25.

The officer, identified only as "CO" in the complaint, encountered Bravo and said the man pointed a gun at him before fleeing north on foot.

State police were called in to assist and found Bravo nearby at the intersection of Reata and Chalan roads, according to the complaint.

Bravo began to flee again and fired at least one shot toward state police officers, who returned fire and struck him, the complaint said. He was taken to Christus St. Vincent Regional Medical Center for treatment of his injury, which police said was not life-threatening.

State police are still investigating the shooting and have not

released the names of the officers involved.

It was the third shooting by a law enforcement officer in Santa Fe in the past two weeks.

On June 23, Santa Fe police Sgt. Bradley Lopez shot and killed Francisco Javier Lino-Gutierrez, 29, on Old Santa Fe Trail near the Loretto Chapel. Lino-Gutierrez was a suspect in a shooting earlier that day at De Vargas Park

and had pointed a gun at officers before he was shot, state police said.

That evening, Santa Fe County sheriff's deputies killed a man at Siler Road and Rufina Court after he brandished a gun. The man was suspected of driving a stolen truck and led authorities on a car chase. When he got out of the truck, he pointed a gun at deputies, according to state police.

The agency still has not identified the suspect or the deputies who killed him.

State police Lt. Ray Wilson wrote in an email Tuesday the case remains under investigation and details will be publicly released when investigators make them available. It has been a common response from the agency to questions about the shooting since the incident occurred.

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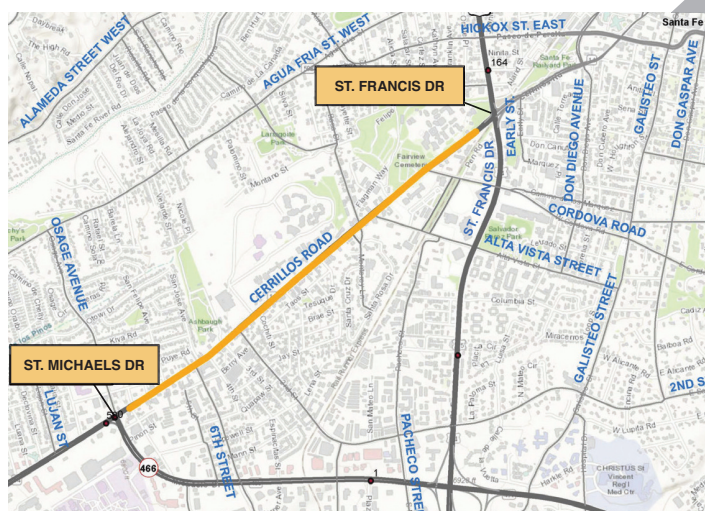
NM 14
Cerrillos Road
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Voluntary evacuations set near Hermits Peak Fire

By Brian Sandford
bsandford@sfnwmexican.com

Voluntary evacuations began Sunday for several communities in the area of the Hermits Peak Fire, which grew from 350 acres on Saturday to 540 on Sunday, according to the Northern New Mexico Type 3 Incident Management Team.

The evacuations apply to San Ignacio, Las Dispensas and Pendaries, according to a news release, which added that winds of more than 60 mph were forecast for the area Sunday. The blaze northwest of Las Vegas, N.M., was 10 percent contained, it added, up from zero percent the day before.

Santana Gomez, who lives north of Hermits Peak on N.M. 94, said in a phone interview Sunday afternoon he was ready to evacuate “when the fire trucks show up.”

Gomez, 22, said he grew up in the area and had never been under a fire evacuation order before, voluntary or otherwise.

“It’s real gloomy out here,” he said of conditions Sunday. “It’s real smoky out here. The wind doesn’t help; you can smell wood burning.”

Gomez said he grew up hunting in the nearby mountains with his great-grandfather.

“It’s going to be crazy to come back if everything is burned,” he said of a possible evacuation. “It’d be weird to come back after seeing things one way for 22 years of your life and then it’s all gone.”

Gomez said he and five family members would head to nearby Las Vegas to stay with other family if needed.

“It hurts me to leave home ... but what could you do?” he said. “Your life is more important than material things.”

No structures were at risk Sunday, according to the news release from the Northern New Mexico Type 3 Incident Management Team.

The fire began Wednesday when a controlled burn went awry, spurring questions from some about whether the wind conditions

were appropriate for such an action. Firefighters are working to keep the blaze out of Beaver Creek and the Gallinas Municipal Watershed, the news release states.

The response has involved 163 firefighters as well as four Hotshot crews, one specialized crew, eight engines, three helicopters, one rapid extraction module and one tactical water tender, the news release states.

Elsewhere in New Mexico, firefighters made progress in containing the Overflow Fire, which also began as a controlled burn.

They’d reached 70 percent containment of the 1,900-acre fire near Roswell as of Sunday afternoon, according to the New Mexico Fire Information website. Monday’s forecast calls for high winds and low humidity in the area, the site states.

No updates were available Sunday on the Collins Fire. As of Friday, the fire in Gila National Forest was estimated at 1,200 acres with zero percent containment, according to a Facebook post by the U.S. Forest Service.



COURTESY U.S. FOREST SERVICE

An aerial reconnaissance photo shows the Hermits Peak Fire on Friday morning. The remote fire is in the Santa Fe National Forest, 12 miles northwest of Las Vegas, N.M.

New Mexico land conserved for bats in U.S. military deal

By Adrian Hedden
Carlsbad Current-Argus

CARLSBAD — Habitat for about a million bats will be protected from human impacts through a deal between a nonprofit and the federal government.

About 315,000 acres of southern New Mexico land owned by billionaire media tycoon Ted Turner were protected from development in a partnership between the U.S. Department of Defense and New Mexico Land Conservancy.

The deal saw a conservation easement added to Armendaris Ranch, owned by Turner, due to perceived cultural significance and biological diversity on the land in Sierra and Socorro counties.

The ranch land supports more than 500 vertebrate species, per a report from the Land Conservancy, including multiple listed for federal and state protection.

It also contains the Fra Cristobal Mountain Range, home to 230 desert bighorn sheep, and lava fields that include the Jornada cave system that houses bats of multiple species.

“This land is laden with important and unique natural and cultural resources, and the opportunity to permanently protect a property with conservation values of this magnitude was at the heart of our organization’s decision to tackle this landscape-scale project,” said Ron Troy, Southern New Mexico program manager with the Land Conservancy.

Armendaris Ranch sits along the Rio Grande, from the Bosque Del

Apache National Wildlife Refuge to the north and stretches about 50 miles south to Elephant Butte Lake near Truth or Consequences.

It spans east from there through the Fra Cristobal Mountains to the San Andres Mountains and White Sands Missile Range.

Ancient footprints were discovered in the ranch about 40 miles from White Sands, believed to date back 20,000 years.

The Conservancy reported evidence of 10 Indigenous cultural periods, including 11,000-year Clovis peoples, pre-Columbian rock art, the remains of Puebloan, Mimbres, Navajo and Apache groups.

In modern history, the land contains a section of El Camino Real, a network of roads built by colonial Spain also known as the King’s Highway, and the site of largest Civil War battle fought in the Southwest known as Valverde.

There are 20 abandoned town sites on the land, per the Conservancy, and former transportation routes between Los Alamos and the Trinity Site used during the Manhattan Project that saw the first nuclear weapons tested in New Mexico.

The easement was intended to protect all of the historic and cultural significance of the land by restricting most development activities.

For the Department of Defense, blocking development on the ranch was useful as it contains a part of the western buffer for White Sands Missile Range.

Setting aside the land was par-

tially funded by the department’s Readiness and Environmental Protection Integration program, which was created to mitigate land conflicts near military installations and conserve wildlife to avoid restrictions that could inhibit missions.

The REPI program conserved 830,000 acres since its inception in 2002, and the Armendaris Ranch easement was the largest in the program’s history, almost doubling the conserved land from 340,000 acres on 115 easements to 655,000 acres.

“The permanent protection of this land presented a unique and timely convergence of interests between the various partners involved,” said Scott Wilber, Conservancy executive director. “This is truly a win-win-win project for wildlife, the people of New Mexico and our national security.”

Brian Knight, team manager with the U.S. Army said for White Sands Missile Range, the project would allow the facility to expand its airspace, as part of the easement is in a region known as the Western Call Up Area where officials at the missile range can extend its airspace as needed for testing and other activities.

“Completion of this historic project has been a very high priority for White Sands Missile Range,” Knight said. “Working with our neighbors to create compatible land uses and minimize any encroachment to military airspace will sustain the unique capabilities that make WSMR the premier test and evaluation range in the country.”

Homeless

Continued from Page A-1

ideas for sheltering the last of the baby boomers as they get older, sicker and less able to pay spiraling rents.

Advocates say much more housing is needed, especially for extremely low-income people.

Navigating sidewalks in wheelchairs and walkers, the aging homeless have medical ages greater than their years, with mobility, cognitive and chronic problems like diabetes. Many contracted COVID-19 or couldn’t work because of pandemic restrictions.

Cardelia Corley, 65, ended up on the streets of Los Angeles County after the hours at her telemarketing job were cut.

“I’d always worked, been successful, put my kid through college,” the single mother said. “And then, all of a sudden, things went downhill.”

Corley traveled all night aboard buses and rode commuter trains to catch a cat nap.

“And then I would go to Union Station downtown and wash up in the bathroom,” said Corley. She recently moved into a small East Hollywood apartment with help from The People Concern, a Los Angeles nonprofit.

A 2019 study of aging homeless people led by the University of Pennsylvania drew on 30 years of census data to project the U.S. population of people 65 and older experiencing homelessness will nearly triple from 40,000 to 106,000 by 2030, resulting in a public health crisis as their age-re-

lated medical problems multiply.

Dr. Margot Kushel, a physician who directs the Center for Vulnerable Populations at the University of California, San Francisco, said her research in Oakland on how homelessness affects health has shown nearly half of the tens of thousands of older homeless people in the U.S. are on the streets for the first time.

“We are seeing that retirement is no longer the golden dream,” said Kushel. “A lot of the working poor are destined to retire onto the streets.”

That’s especially true of younger baby boomers, now in their late 50s to late 60s, who don’t have pensions or 401(k) accounts. About half of both women and men ages 55 to 66 have no retirement savings, according to the census.

Born between 1946 and 1964, baby boomers now number over 70 million, the census shows. With the oldest boomers in their mid 70s, all will hit age 65 by 2030.

The aged homeless also tend to have smaller Social Security checks after years working off the books.

Donald Whitehead Jr., executive director of the Washington-based advocacy group National Coalition for the Homeless, said Black, Latino and Indigenous people who came of age in the 1980s amid recession and high unemployment rates are disproportionately represented among the homeless.

Many nearing retirement never got well-paying jobs and didn’t buy homes because of discriminatory real estate practices.

“So many of us didn’t put money into retirement programs,

thinking that Social Security was going to take care of us,” said Rudy Soliz, 63, operations director for Justa Center, which offers meals, showers, a mail drop and other services to the aged homeless in Phoenix.

The average monthly Social Security retirement payment as of December was \$1,658. Many older homeless people have much smaller checks because they worked fewer years or earned less than others.

People 65 and over with limited resources and who didn’t work enough to earn retirement benefits may be eligible for Supplemental Security Income of \$841 a month.

Nestor Castro, 67, was luckier than many who lose permanent homes.

Castro was in his late 50s living in New York when his mother died and he was hospitalized with bleeding ulcers, losing their apartment. He initially stayed with his sister in Boston, then for more than three years at a YMCA in Cambridge, Mass.

Just before last Christmas, Castro got a permanent subsidized apartment through Hearth Inc., a Boston nonprofit dedicated to ending homelessness among older adults. Residents pay 30 percent of their income to stay in one if Hearth’s 228 units.

Castro pays with part of his Social Security check and a part-time job. He also volunteers at a food pantry and a nonprofit that assists people with housing.

“Housing is a big problem around here because they are building luxury apartments that no one can afford,” he said. “A place down the street is \$3,068 a month for a studio.”

Ukraine

Continued from Page A-1

Ukraine’s foreign minister, Dmytro Kuleba, cautioned that although leaders have been trumpeting success in driving Russian forces out of Kyiv, “Another battle is coming, the battle for Donbas,” he said Sunday on NBC’s *Meet the Press*.

The expected Russian offensive could resemble World War II, Kuleba recently told NATO, with large military maneuvers involving thousands of tanks, armored vehicles, artillery and aircraft. With the atrocities mounting in Ukraine, calls have grown to provide the country with offensive weapons that would allow forces to strike inside Russia. Several foreign allies, including the United Kingdom, have pledged new weapons shipments in recent days to help Ukraine in what is expected to be a tougher battle ahead.

Ukrainian President Volodymyr Zelenskyy on CBS’s *60 Minutes* again called on Western countries to step up in providing arms. “They have to supply weapons to Ukraine as if they were defending themselves and their own people,” he said in an interview recorded on Wednesday and broadcast Sunday. “If they don’t speed up, it will be very hard for us to hold on against this pressure.”

Zelenskyy urged even tougher sanctions against Russia and warned that Western nations shouldn’t be lulled into complacency thinking that they had staved off World War III by not intervening further.

“I think that today no one in this world can predict what Russia will do. If they invade further into our territory, they will definitely move closer and closer to Europe,” he said. “They will only become stronger and less predictable.”

Zelenskyy’s message has been relentless since the start of the Russian invasion, when he reportedly said “I need ammunition, not a ride.” Foreign Minister Dmytro Kuleba told NATO leaders in Brussels last week that Zelenskyy had a threefold agenda: “weapons, weapons and weapons.”

The United States has been cautious in its approach to providing armaments directly. The country’s focus “is on helping the Ukrainians defend their territory in Ukraine and take territory back,” Jake Sullivan, President Joe Biden’s national security adviser, said on CBS’s *Face the Nation*.

“The United States is surging resources, weapons, military equipment, but also diplomatic resources to support the Ukrainians,” he said.

He also discounted the notion that the United States hadn’t stepped up, saying the country has mobilized resources at “unprecedented scope, scale and speed.”

He noted that some of the steps include sourcing weapons systems that Ukrainian forces are already familiar with, such as the Soviet-era S-300 air defense system provided by Slovakia, to which the United States contributed a key component. The United States is also exploring systems that would require some training for the Ukrainian forces, Sullivan added.

Senate Minority Leader Mitch McConnell, R-Ky., said Sunday that the United States needs to be

more aggressive in aiding Ukraine. “I think the administration has been better, but they’ve had to be pushed every step of the way to be more aggressive, sooner,” McConnell told Fox News.

Backup can’t come soon enough as an eight-mile-long convoy of Russian military vehicles was making its way east, according to satellite images captured Friday and made available by Maxar Technologies, a U.S. space technology firm.


As Russia shifts its military focus, officials in the eastern province of Luhansk urged people to evacuate immediately, saying the region could face a “very ugly and very bloody” fight. Sunday’s attacks damaged a school and hit two residential buildings, according to Luhansk’s governor, Serhiy Haidai.

Already, more than 4.5 million Ukrainians have fled the country since the Russian invasion on Feb. 24, according to data from the United Nations. That figure is expected to grow as the fighting wears on.

Ukrainians continued to flee eastern Ukraine through humanitarian corridors, though authorities said they were stymied by Russian troops violating cease-fires and holding up buses at checkpoints.

About 2,800 people evacuated conflict areas via humanitarian corridors on Sunday, Ukrainian Deputy Prime Minister Iryna Vereshchuk said — far fewer than the more than 6,600 who fled conflict zones on Friday.

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New Mexico DEPARTMENT OF
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NM 14 Cerrillos Road Improvements Study

VIRTUAL PUBLIC MEETING

CN S100690
April 26, 2022 | 6:00 –7:30 p.m. (MT)

The New Mexico Department of Transportation (NMDOT) continues to advance an Alignment Study for New Mexico Highway 14, otherwise known as Cerrillos Road, within the City of Santa Fe. The study limits are along Cerrillos Rd. (NM 14) between St. Michaels and St. Frances Drive. After carefully reviewing public feedback from the first public meeting and conducting a detailed technical analysis, choices have been narrowed to a couple of typical section options for the corridor. Public feedback is needed once again to further incorporate refinements of the recommended alternatives to continue to advance the study.

NMDOT will use Zoom, a web-based service with call-in capabilities to host the virtual public meeting. Members of the community are encouraged to register for the event and join the discussion, provide comments and ask questions of the project team.

REGISTER NOW!



Register at:
nm14cerrillos.nmdotprojects.org

OR Call-in at the scheduled meeting time:
+1 (346) 248-7799
Webinar ID: 848 0974 0192

Comments can be provided at the meeting or sent by May 26, 2022 to:

WSP USA c/o Jennifer Hyre
Attn: NM 14
2440 Louisiana Blvd NE,
Suite 400
Albuquerque, NM 87110
Jennifer.Hyre@wsp.com
(505)-878-6577

To request ADA accommodations or language translation, contact Jennifer Hyre.



Radio Script

WHO: New Mexico Department of Transportation

WHAT: NM 14 Cerrillos Road Corridor Study

WHEN: July 21, 2021 from 6 to 7:30 p.m.

WHERE:

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

Or call 505-878-6577 for telephone access to the meeting

Script:

The New Mexico Department of Transportation is hosting a virtual public meeting on July 21, 2021 starting at 6:00 pm for the Alignment Study on New Mexico Highway 14, otherwise known as Cerrillos Road, within the City of Santa Fe. The study limits extend between Saint Michael's and Saint Francis Drive. The purpose of this meeting is to introduce the study, share the needs identified within the corridor, and present alternatives under development and evaluation. Members of the community are encouraged to register for the event. Please join the live discussion via Zoom or by telephone to provide your comments and ask questions of the study team.

Register online at: nm14cerrillos.nmdotprojects.org/

One more time that is, N-M-1-4-cerrillos-dot-N-M-D-O-T-projects-dot-o-r-g.

Or call 505-878-6577 for telephone access to the meeting.

***Cerrillos is pronounced SIR-EE-OS*

WHO: New Mexico Department of Transportation

WHAT: NM 14 Cerrillos Road Corridor Study

WHEN: April 26, 2022 from 6 to 7:30 p.m.

WHERE:

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

Or call 505-878-6577 for telephone access to the meeting

Script:

The New Mexico Department of Transportation is holding a second virtual public information meeting on April 26, 2022 from 6 to 7:30 p.m. on the Alignment Study for New Mexico Highway 14, otherwise known as Cerrillos Road, within the City of Santa Fe. The purpose of this meeting is for the N-M-D-O-T to provide a project update and present typical section options for the improvements to Cerrillos Road between Saint Michael's Drive and Saint Francis Drive. Members of the community are encouraged to register for the event. Join the live discussion via Zoom or by telephone to provide comments and ask questions of the project team.

Register online at: nm14cerrillos.nmdotprojects.org/

One more time that is, N-M-1-4-cerrillos-dot-N-M-D-O-T-projects-dot-o-r-g.

Or call 505-878-6577 for telephone access to the meeting

***Cerrillos is pronounced SIR-EE-OS*

Social Media Posts

LIVE VIRTUAL PUBLIC MEETING

NM 14 Cerrillos Road Improvement Study

REGISTER TODAY!



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Community members are encouraged to attend the Zoom event July 21 at 6 p.m. to provide comments and ask questions.



LIVE VIRTUAL PUBLIC MEETING



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM 14 Cerrillos Road Improvement Study

REGISTER TODAY!

Community members are encouraged to attend the Zoom event
July 21 at 6 p.m. to provide comments and ask questions.



LIVE VIRTUAL PUBLIC MEETING

NM 14 Cerrillos Road Improvement Study



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

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LIVE VIRTUAL PUBLIC MEETING

NM 14 Cerrillos Road Improvement Study

REGISTER TODAY!



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Community members are encouraged to attend the Zoom event
July 21 at 6 p.m. to provide comments and ask questions.



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM 14 Cerrillos Road | CN S100680

JOIN US FOR A LIVE VIRTUAL PUBLIC MEETING

Tuesday
April 26, 2022

6:00 – 7:30 p.m.
(MT)

SIGN UP NOW!



NM 14 Cerillos Road | CN S100680

JOIN US FOR A LIVE VIRTUAL PUBLIC MEETING

Tuesday, April 26, 2022 6:00 –7:30 p.m. (MT)

SIGN UP NOW!



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM 14 Cerillos Road | CN S100680

JOIN US FOR A LIVE VIRTUAL PUBLIC MEETING

Tuesday
April 26, 2022

6:00 – 7:30 p.m.
(MT)

LIVE NOW!

CALL NOW: 346-248-7799
WEBINAR ID: 848 0974 0192





New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM Cerillos Road | CN S100680

JOIN US FOR A LIVE VIRTUAL PUBLIC MEETING

Tuesday, April 26, 2022

6:00 – 7:30 p.m. (MT)

SIGN UP NOW!

Public feedback is needed to further incorporate refinements of the recommended alternatives to continue to advance the study.



NM 14 Cerillos Road | CN S100680

JOIN US FOR A LIVE VIRTUAL PUBLIC MEETING

Tuesday
April 26, 2022
6:00 –7:30 p.m. (MT)

SIGN UP NOW!



New Mexico DEPARTMENT OF
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New Mexico DEPARTMENT OF
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NM 14 Cerillos Road | CN S100680

JOIN US FOR A LIVE VIRTUAL PUBLIC MEETING

Tuesday, April 26, 2022

6:00 –7:30 p.m. (MT)

LIVE NOW!

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WEBINAR ID: 848 0974 0192



Appendix C: PowerPoint Presentations – Phase IA and IB Public Meetings



New Mexico DEPARTMENT OF
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VIRTUAL BUSINESS OWNER MEETING

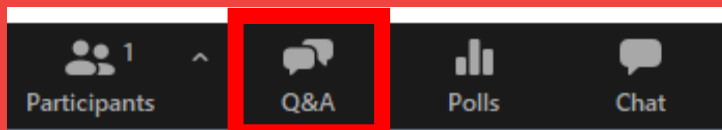
July 15, 2021

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

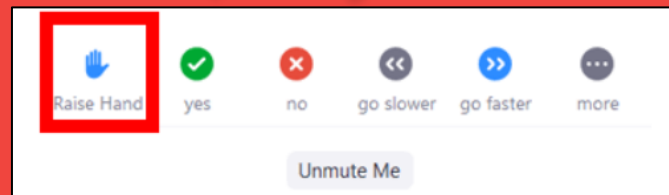


Meeting Platform: Zoom

- Zoom Webinar – only presenters will be on video
- This meeting is being recorded
- 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
- **Estevan Gonzales, P.E.**
NMDOT Project Development Engineer
- **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

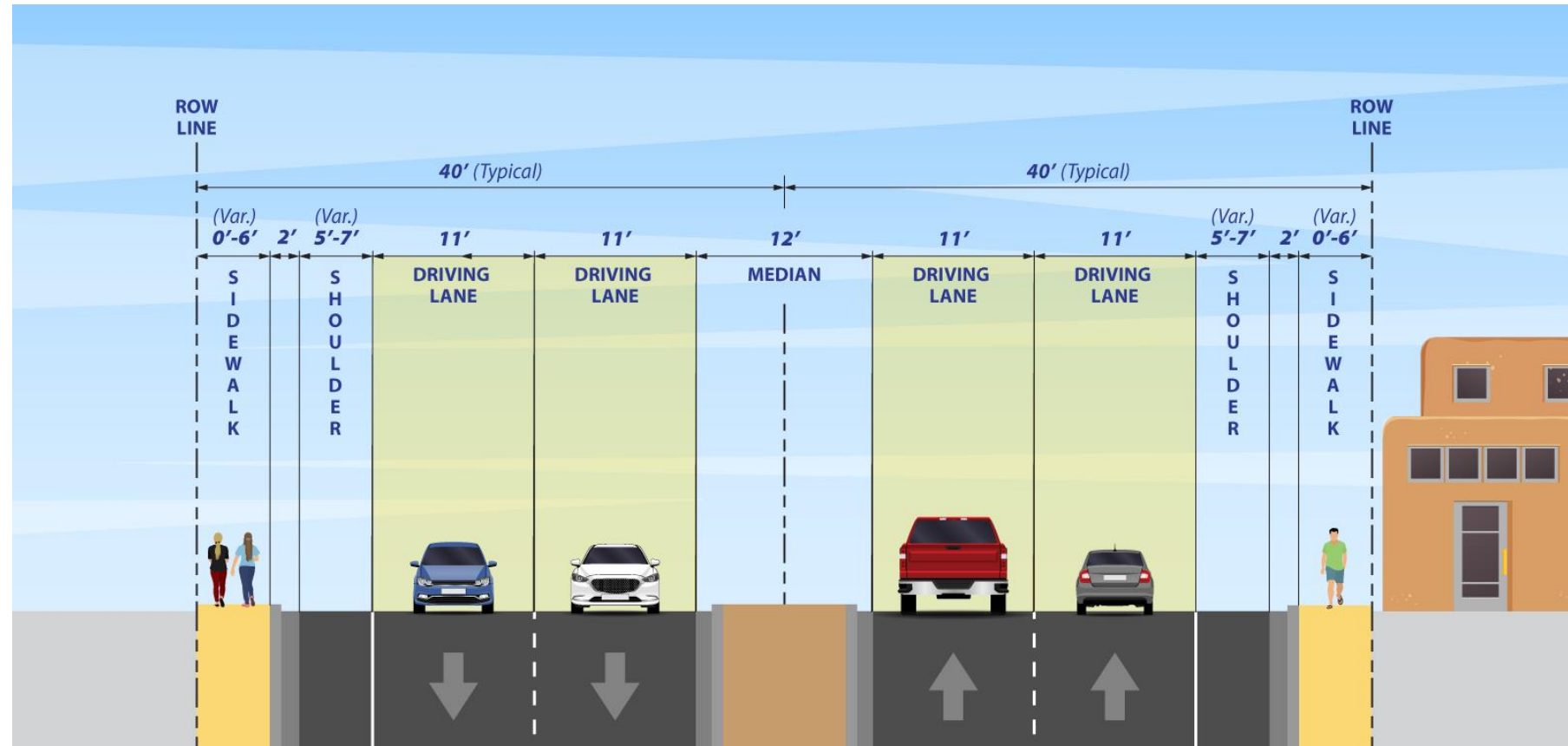


▲ What is a Typical Section?

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

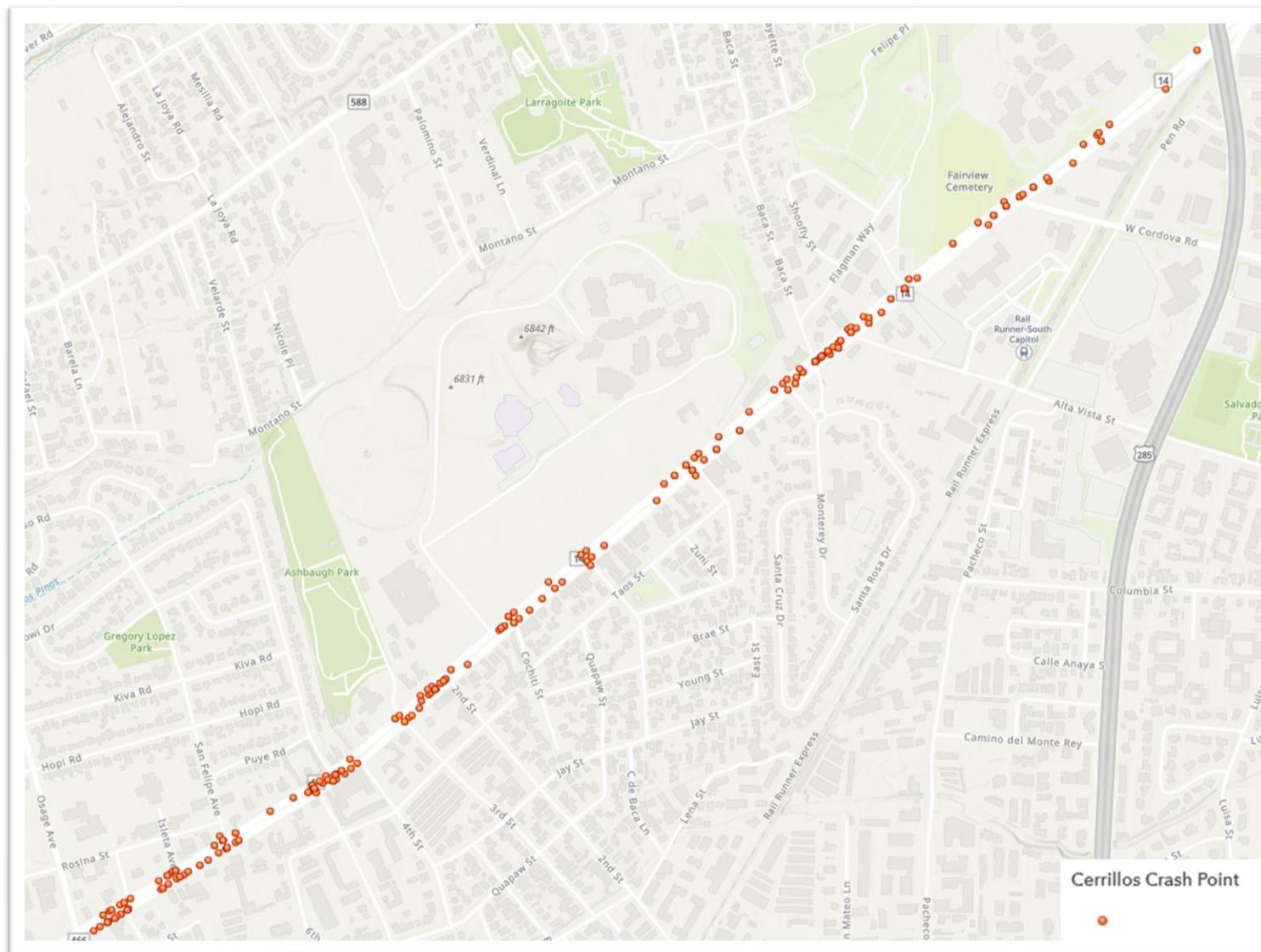
Proposed improvements will benefit all travel modes

Existing Safety Conditions

▲ Rear-end crashes are most common

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

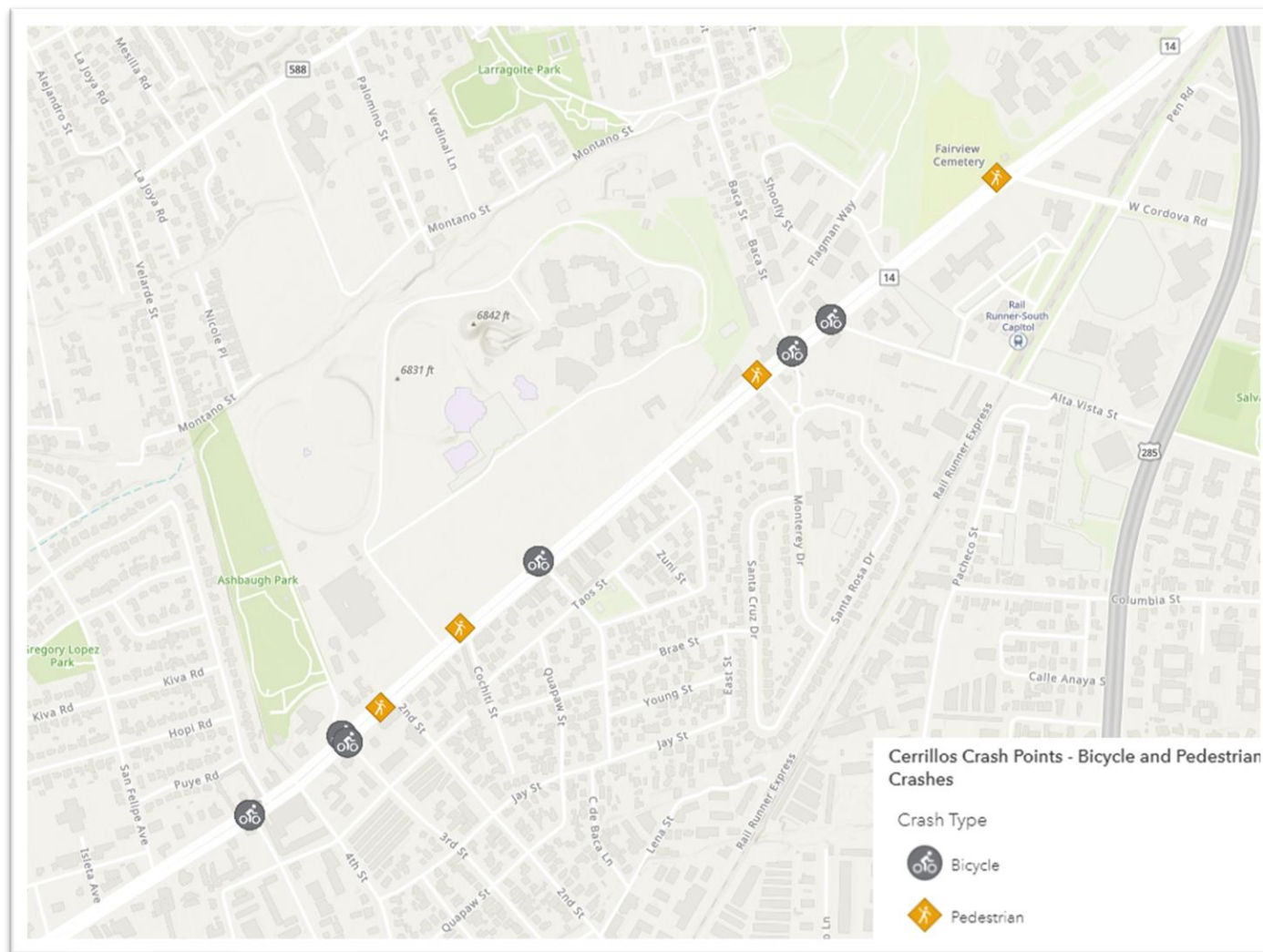
▲ From 2014-2018: 494 recorded crashes spread throughout the Cerrillos Road corridor



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

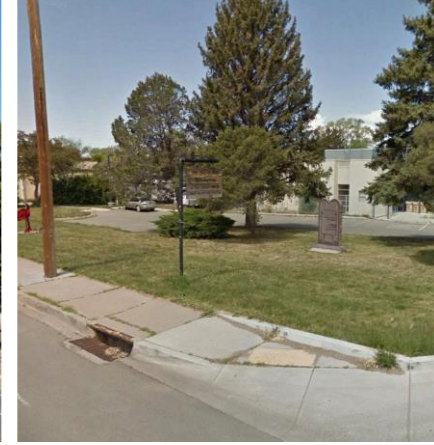
▲ Lighting

- » 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 I

» **Currently in this phase**

» **Phase II** (60%-100%)

» *Final Design*

» **Phase III**

» *Construction*

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*

Stakeholder and Public Involvement
– Ongoing throughout Phase I and II

Collect Comprehensive Data

- ✓ Design and ROW needs
- ✓ Environmental surveys
- ✓ Geotechnical
- ✓ Drainage infrastructure
- ✓ Traffic and access
- ✓ Maintenance
- ✓ Safety
- ✓ Stakeholder input





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PRELIMINARY ALTERNATIVES

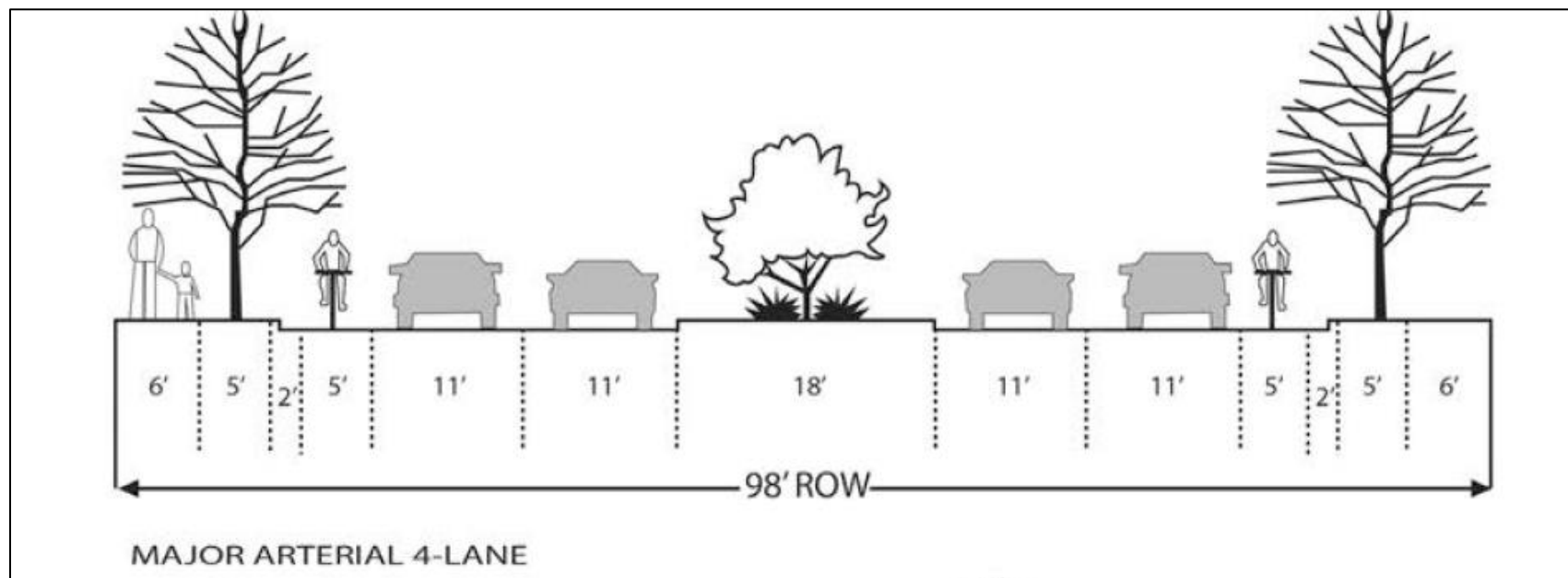


Alternatives Development

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

▲ 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



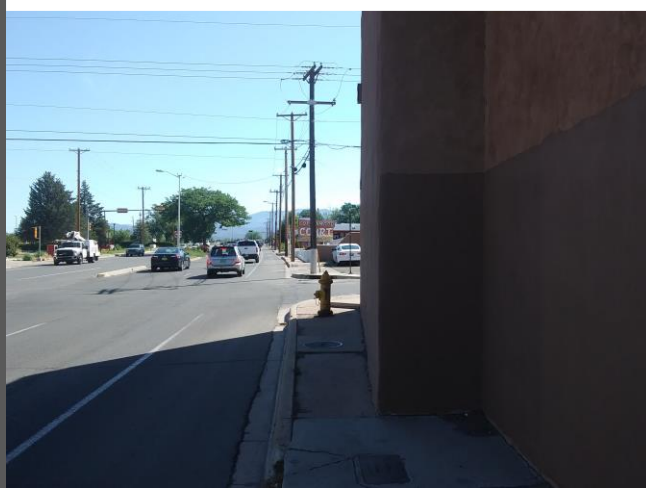
Alternatives Development



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 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
 - May be incorporated into Cerrillos Road project moving forward
 - Draft Master Plan due soon
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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
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5	Not Viable	Not Viable	No Issues	Concerns
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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
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» Option #5

- Cannot provide adequate space for roadway shoulders. Impacts multi-modal accessibility
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» Option #10

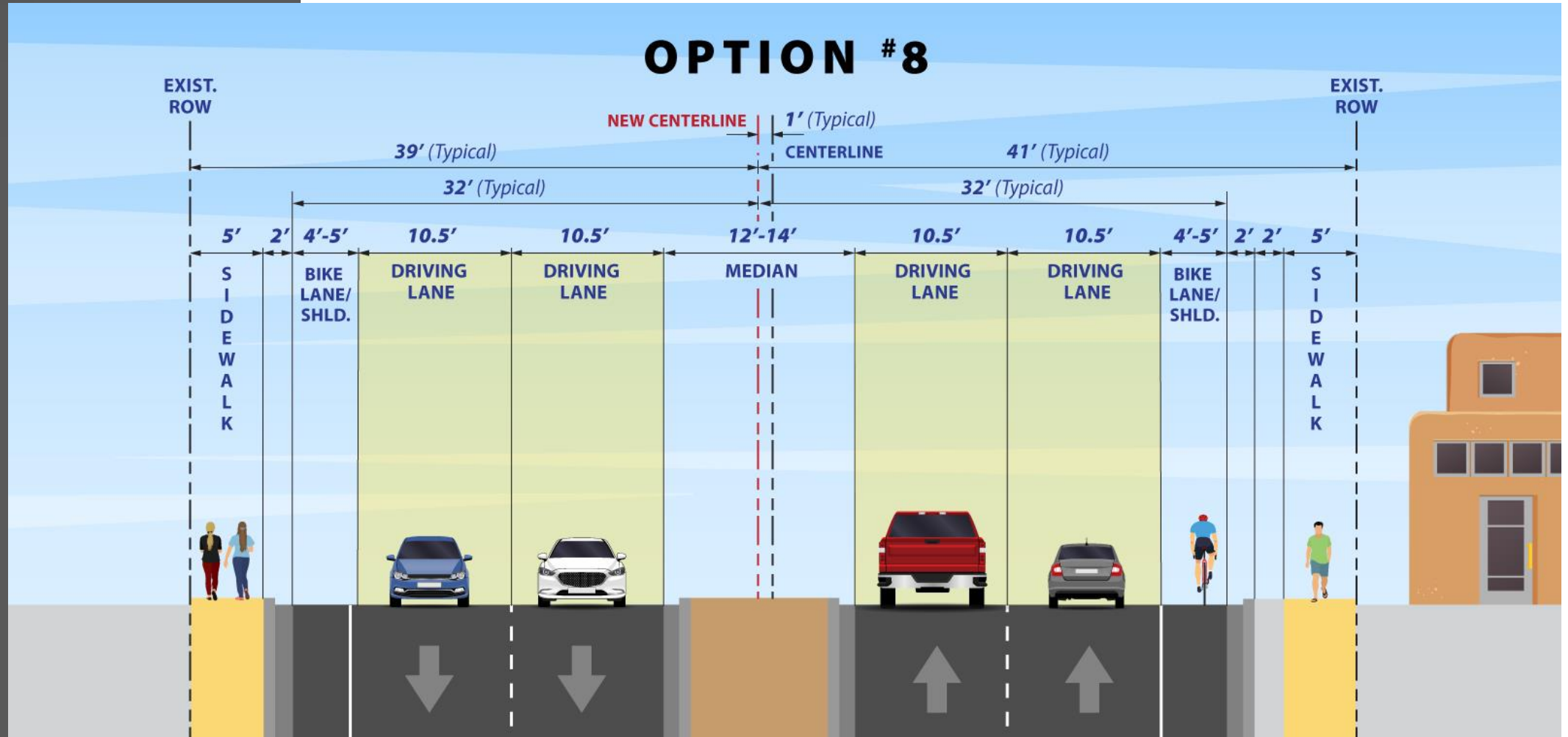
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Potential Improvements

▲ Cerrillos Road Improvements

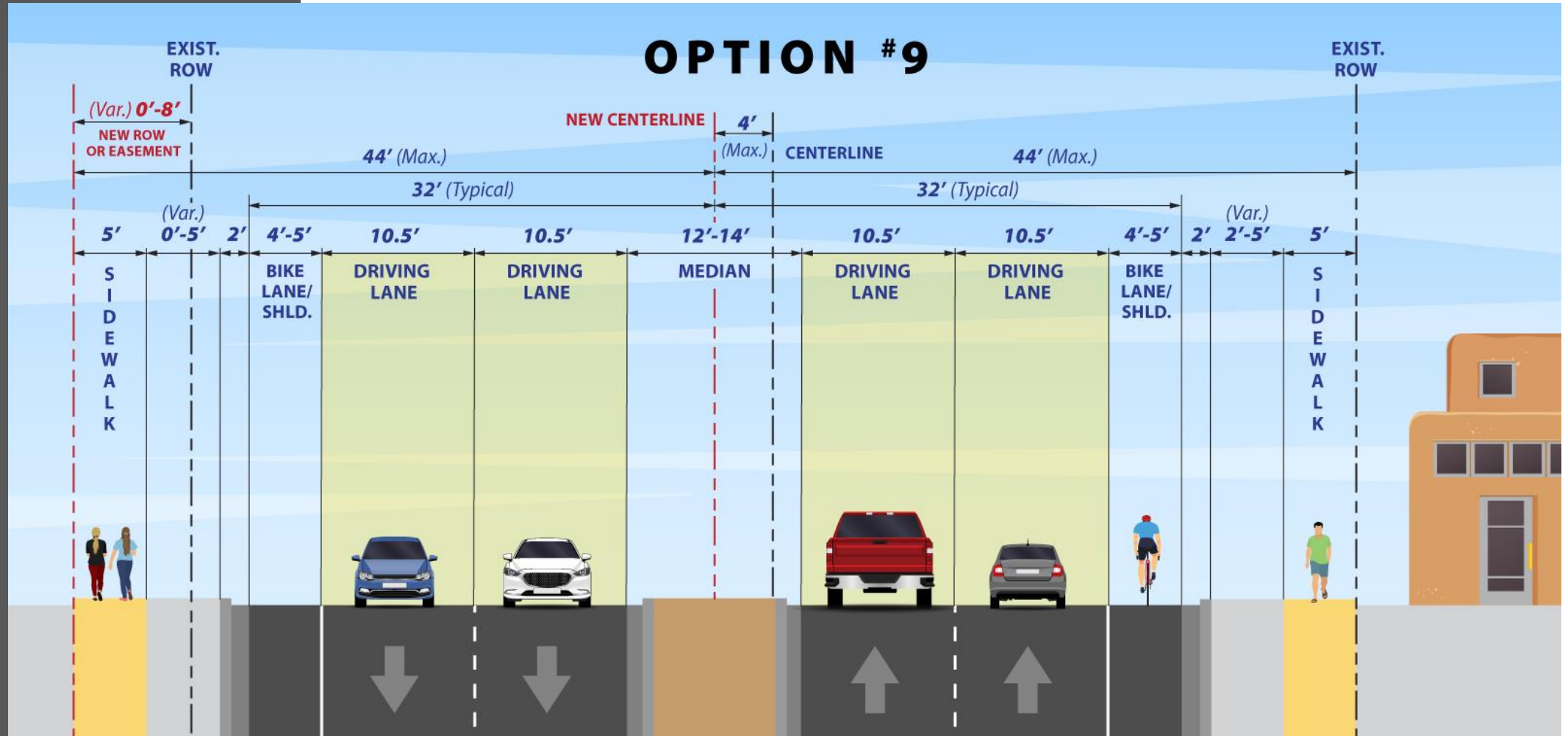
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Potential Improvements

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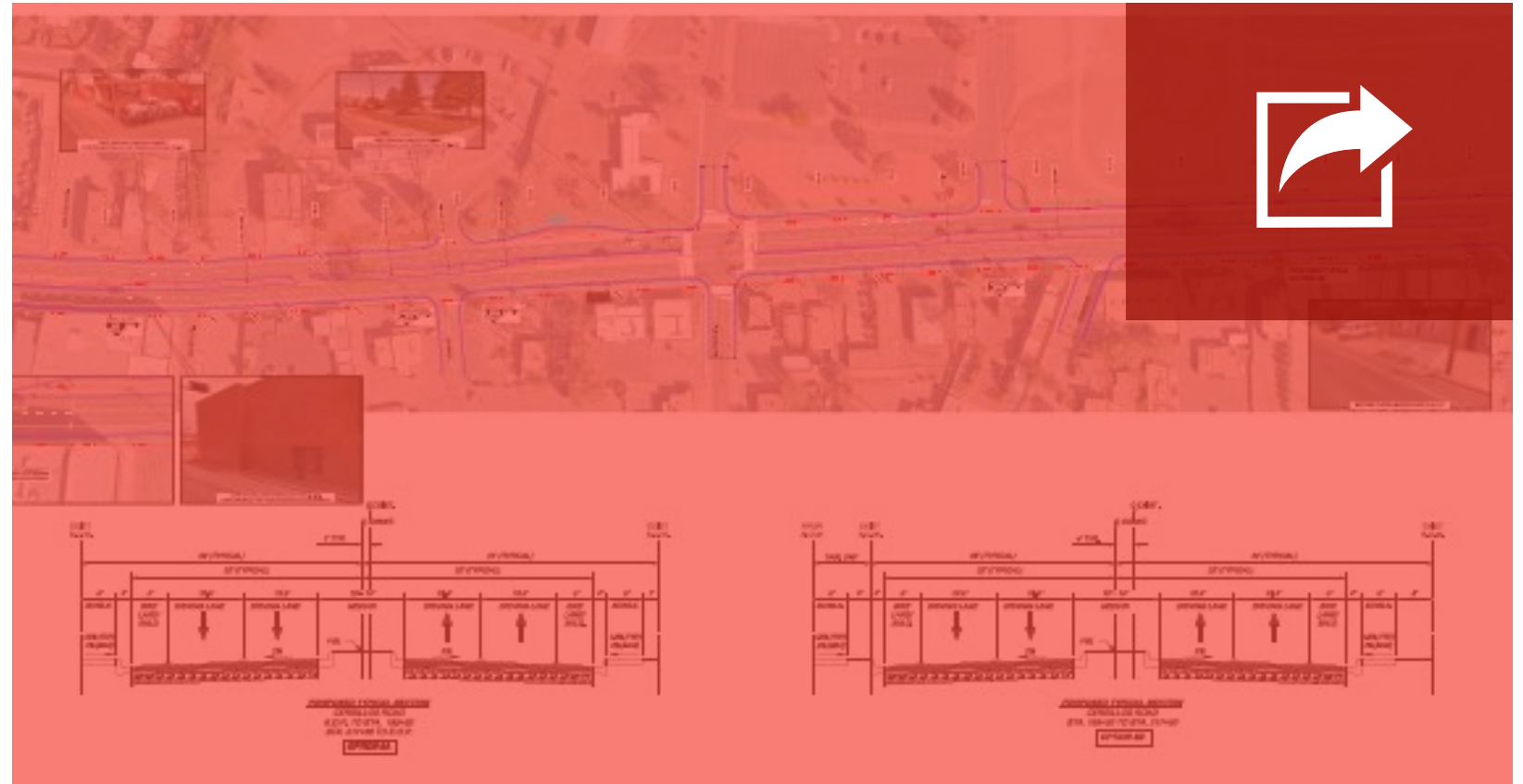
- » An initial comparison of preliminary alternatives resulting in Options 8 and 9 recommended for more detailed study:
 - 4' Bike Lanes
 - 5' Bike Lanes
- » Advancing with the study effort includes:
 - Receiving public input on existing conditions and preliminary recommendations
 - Reviewing access management and intersection configurations in more detail
 - Refining solutions to address deteriorating conditions associated with Cerrillos Road

See project website for detailed typical sections of each preliminary alternative
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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*** 
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- ▲ 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.

WELCOME

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.

i Project Area

Español

→ Next

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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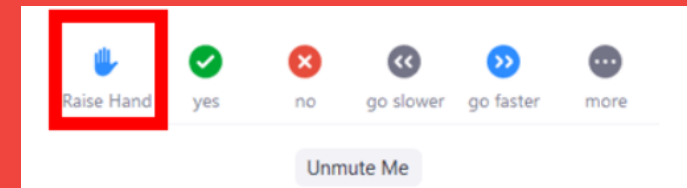
46

Thank You



QUESTIONS

If you would like to speak,
raise your hand
Press *9 if you have dialed-in



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



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VIRTUAL PUBLIC INFORMATION MEETING

July 21, 2021

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



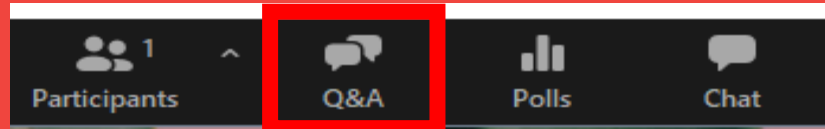
Meeting Platform: Zoom

- ▲ 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”*

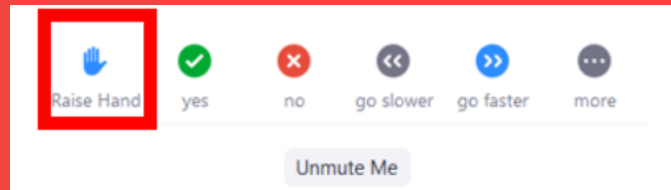


Meeting Platform: Zoom(Cont.)

- 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

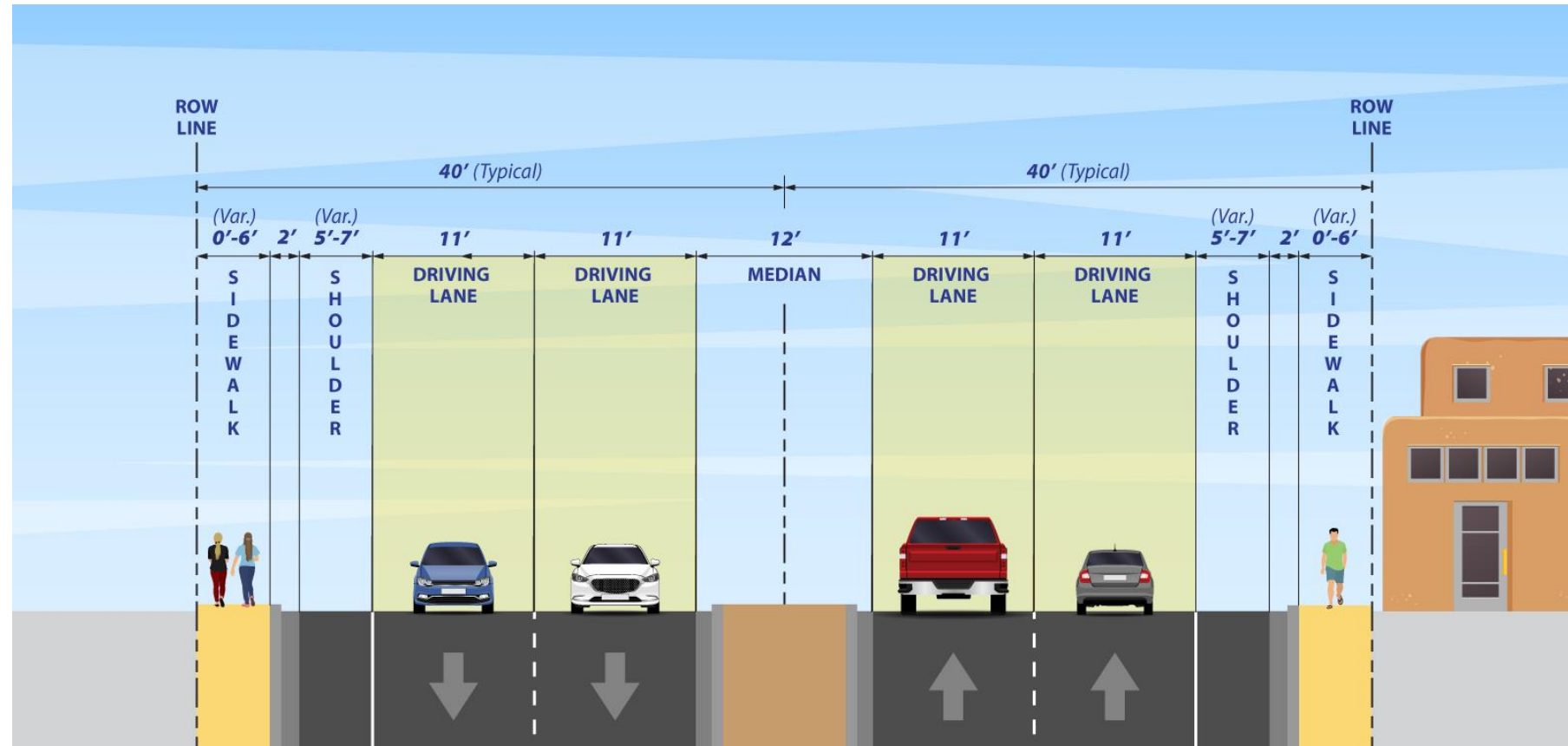


▲ What is a Typical Section?

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

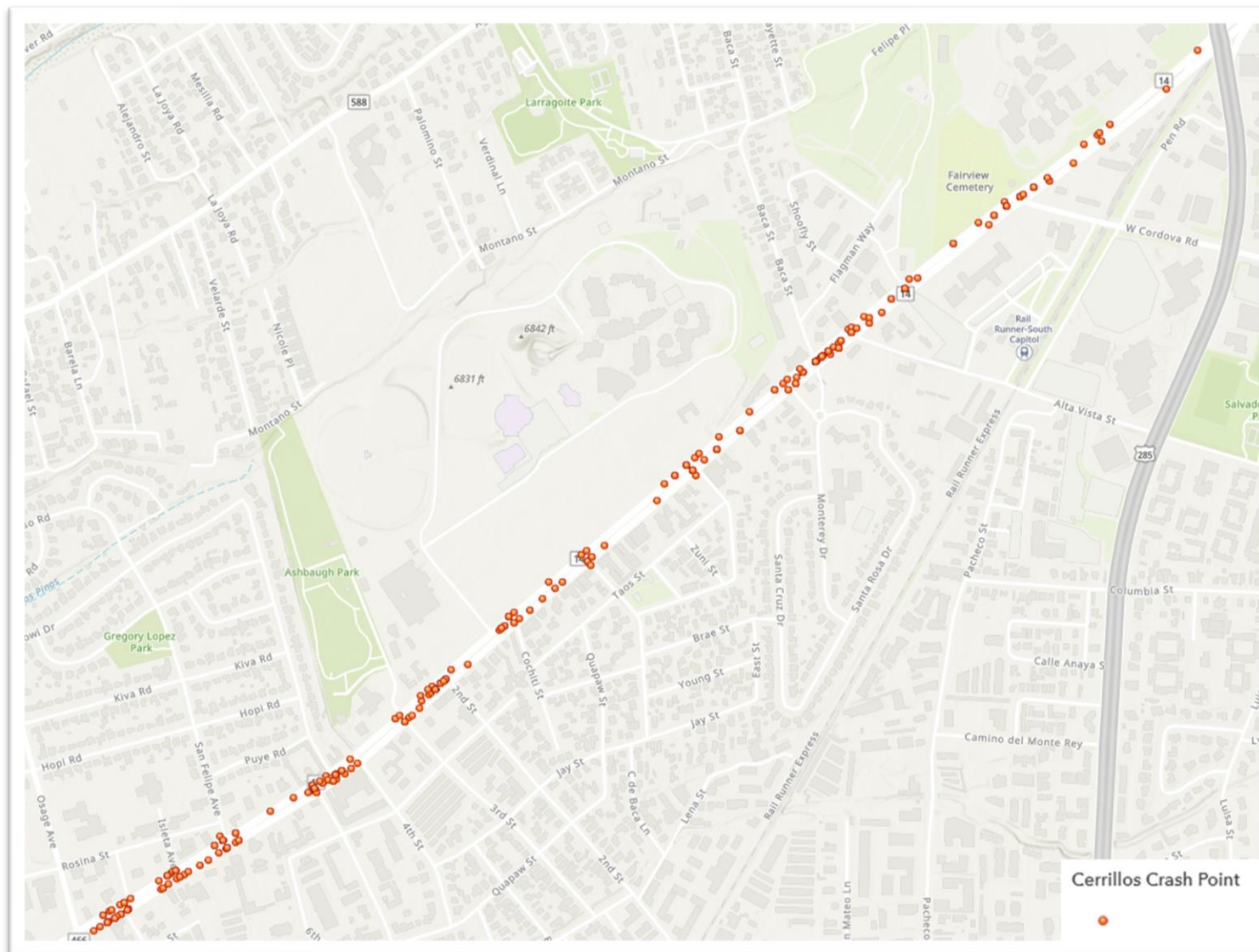
Proposed improvements will benefit all travel modes

Existing Safety Conditions

▲ Rear-end crashes are most common

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

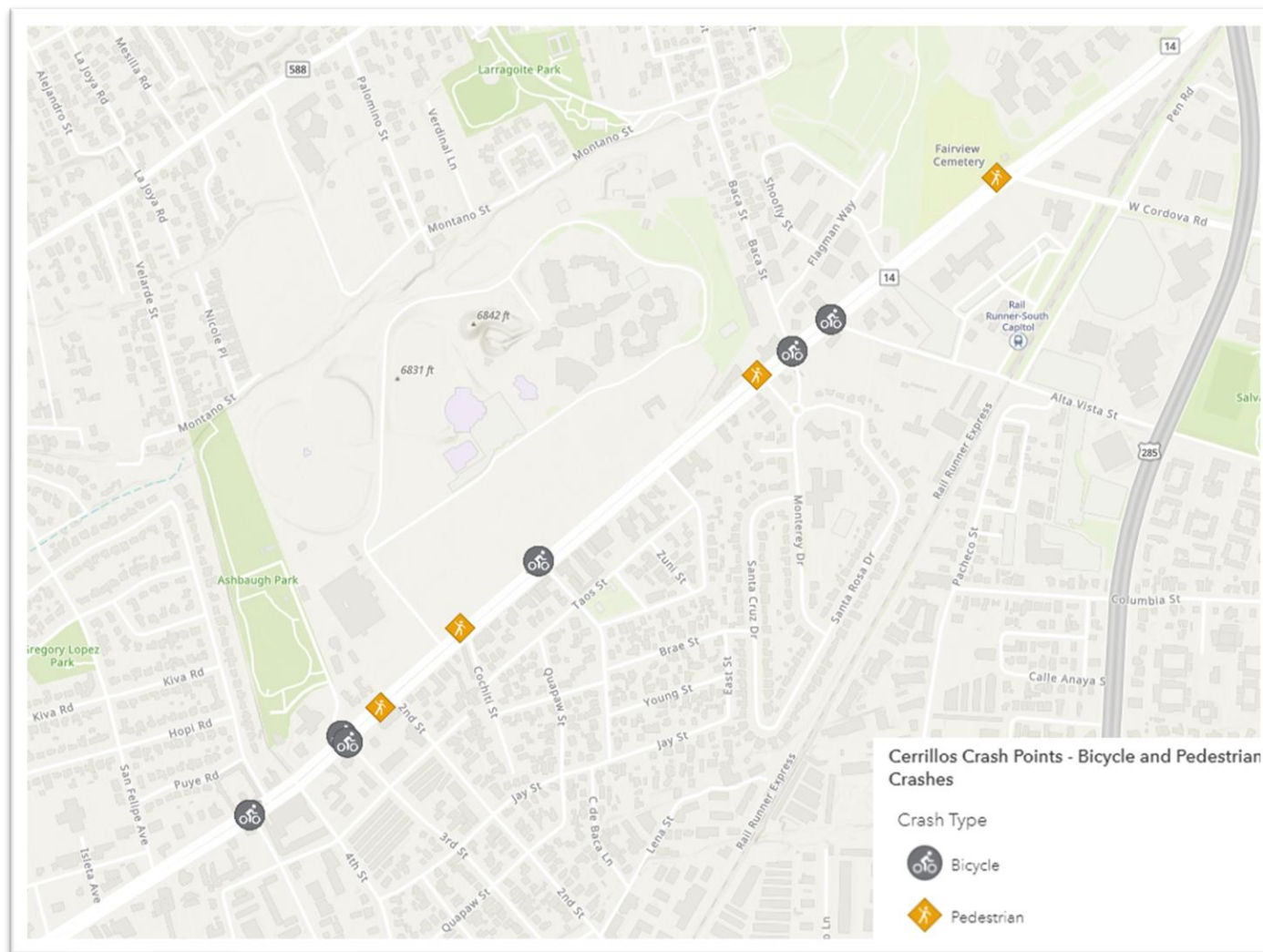
▲ From 2014-2018: 494 recorded crashes spread throughout the Cerrillos Road corridor



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

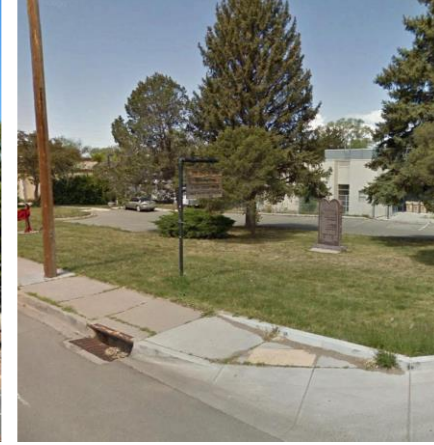
▲ Lighting

- » 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 I

» **Currently in this phase**

» **Phase II** (60%-100%)

» *Final Design*

» **Phase III**

» *Construction*

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*

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

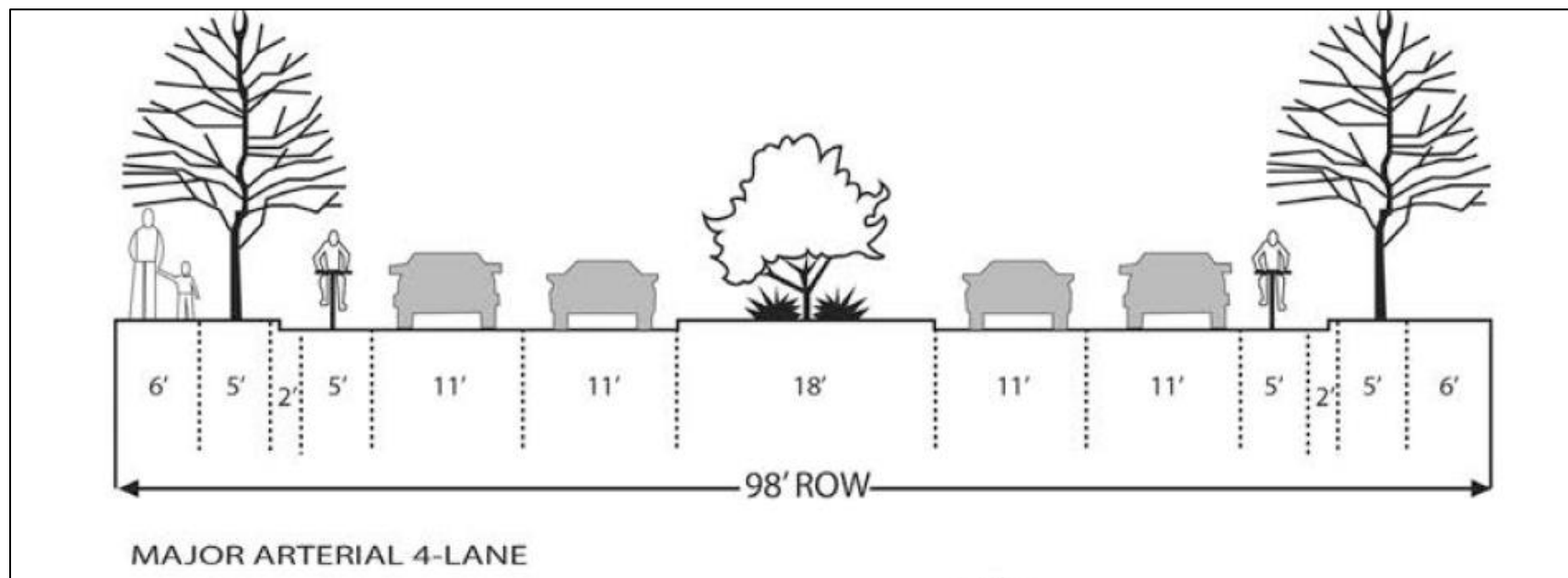


Alternatives Development

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

▲ 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



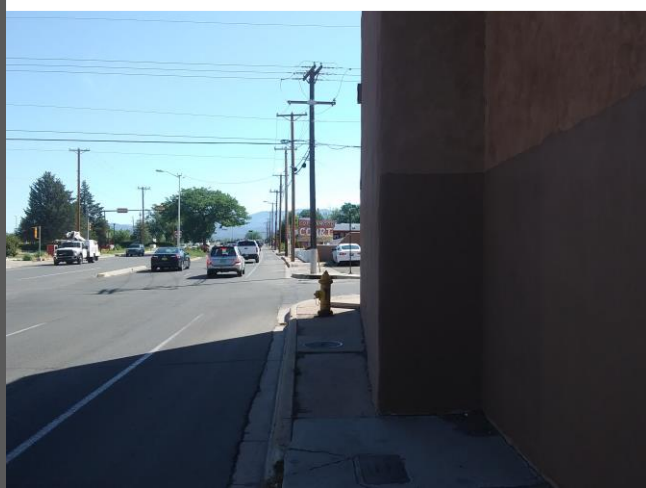
Alternatives Development



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											
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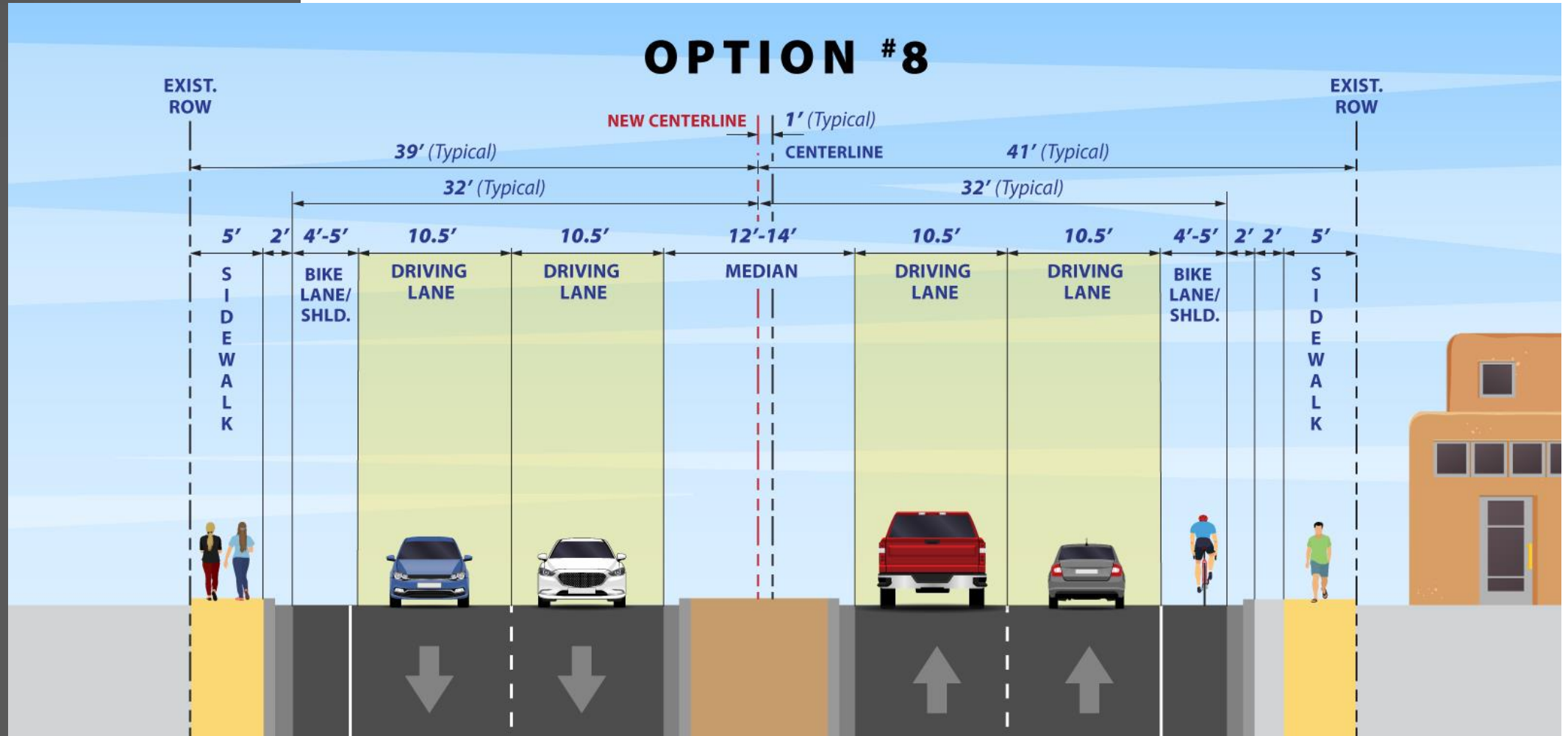
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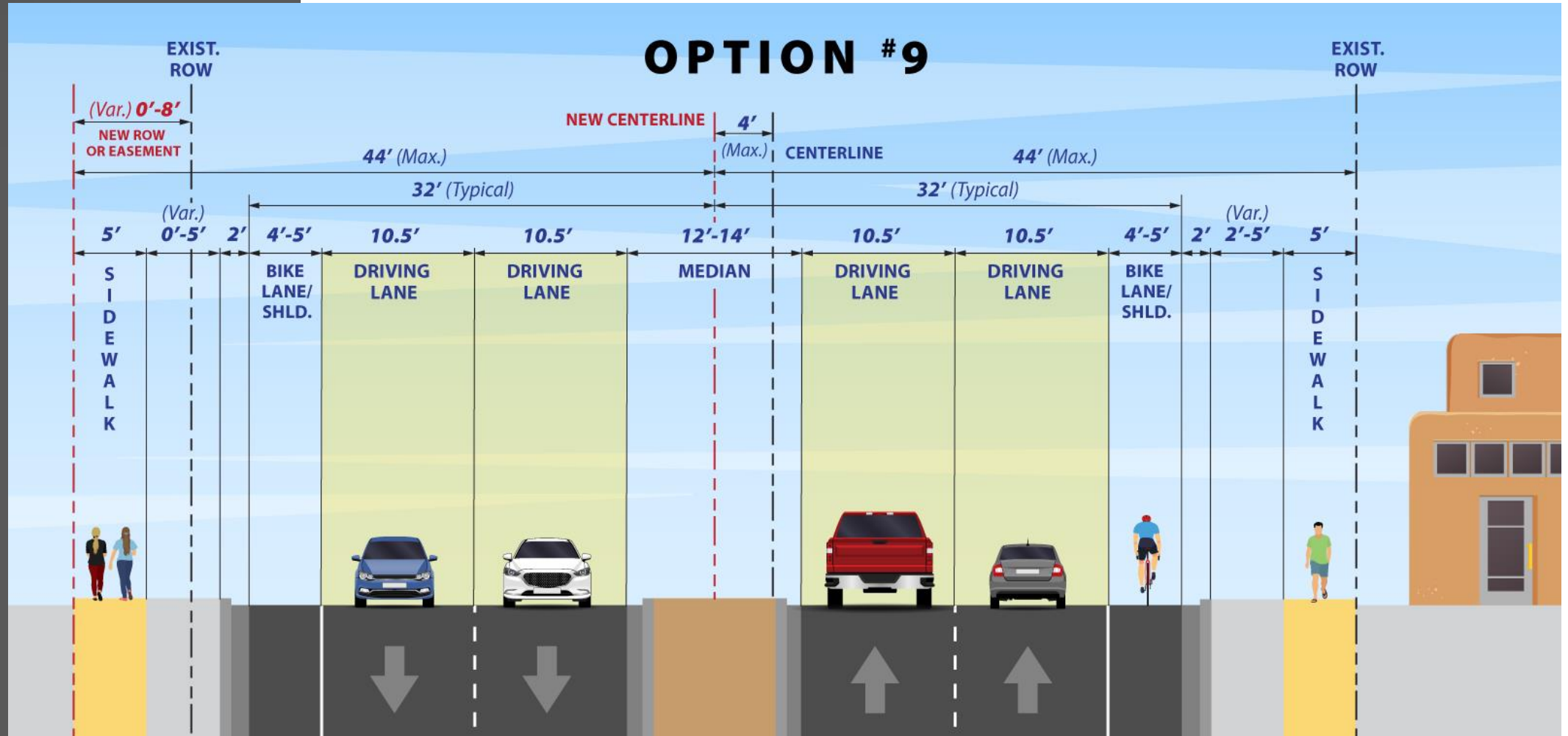
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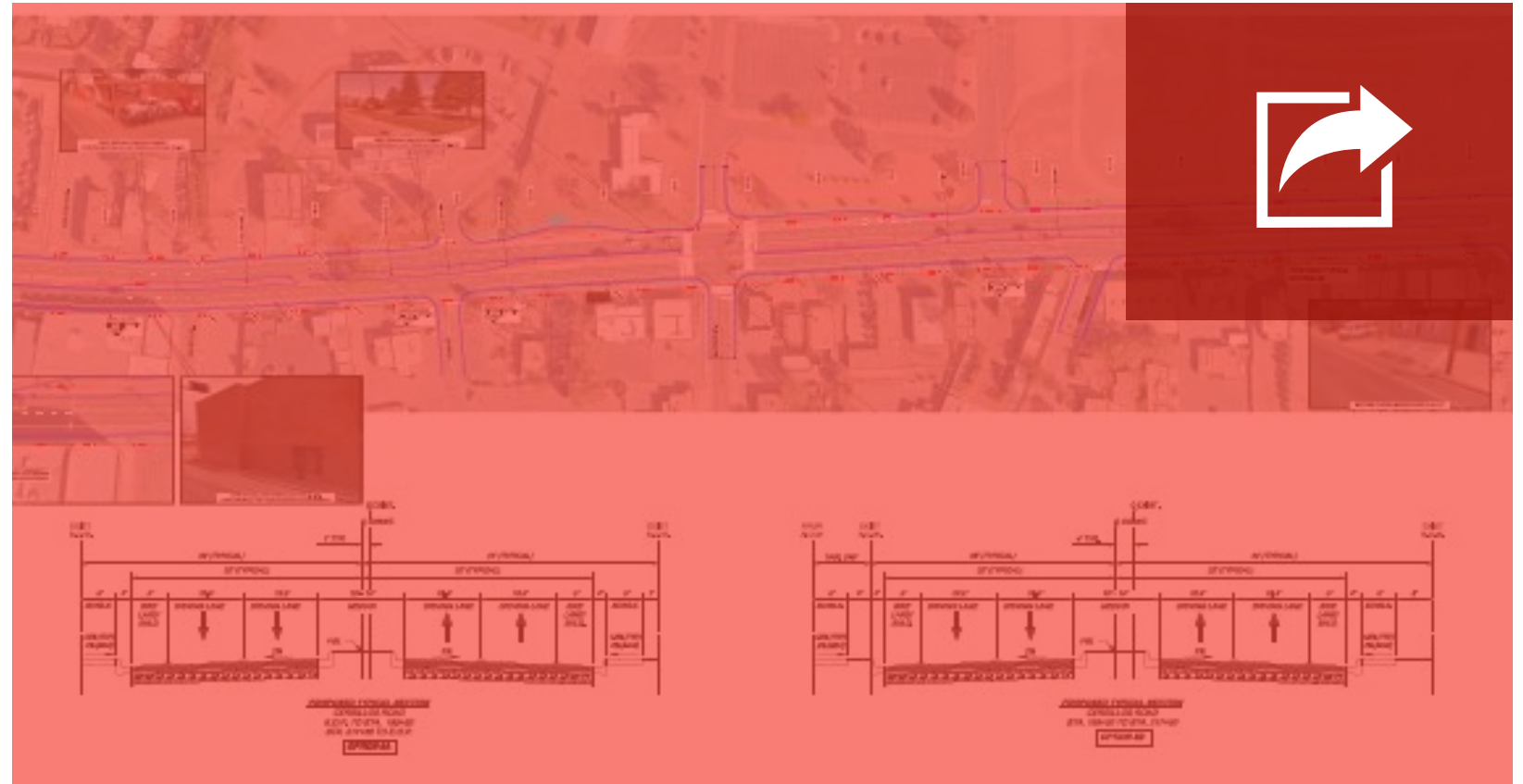
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- ▲ ROW acquisition
- ▲ Construction

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.

2

3

4

5

WELCOME


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.

i Project Area

Español

→ Next




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.



Thank You

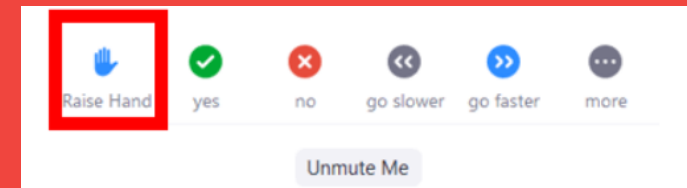


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TRANSPORTATION
MOBILITY FOR EVERYONE



QUESTIONS

If you would like to speak,
raise your hand
Press *9 if you have dialed-in



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



New Mexico DEPARTMENT OF
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VIRTUAL PUBLIC MEETING

April 26, 2022

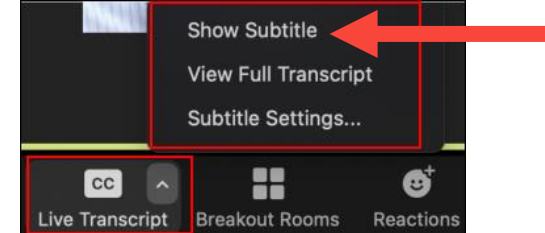
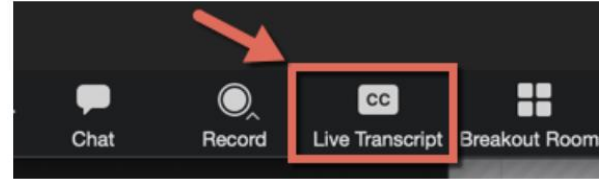
**Cerrillos Road
Alignment Study
Saint Michaels Drive
to Saint Francis Drive
CN S100680**



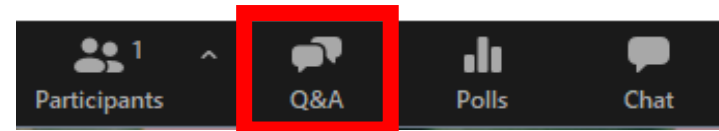
Meeting Platform: Zoom Webinar

This meeting is being recorded

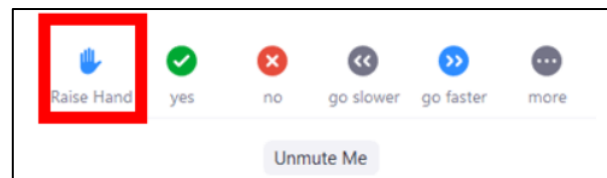
- ▲ Only presenters will be on video
- ▲ To see closed captioning, turn on Live Transcript



- ▲ 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
- **Estevan Gonzales, P.E.**
NMDOT Project Development Engineer
- **Regina Wheeler, P.E.**
CoSF Public Works Director
- **Erick Aune**
SFMPO Officer
- **Terry Ward, P.E.**
WSP Project Manager
- **Jennifer Hyre**
WSP Environmental Planner
- **Sarah Ganley**
BHI Drainage Engineer



Agenda

▲ Presentation Topics

1. Brief Background
2. NMDOT Project Development Process – *Where we are at*
3. Previous Public Meetings and Stakeholder Outreach - *Recap*
4. Preliminary Recommendations
5. Corridor and Site-Specific Improvement Recommendations
6. Environmental, Right-of-Way, Cost and Phasing
7. Schedule and Next Steps

▲ Q&A Session (after the presentation)





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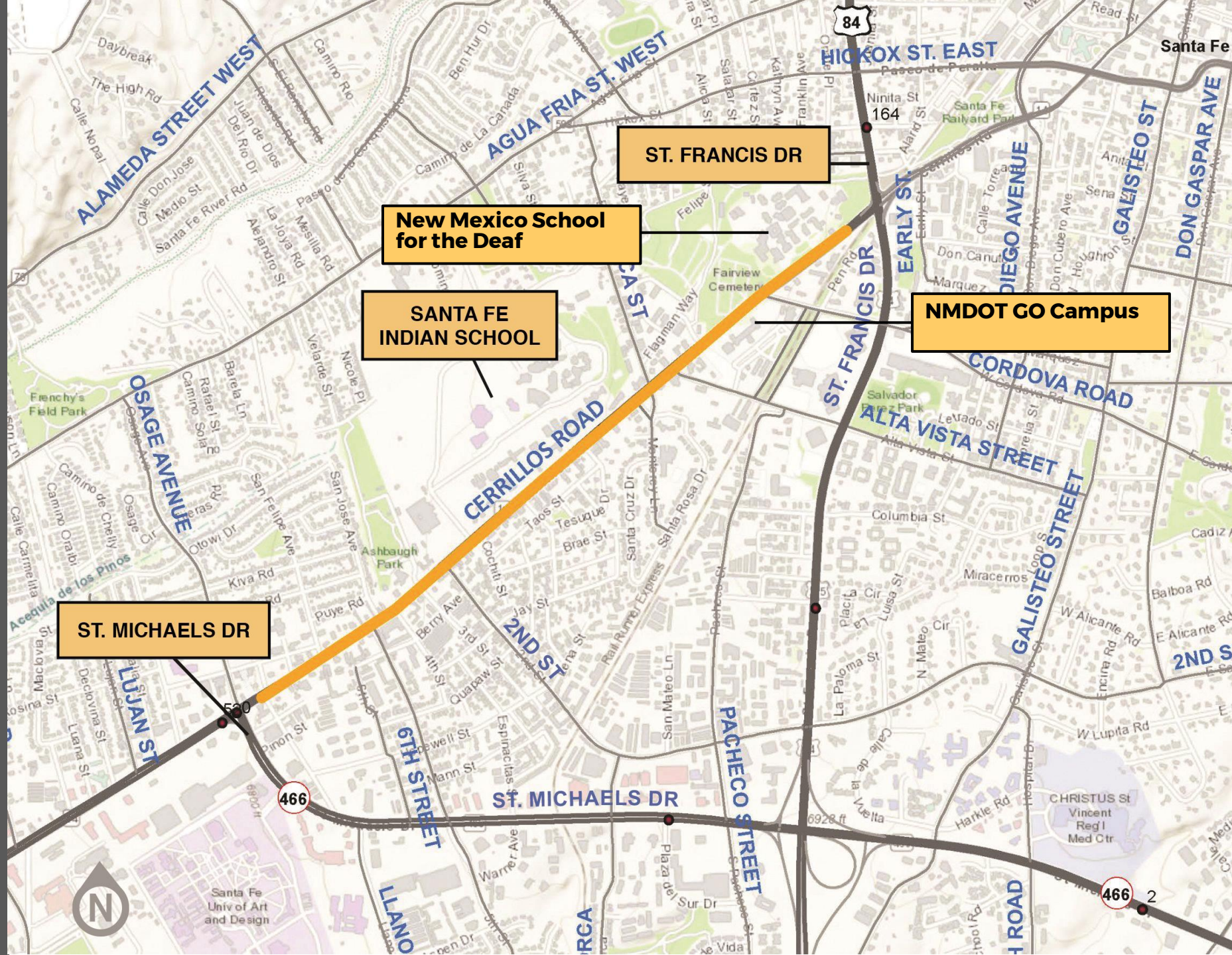
Brief Background



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

Proposed alternatives do not include adding travel lanes

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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NMDOT Project Development Process – *Where we are at*



Project Development Process

▲ Phase I

» **Currently nearing the end of Phase IA/B**

» **Phase II** (60%-100%)

» *Final Design*

» **Phase III**

» *Construction*

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*

Stakeholder and Public Involvement
– Ongoing throughout Phase I and II



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Previous Public Meetings and Stakeholder Outreach - *Recap*



July 21, 2021

Phase IA Alternatives Development

Suite of Ten (10)
Typical Sections

Screening to Two (2)
Alternatives

- 4' Bike Lane
- 5' Bike Lane

Materials Available
on Project Website

Public Meeting #1



The flyer for Public Meeting #1 features a red and black geometric design. On the right, there is a photograph of a street intersection in Santa Fe, New Mexico. The New Mexico Department of Transportation logo is in the top right corner. The text on the left side of the flyer provides details about the NM 14 Cerrillos Road Improvements Study, including the date and time of the virtual public meeting. A paragraph of text describes the project area and its importance. Below this, it states that the meeting will be held on Zoom. A map at the bottom shows the project location along Cerrillos Road, with specific street intersections highlighted. Registration information and contact details are provided in the bottom right corner.

NM 14
Cerrillos Road
Improvements Study

**VIRTUAL
PUBLIC MEETING**

CN S100680
July 21, 2021 | 6:00-7:30pm

The New Mexico Department of Transportation (NMDOT) is conducting a Study for New Mexico Highway 14, otherwise known as Cerrillos Road, within the City of Santa Fe. Cerrillos Road is one of Santa Fe's key transportation and land use corridors and one of its most heavily traveled roadways. The corridor is multimodal with diverse land uses including small retail shops, schools, and large employers. Commuter mobility and local circulation are important functions for this segment of Cerrillos Road.

NMDOT will use Zoom, a web-based service with call-in capabilities to host the virtual public meeting. Members of the community are encouraged to register for the event and join the discussion, provide comments and ask questions of the project team.

Servicios de interpretación en español estarán disponibles en la reunión.

Register at:
nm14cerrillos.nmdotprojects.org

OR Call-in at the scheduled meeting time:
+1 346 248 7799
Webinar ID: 871 3855 1715

Comments can be provided at the meeting or sent by August 20, 2021 to:

WSP USA c/o Jennifer Hyre
Attn: NM 14
2440 Louisiana Blvd NE,
Suite 400
Albuquerque, NM 87110

July 21, 2021

**MetroQuest
Survey
Responses
accepted until
August 20, 2021**



▲ Public Meeting #1

» *MetroQuest Survey*

- 263 people participated
- 659 comments
- 733 data points

» *Additional public comments received from phone calls and emails*

» *Shared with NMDOT, CoSF and SFMPO staff*

» *Public Outreach and Comment Summary Report developed from responses*

See project website <https://nm14cerrillos.nmdotprojects.org/>

July 21, 2021

MetroQuest Survey and Public Input - *What we heard*



▲ Public Meeting #1

» *MetroQuest Survey and Comments/Responses*

Improved Bike Lanes and Paths

- ✓ During the Phase IB detailed evaluation of alternatives effort, provide more weighting to the 5' bike lane alternative.
 - » Early in Phase IB, the 4' bike lane alternative was eliminated in close coordination with CoSF and SFMPO staff.
- ✓ Consider green markings for the bike lanes.
 - » The green markings are not planned based on discussions with CoSF and SFMPO staff. Wider pavement markings for the line between the driving lane and the roadway shoulder / bike lane will be reviewed in Phase ID of the project.
- ✓ Work with CoSF staff to identify an alternate on-road bike route that does not include Cerrillos Road.
 - » This effort has been initiated with CoSF and SFMPO staff.
- ✓ Do not include the drainage gutter width in the calculation of the bike lane width
 - » Has not been done to date

July 21, 2021

MetroQuest Survey and Public Input - *What we heard*



▲ Public Meeting #1

» *MetroQuest Survey and Comments/Responses*

Improved Traffic Safety

- ✓ Provide more uniform corridor overhead lighting.
- ✓ Include overhead lighting at the Railfan, Santa Fe Indian School, Baca Railyard and San Felipe Ave. intersections.
- ✓ Close the SB Cerrillos Road turn lane to the NMDOT GO Campus.
- ✓ Implement traffic calming measures such as narrower traffic lanes and landscaping.
 - » These elements are included in the typical sections advanced to Phase IB.
- ✓ Review/Improve traffic signal timing.
- ✓ Perform a Railfan Traffic Signal and Access Study to determine if a traffic signal is warranted at this location.
 - » This is in progress, depending on when traffic conditions allow for updated traffic counts.
- ✓ Implement access management improvements for the businesses across from the Santa Fe Indian School.
- ✓ Consider Red Light running cameras in cooperation with CoSF. (not included in project)
- ✓ Increase speed enforcement. (not included in project)

July 21, 2021

MetroQuest Survey and Public Input - *What we heard*



▲ **Public Meeting #1**

» ***MetroQuest Survey and Comments/Responses***

Traffic Flow During Construction

- ✓ No recommendations provided – communications will be key in advance of construction.

Better Bike / Pedestrian Crossings

- ✓ Consider crossings of Cerrillos Road in the Ashbaugh Park, Railfan /Alta Vista, Santa Fe Indian School areas, and areas where long stretches of the Cerrillos Road corridor do not have crossings.
- ✓ Incorporate planning for a future Railfan trail underpass as planned by SFMPO.
 - » In discussions with CoSF and SFMPO staff, this will not be included in the Cerrillos Road project.

Add Sidewalks where None Exist

- ✓ Improvements are planned to address this concern.
- ✓ Additional land has been requested from the Santa Fe Indian School for improvements in that area of the Cerrillos corridor.

July 21, 2021

MetroQuest Survey and Public Input - *What we heard*



▲ Public Meeting #1

» *MetroQuest Survey and Comments/Responses*

How Long Construction Will Last

- ✓ No recommendations but communication will again be key.

Remove Sidewalk Obstructions

- ✓ Removal of these obstructions were recommended and are planned as part of the project.
- ✓ Power Poles and obstructions may remain but require 4' minimum sidewalk clearance.

Aesthetics

- ✓ Aesthetics were a low priority in the survey responses but remain an area of importance for the project team.

See project website <https://nm14cerrillos.nmdotprojects.org/>



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Preliminary Recommendations

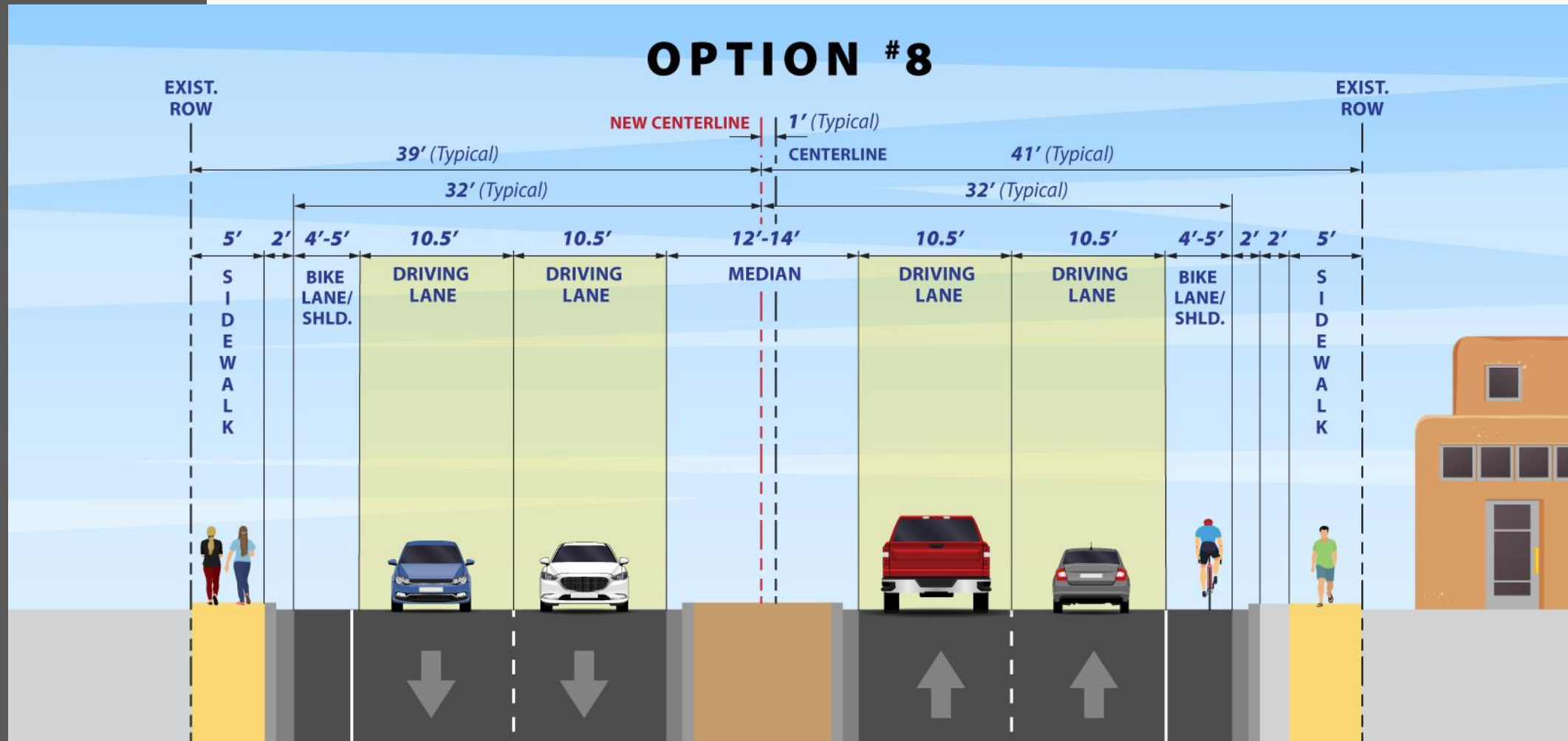


Potential Improvements

▲ Cerrillos Road Improvements

» Typical Section – Option 8 from Phase IA

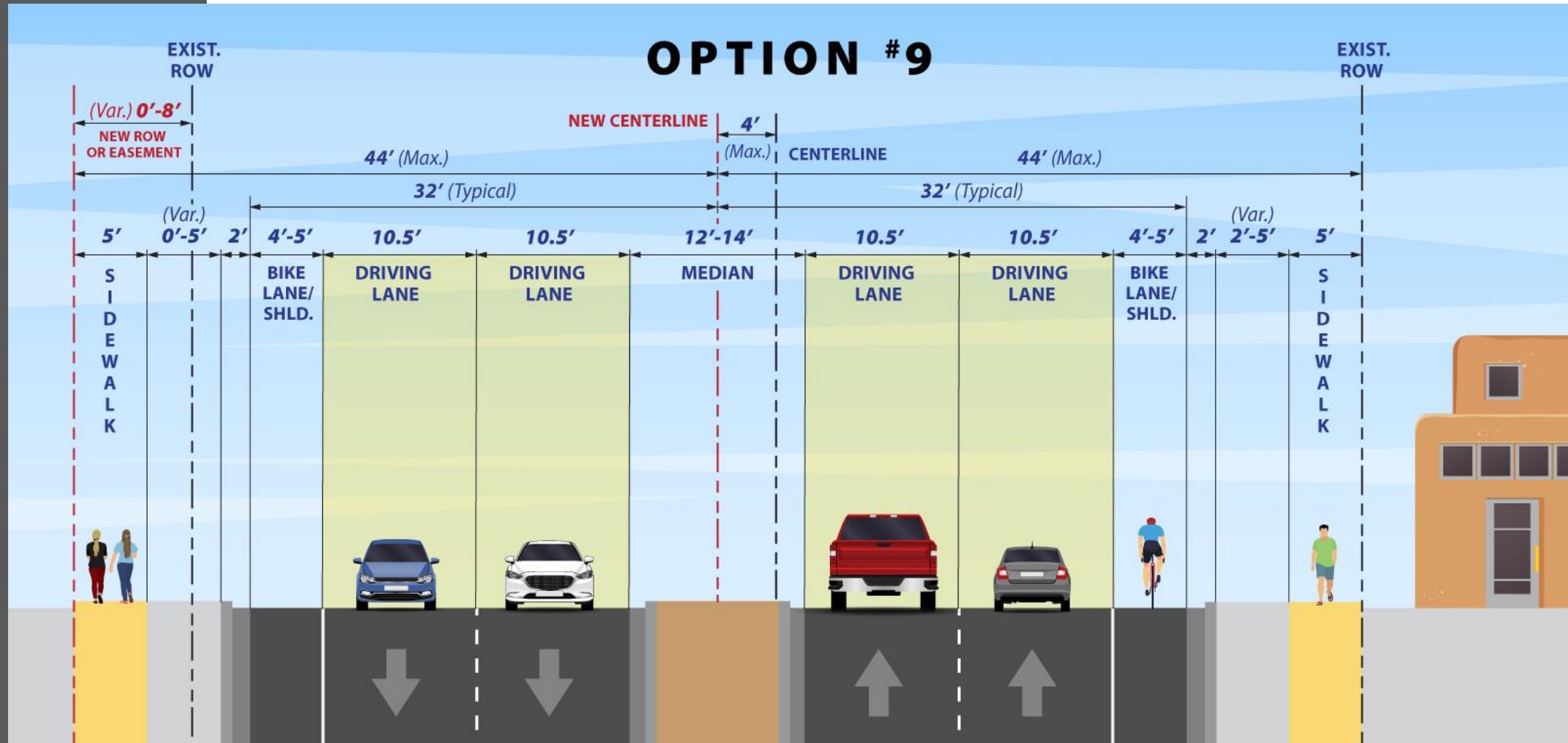
- Constrained Corridor Areas: still requires right-of-way to construct
- 4' sidewalks in sidewalk constrained areas



Potential Improvements

▲ Cerrillos Road Improvements

- » Typical Section – Option 9 from Phase IA
 - Where right-of-way may be available (SFIS Area)



Potential Improvements



▲ Cerrillos Road Improvements

- » Options 8 and 9 in Phase IA combined into two corridor-wide alternatives with:
 - Variable 12-14' median
 - 10.5' driving lanes
 - 4' or 5' Bike Lanes / Roadway Shoulder
 - 5' Sidewalks where feasible (4' minimum in constrained areas)
 - Wider sidewalk buffers where right-of-way may be available
 - ✓ Santa Fe Indian School Area
 - These are on the project website from the last public meeting
 - ✓ Option 8 – 4' Bike Lanes
 - ✓ Option 8 – 5' Bike Lanes
- ▲ A Study Working Group was formed in Phase IB to review the Phase IA alternatives and public feedback. NMDOT, CoSF and SFMPO staff participated in a series of meetings.
- ▲ The 4' bike lane / roadway shoulder alternative was eliminated by the Study Working Group.
- ▲ Only 5' bike lane / roadway shoulders are advanced from Phase IA.

Potential Improvements



- ▲ **The Study Working Group added 6' sidewalks for consideration in areas where feasible**
 - » *4' or 5' sidewalks in constrained areas*
 - » *The 5' bike lane alternative with 5' sidewalks and 6' sidewalks, are on the project website and are proposed in Phase IB for further analysis*
 - » *The decision on where 6' sidewalks will be provided, if any, will be made in Phase II – Preliminary Design*
 - » *The analysis will review costs, right-of-way, environmental aspects and consider public feedback*
 - Costs and impacts of right-of-way needs for the sidewalks will need to be carefully considered in the analysis
 - All recommendations are subject to right-of-way availability, cost, and environmental clearances
- ▲ **The No-Build Alternative will also be considered**
- ▲ **PNM Power Poles Remain a Challenge to Resolve**
 - » *Conceptual Cost Estimate to bury: \$6 million (funding source not identified)*
 - » *Does not include service reconnection or design costs, which are typically not covered by PNM*
- ▲ **The Study Working Group also developed site specific improvement recommendations**
 - » *A layout of the 5' sidewalk alternative will be shown in the next section of the presentation along with site-specific improvements*



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Corridor and Site Specific Improvement Recommendations



Potential Improvements

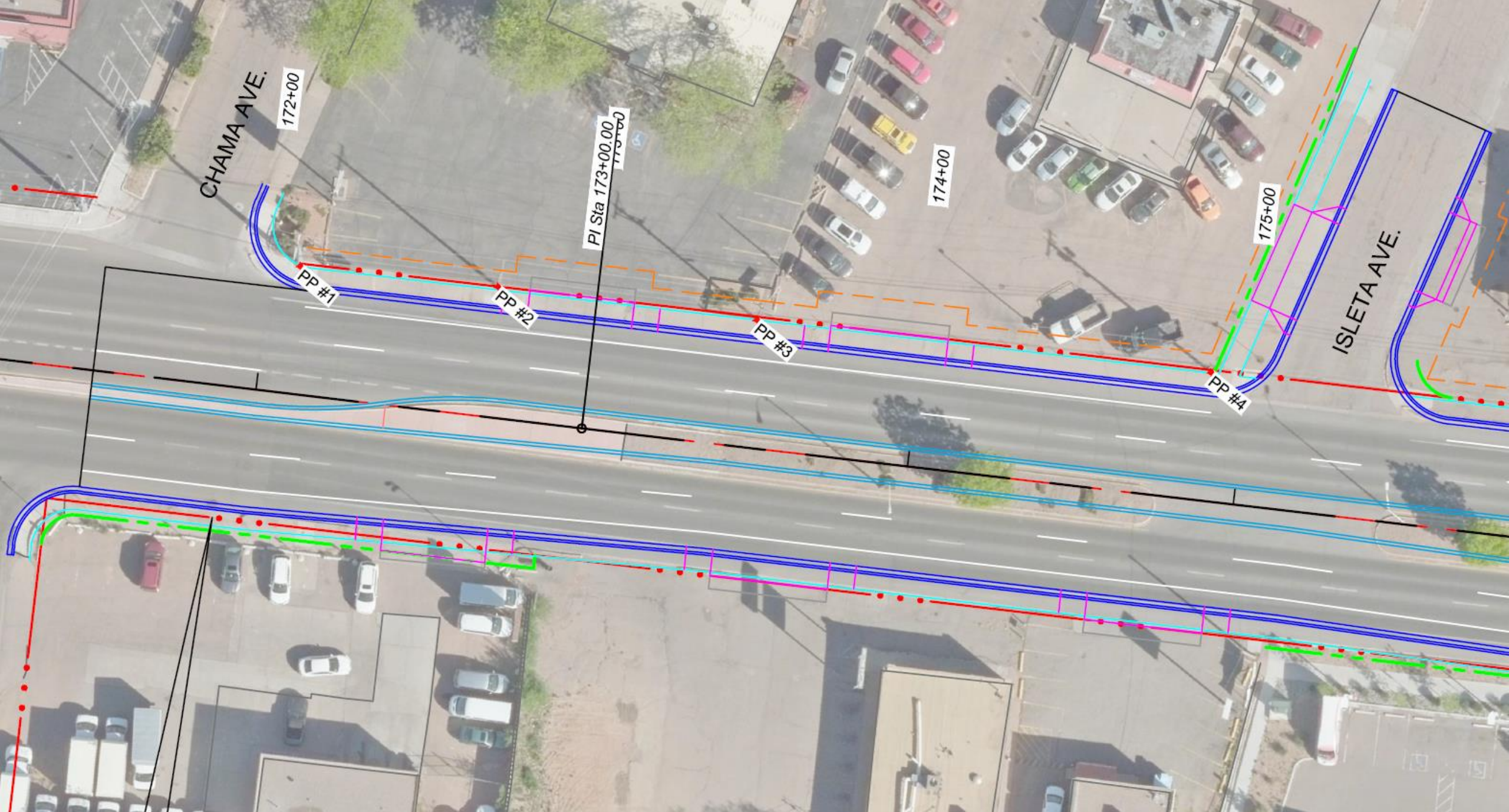
Typical Section Recommendations – Recap

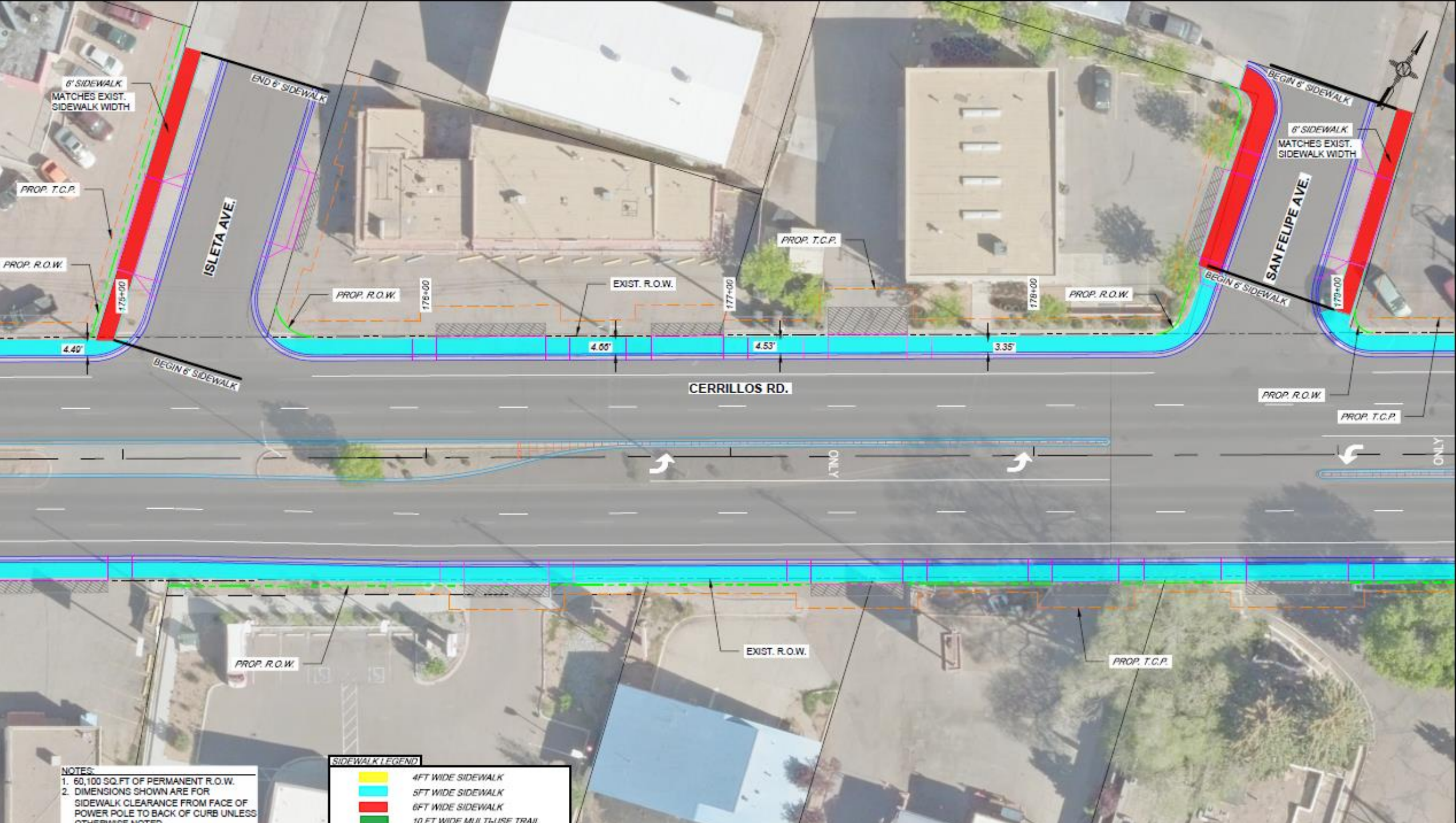
- Variable 12-14' median
- 10.5' driving lanes
- 5' Bike Lanes / Roadway Shoulder
- 5' or 6' Sidewalks where feasible (4' minimum in constrained areas)
 - ✓ Sidewalk width to be determined in Phase II Final Design
- Wider sidewalk buffers where right-of-way may be available
 - ✓ Santa Fe Indian School (SFIS) Area – both sides of Cerrillos

▲ 5' Sidewalk Alternative and Site-Specific Recommendations Shown Next

» *6' sidewalk alternative on project website*

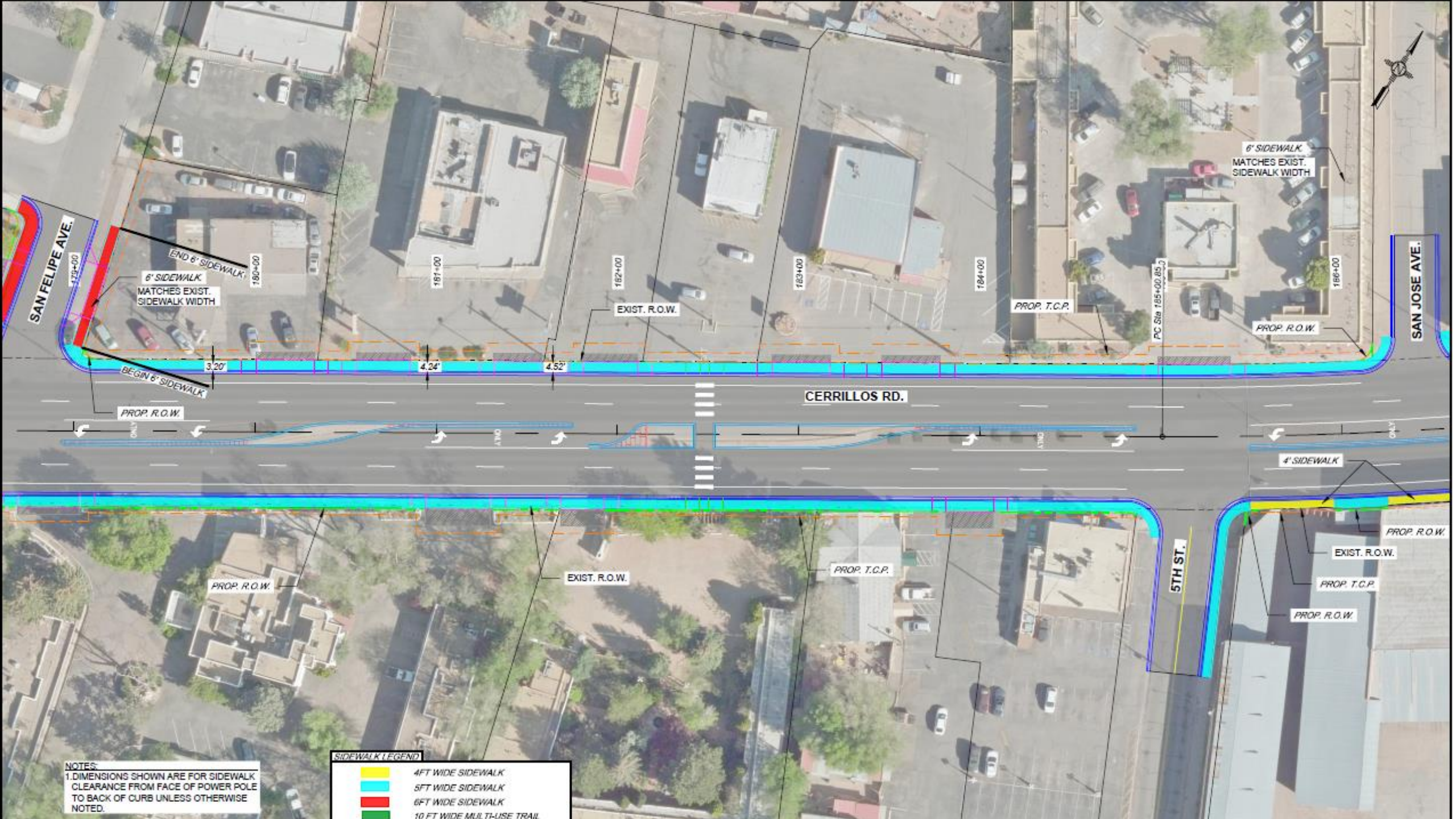
See project website <https://nm14cerrillos.nmdotprojects.org/>

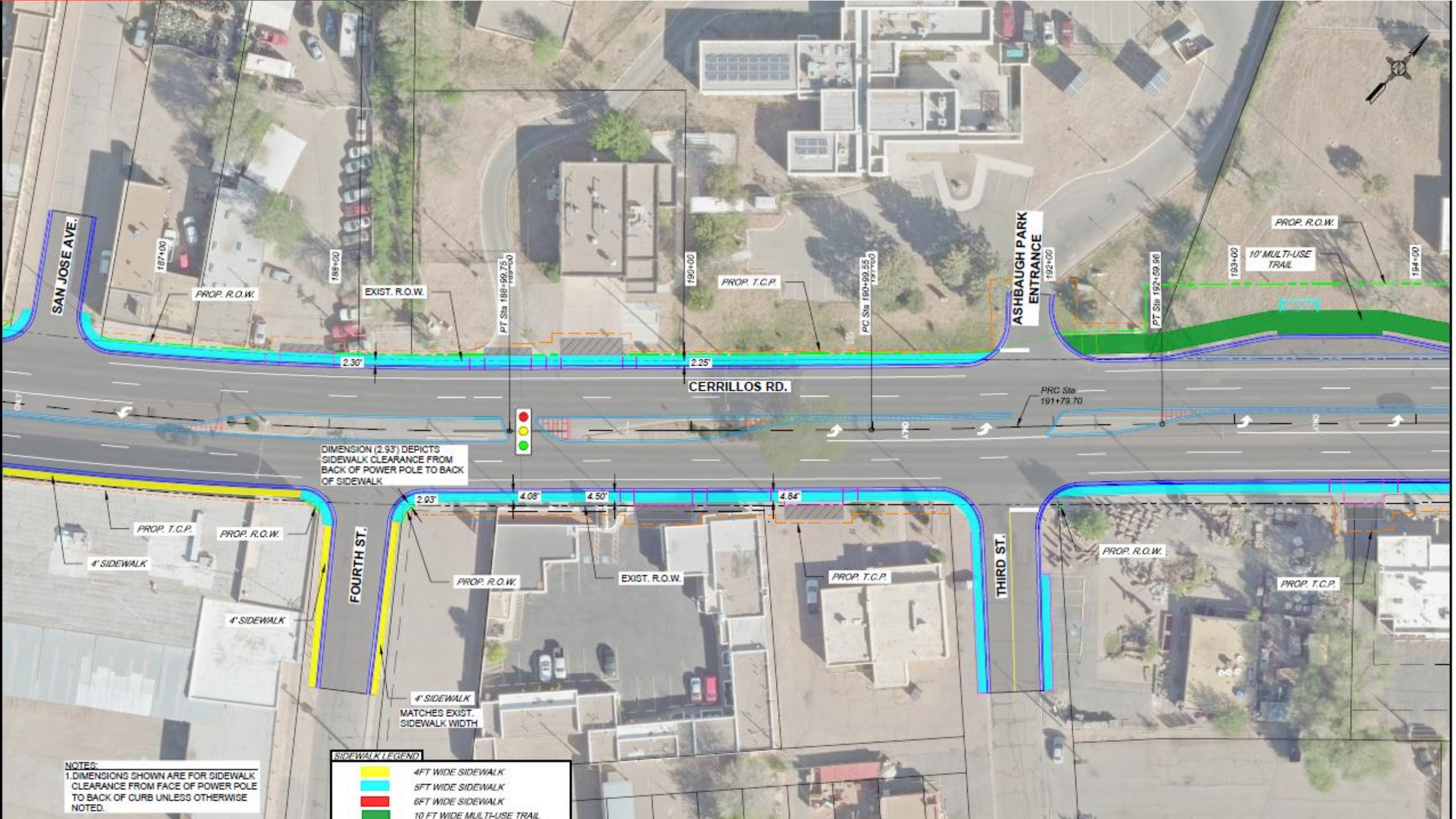




NOTES:
1. 60,100 SQ. FT. OF PERMANENT R.O.W.
2. DIMENSIONS SHOWN ARE FOR
SIDEWALK CLEARANCE FROM FACE OF
POWER POLE TO BACK OF CURB UNLESS
OTHERWISE NOTED.

SIDEWALK LEGEND	
	4FT WIDE SIDEWALK
	5FT WIDE SIDEWALK
	6FT WIDE SIDEWALK
	10 FT WIDE MULTI-USE TRAIL





SAN JOSE AVE.

PROP. R.O.W.

EXIST. R.O.W.

PT Sta 188+99.75
188+00

PROP. T.C.P.

PC Sta 190+99.55
190+00

ASHBAUGH PARK
ENTRANCE

192+00

PT Sta 192+99.96
193+00

PROP. R.O.W.

193+00

10' MULTI-USE
TRAIL

194+00

CERRILLOS RD.

PRC Sta
191+79.70

DIMENSION (2.93') DEPICTS
SIDEWALK CLEARANCE FROM
BACK OF POWER POLE TO BACK
OF SIDEWALK

FOURTH ST.

PROP. T.C.P.

PROP. R.O.W.

4' SIDEWALK

4' SIDEWALK

PROP. R.O.W.

EXIST. R.O.W.

PROP. T.C.P.

THIRD ST.

PROP. R.O.W.

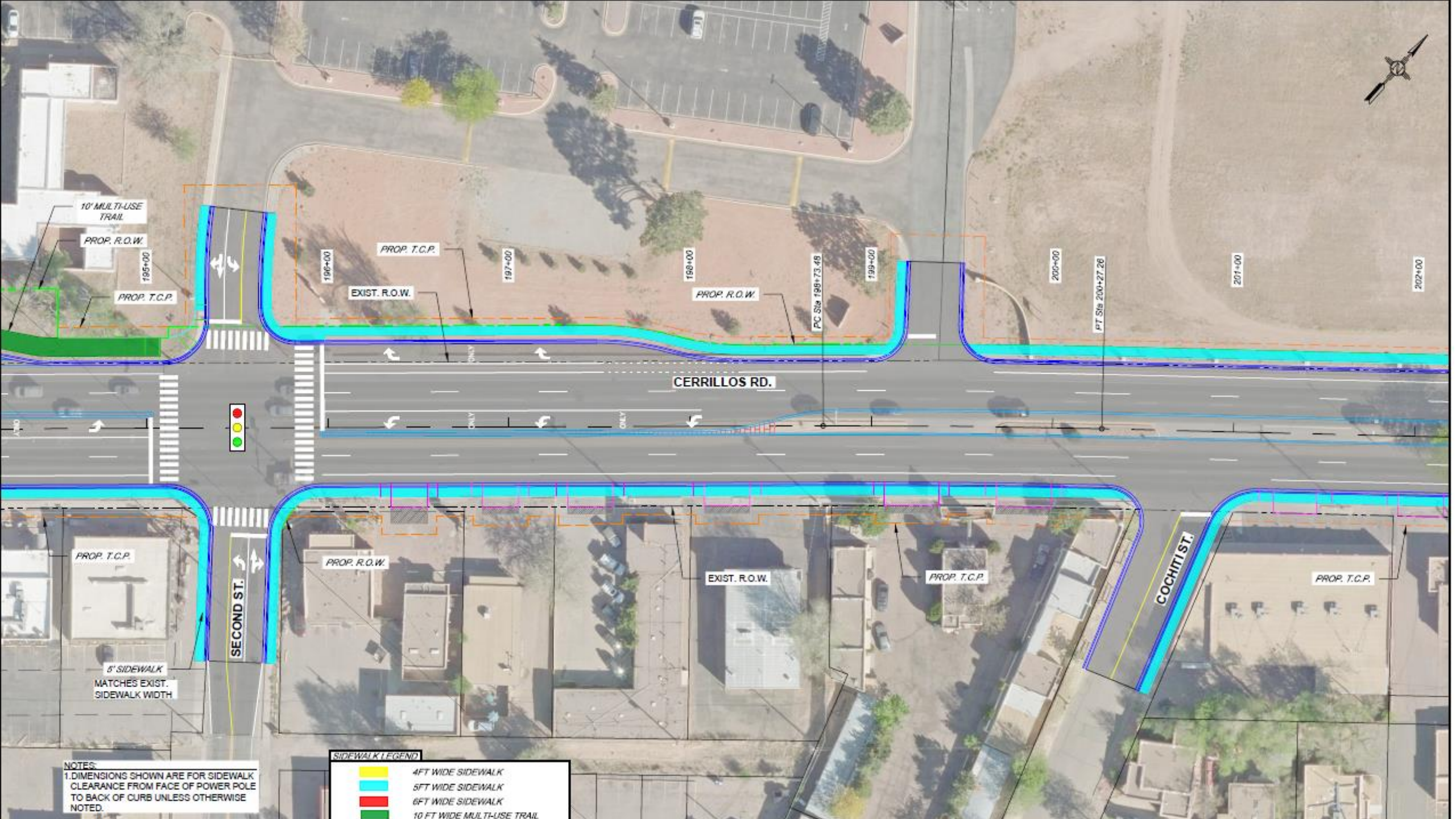
PROP. T.C.P.

4' SIDEWALK
MATCHES EXIST.
SIDEWALK WIDTH

NOTES:
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CLEARANCE FROM FACE OF POWER POLE
TO BACK OF CURB UNLESS OTHERWISE
NOTED.

SIDEWALK LEGEND

- 4FT WIDE SIDEWALK
- 5FT WIDE SIDEWALK
- 6FT WIDE SIDEWALK
- 10 FT WIDE MULTI-USE TRAIL



10' MULTI-USE TRAIL

PROP. R.O.W.

195+00

PROP. T.C.P.

PROP. T.C.P.

196+00

EXIST. R.O.W.

197+00

198+00

PROP. R.O.W.

199+00

PC Sta 198+73.49

200+00

PT Sta 200+27.28

201+00

202+00

CERRILLOS RD.

SECOND ST.

PROP. T.C.P.

5' SIDEWALK
MATCHES EXIST.
SIDEWALK WIDTH

PROP. R.O.W.

EXIST. R.O.W.

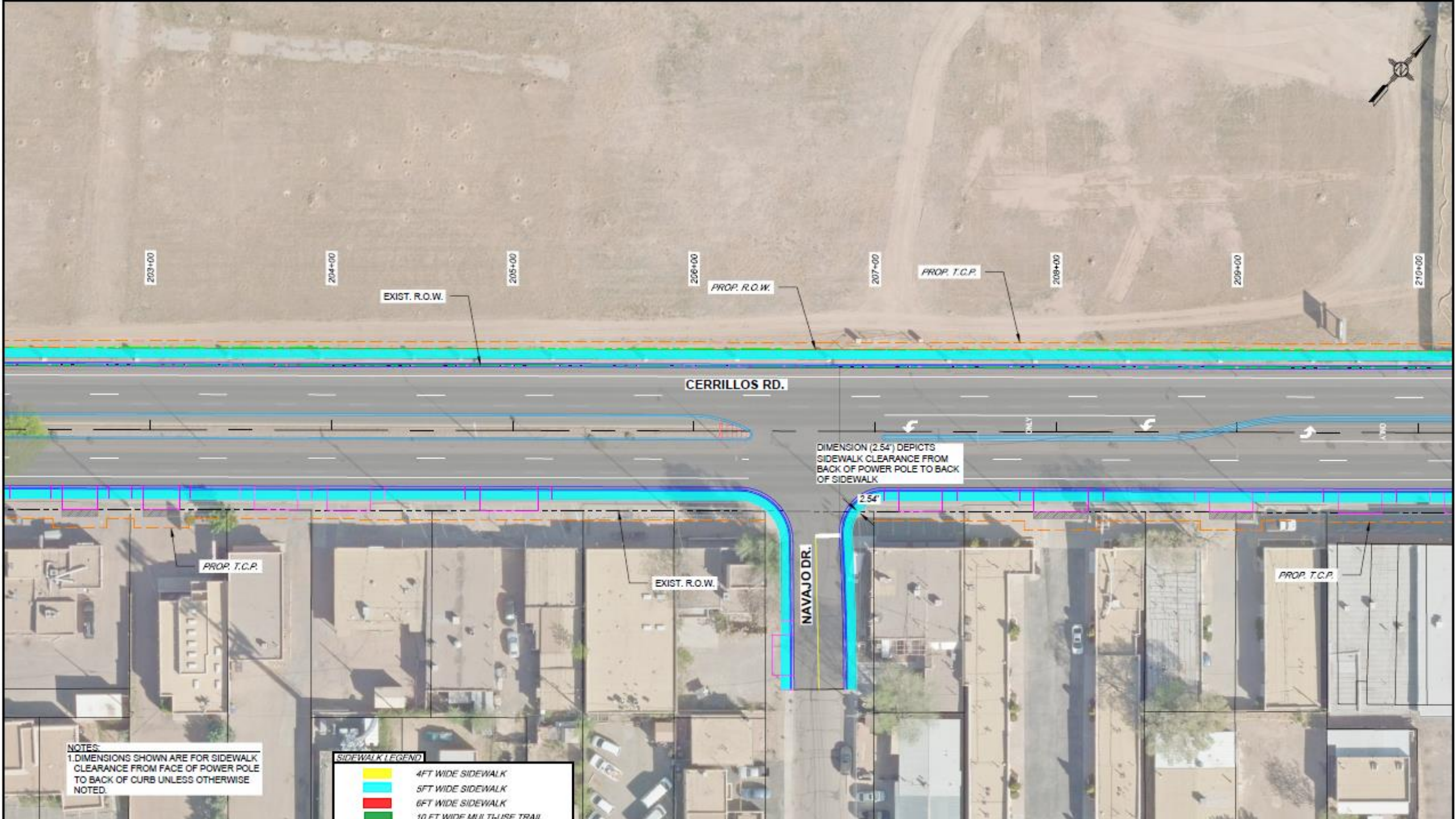
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COCHITL ST.

PROP. T.C.P.

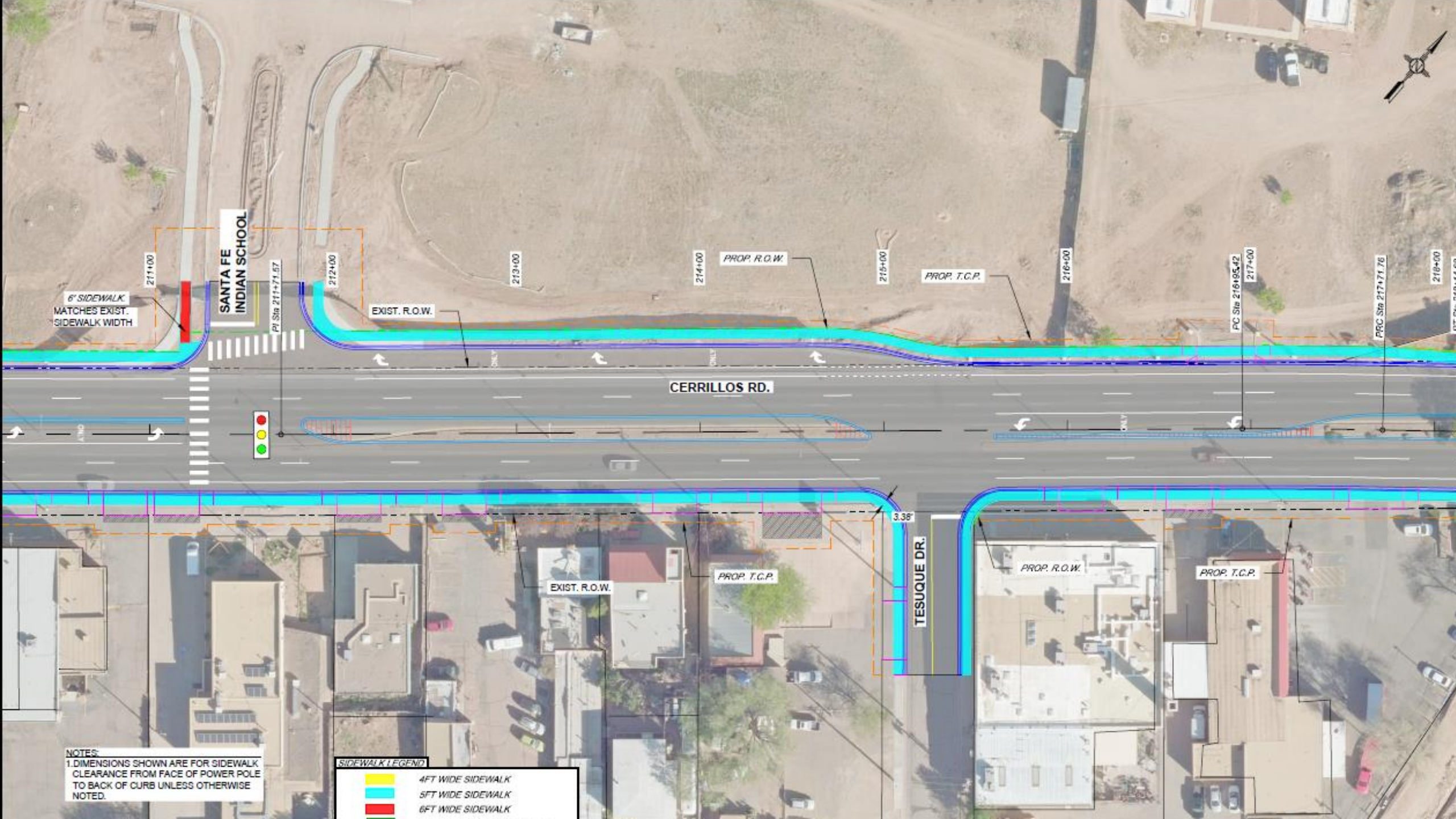
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SIDEWALK LEGEND	
	4FT WIDE SIDEWALK
	5FT WIDE SIDEWALK
	6FT WIDE SIDEWALK
	10 FT WIDE MULTI-USE TRAIL



NOTES:
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NOTED.

SIDEWALK LEGEND	
	4FT WIDE SIDEWALK
	5FT WIDE SIDEWALK
	6FT WIDE SIDEWALK
	10 FT WIDE MULTI-USE TRAIL



6' SIDEWALK
MATCHES EXIST.
SIDEWALK WIDTH

SANTA FE
INDIAN SCHOOL

P.I. Sta 211+71.57

EXIST. R.O.W.

PROP. R.O.W.

PROP. T.C.P.

P.C. Sta 216+95.42

217+00

P.P.C. Sta 217+71.75

218+00

CERRILLOS RD.

TESUQUE DR.

EXIST. R.O.W.

PROP. T.C.P.

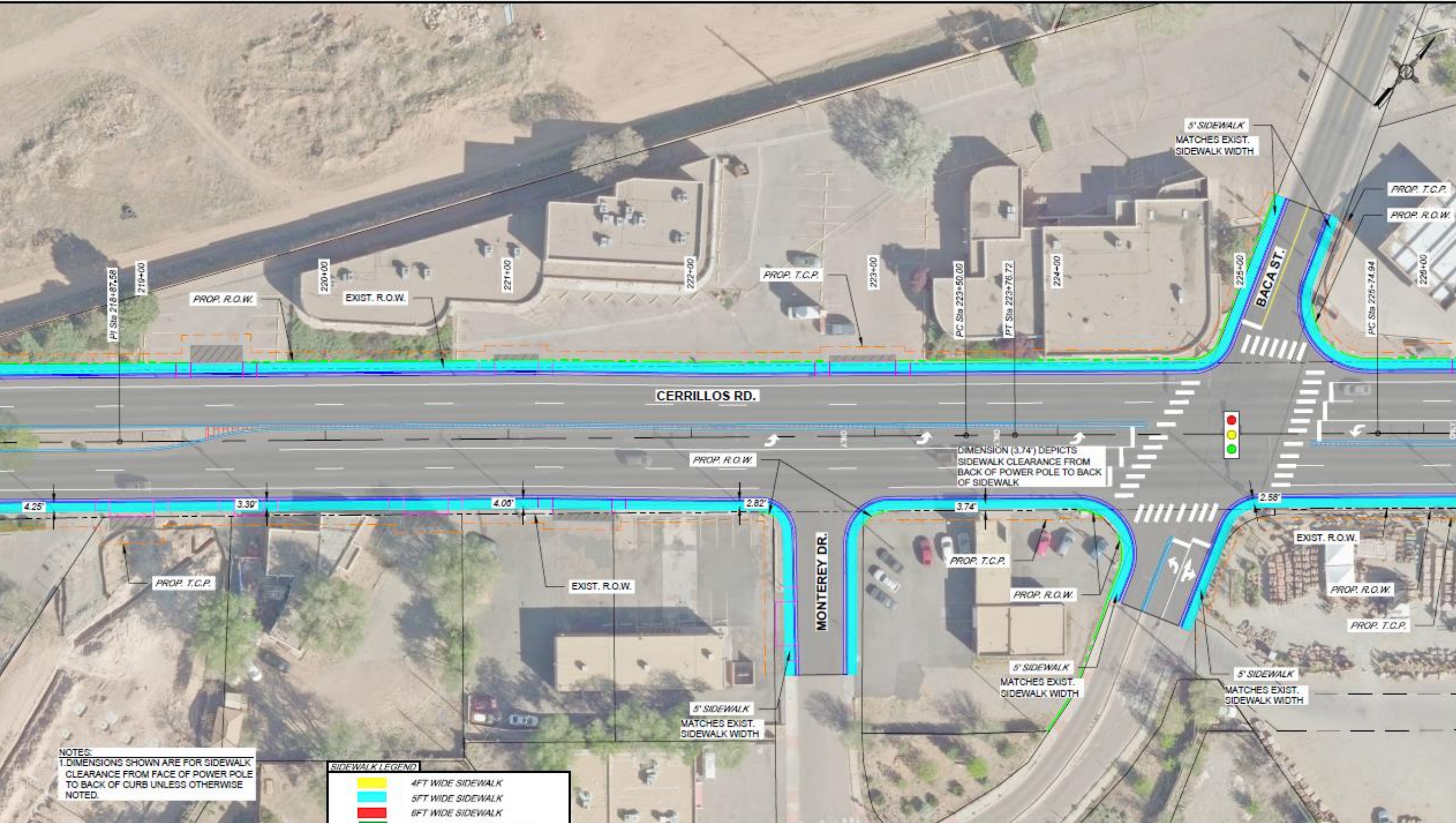
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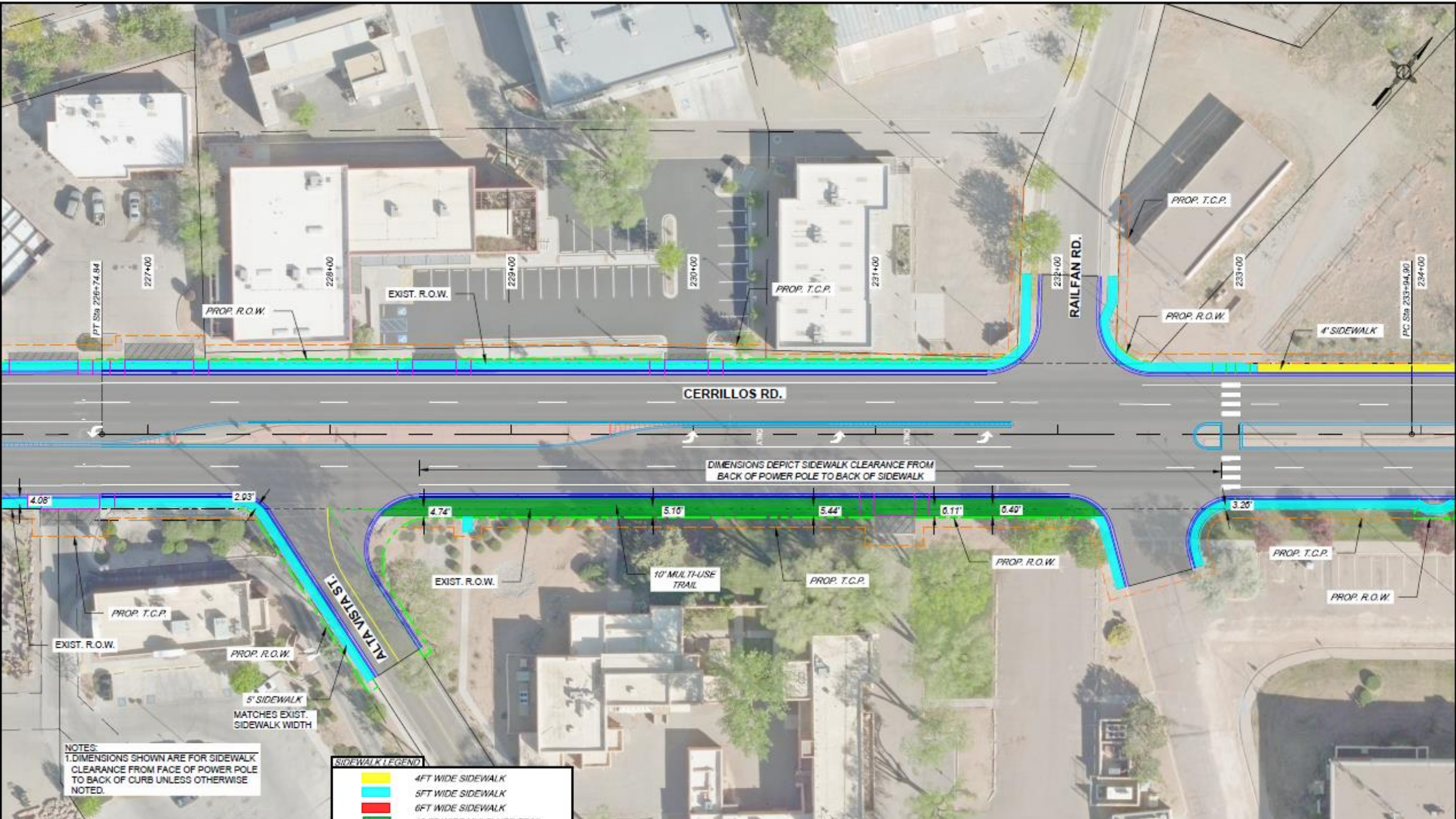
PROP. T.C.P.

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SIDEWALK LEGEND

- 4FT WIDE SIDEWALK
- 5FT WIDE SIDEWALK
- 6FT WIDE SIDEWALK





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SIDEWALK LEGEND	
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	5FT WIDE SIDEWALK
	6FT WIDE SIDEWALK

CERRILLOS RD.

RAILFAN RD.

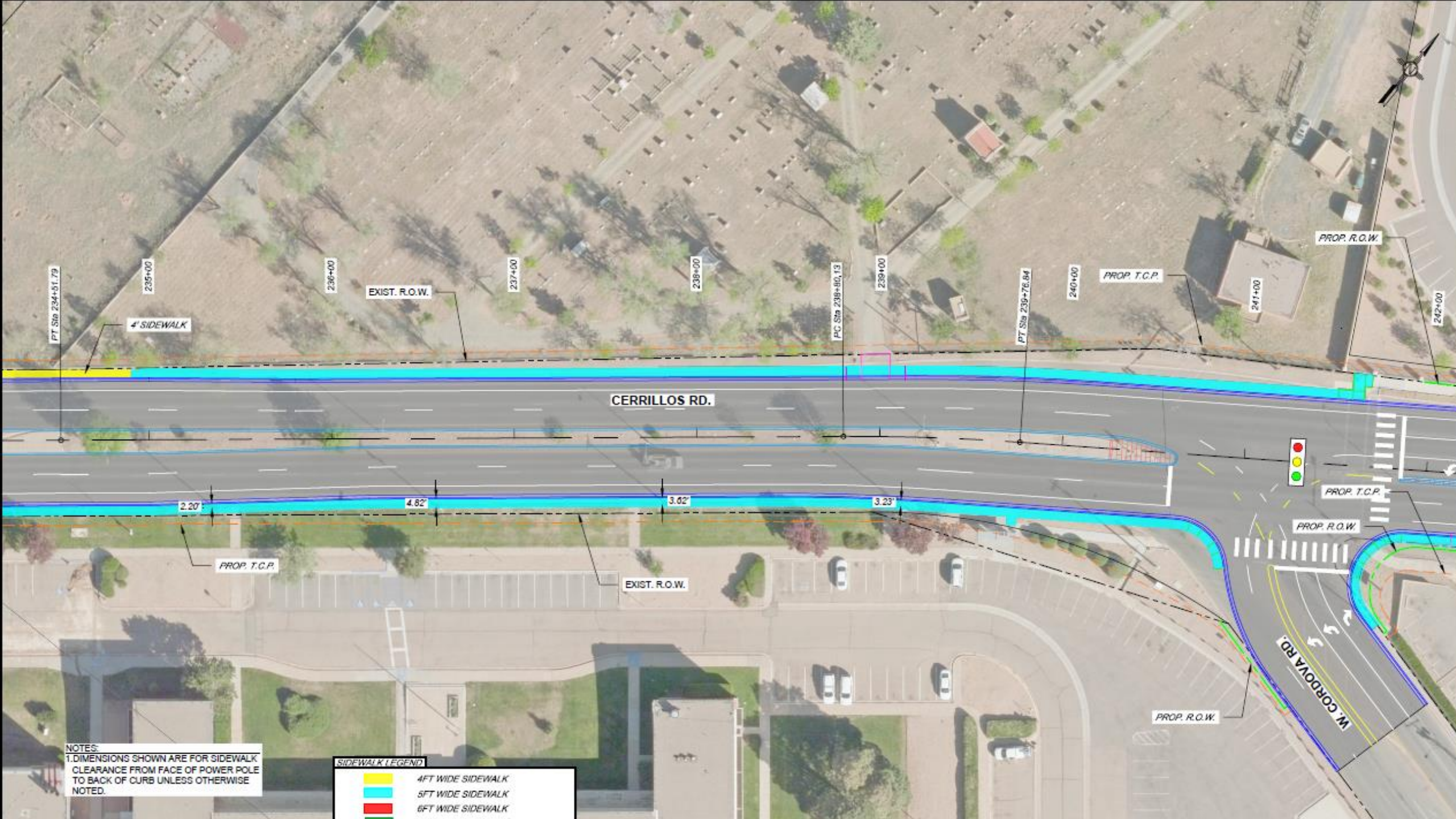
ALTA VISTA ST.

DIMENSIONS DEPICT SIDEWALK CLEARANCE FROM BACK OF POWER POLE TO BACK OF SIDEWALK

10' MULTI-USE TRAIL

4' SIDEWALK

5' SIDEWALK MATCHES EXIST. SIDEWALK WIDTH



PT Sta 234+51.79

235+00

236+00

237+00

238+00

PC Sta 238+80.13

239+00

PT Sta 239+76.84

240+00

241+00

242+00

4' SIDEWALK

EXIST. R.O.W.

PROP. T.C.P.

PROP. R.O.W.

CERRILLOS RD.

2.20'

4.82'

3.62'

3.23'

PROP. T.C.P.

EXIST. R.O.W.

PROP. T.C.P.



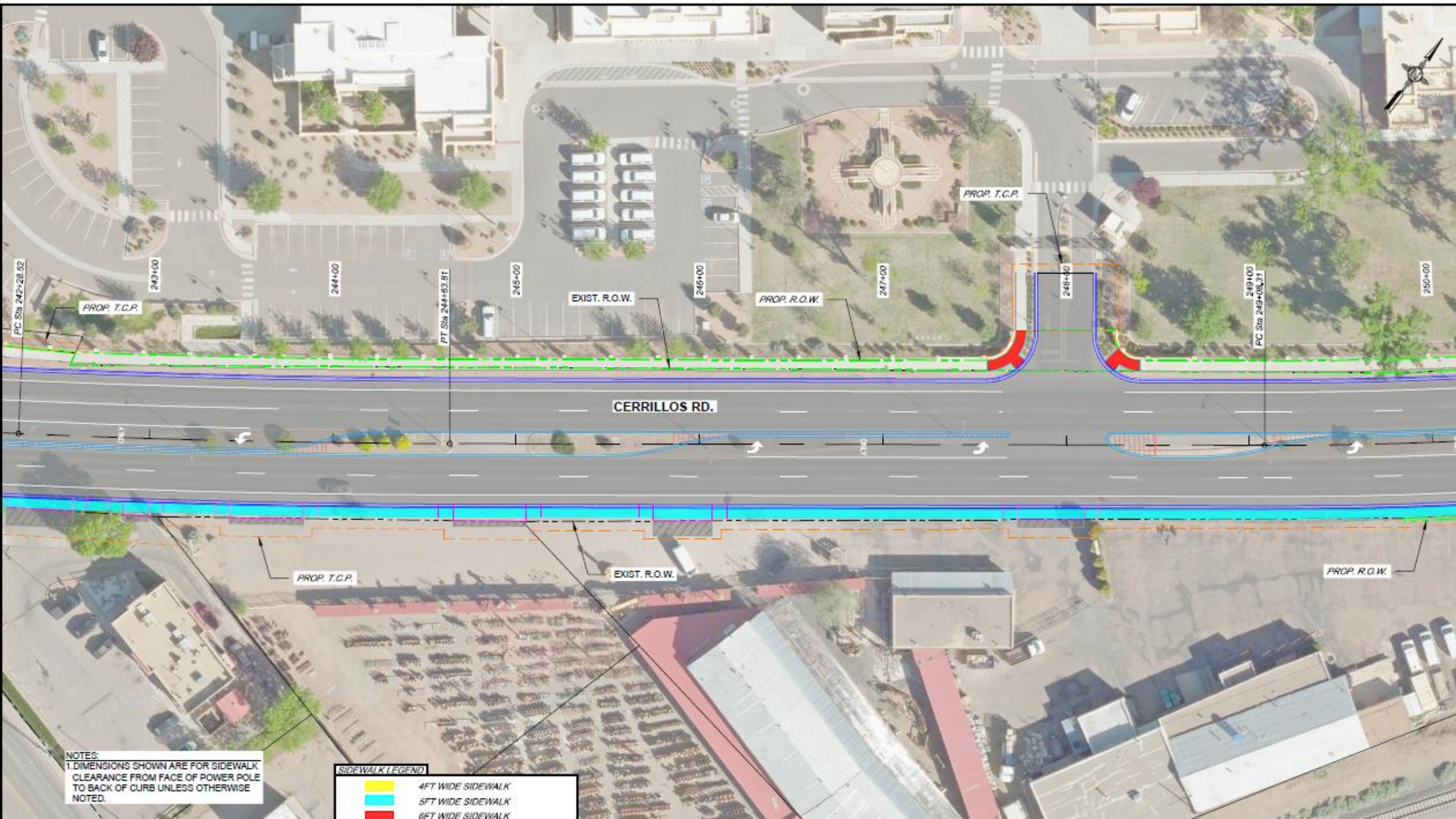
PROP. R.O.W.

PROP. R.O.W.




W. CORDOVA RD.

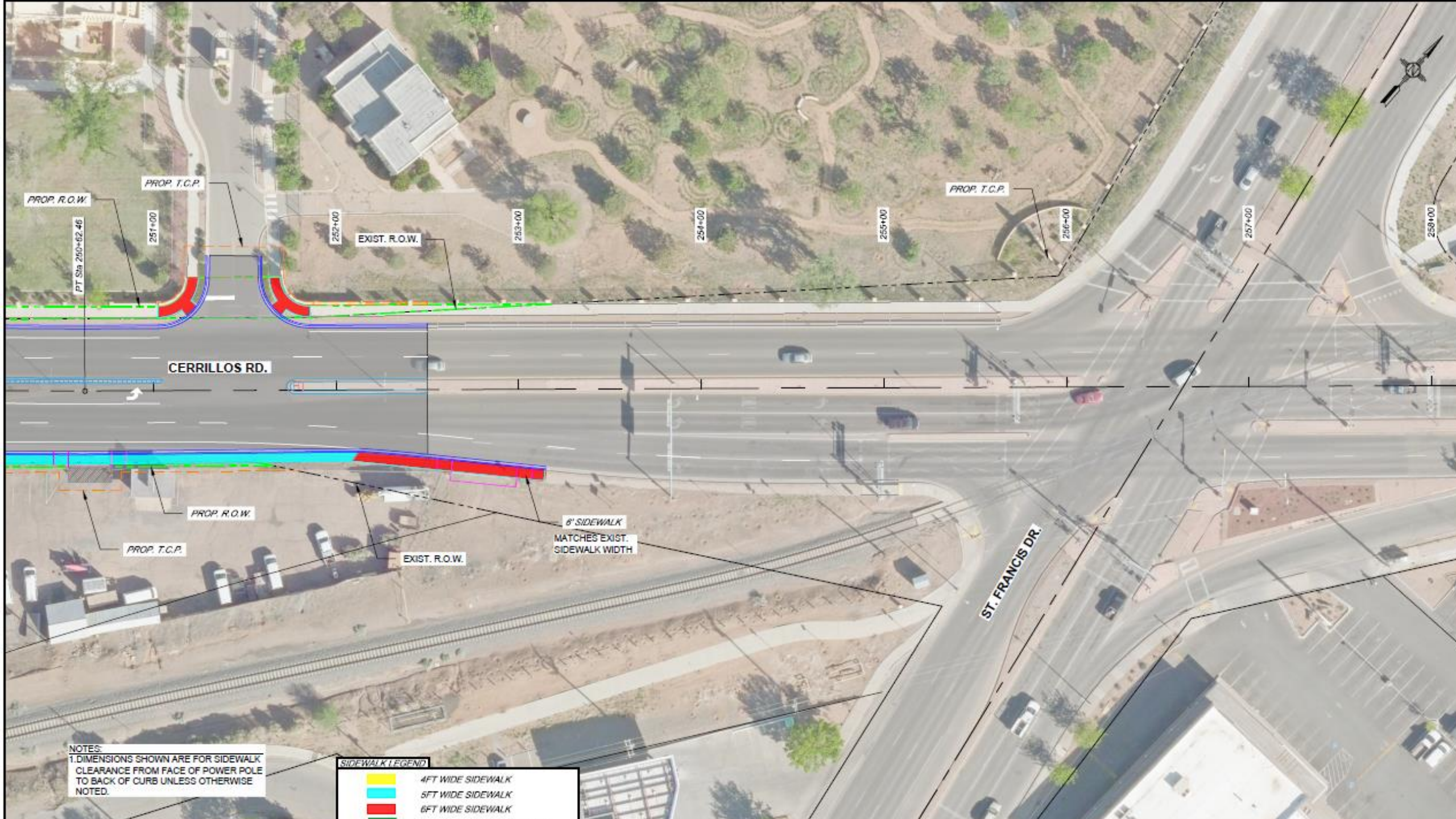
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	6FT WIDE SIDEWALK



PROP. R.O.W.

PROP. T.C.P.

PROP. T.C.P.

EXIST. R.O.W.

CERRILLOS RD.

PROP. R.O.W.

PROP. T.C.P.

EXIST. R.O.W.

6' SIDEWALK
MATCHES EXIST.
SIDEWALK WIDTH

ST. FRANCIS DR.

NOTES:
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TO BACK OF CURB UNLESS OTHERWISE
NOTED.

SIDEWALK LEGEND

- 4FT WIDE SIDEWALK
- 5FT WIDE SIDEWALK
- 6FT WIDE SIDEWALK

Potential Improvements

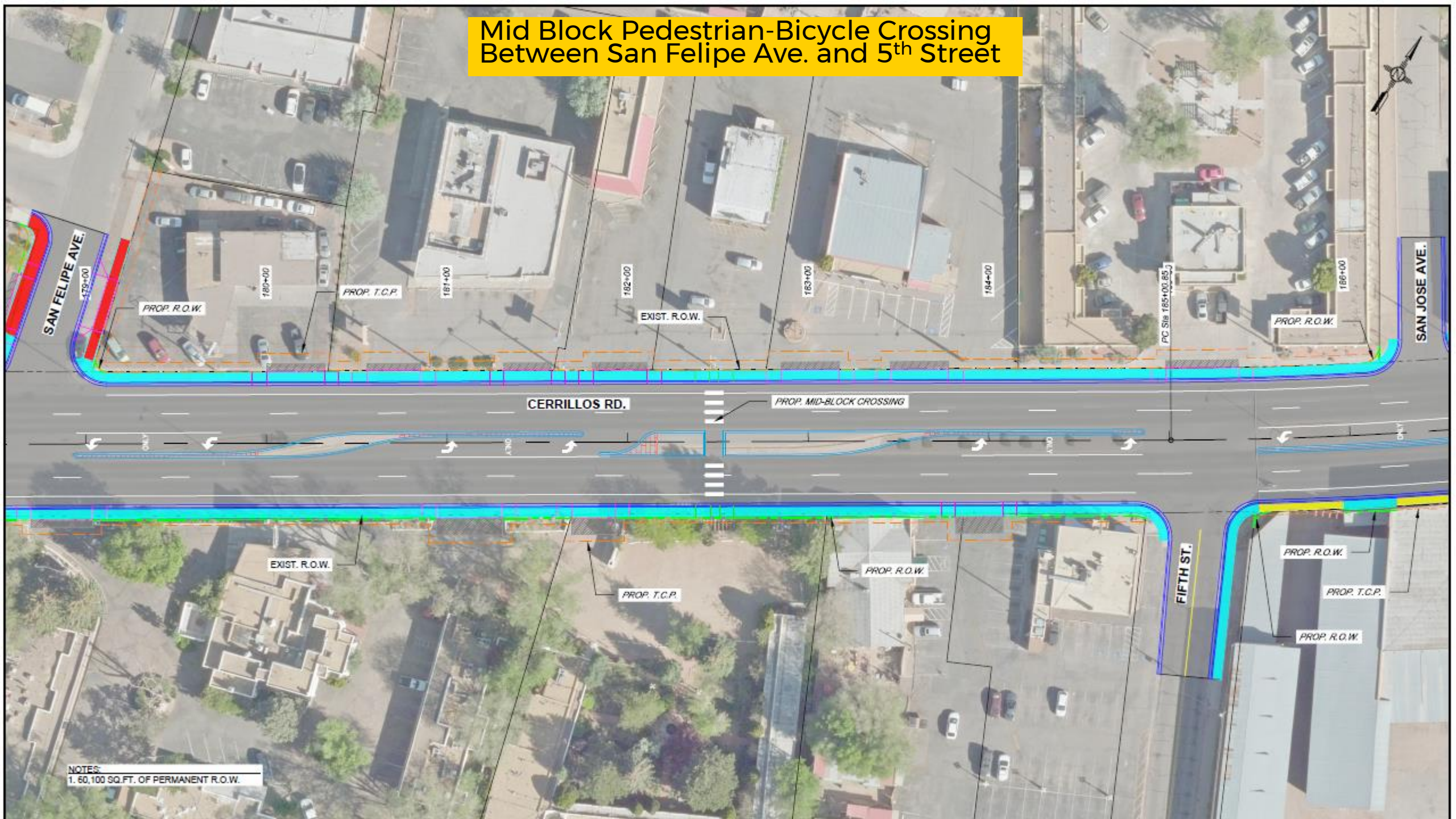
Site Specific Elements for Review

- ▲ Bike/Ped Mid-Block Crossing Locations and Options
- ▲ Multi-Use Trail Connectivity
- ▲ Intersection Improvements
 - » *Access Management*
 - » *Traffic Operations*



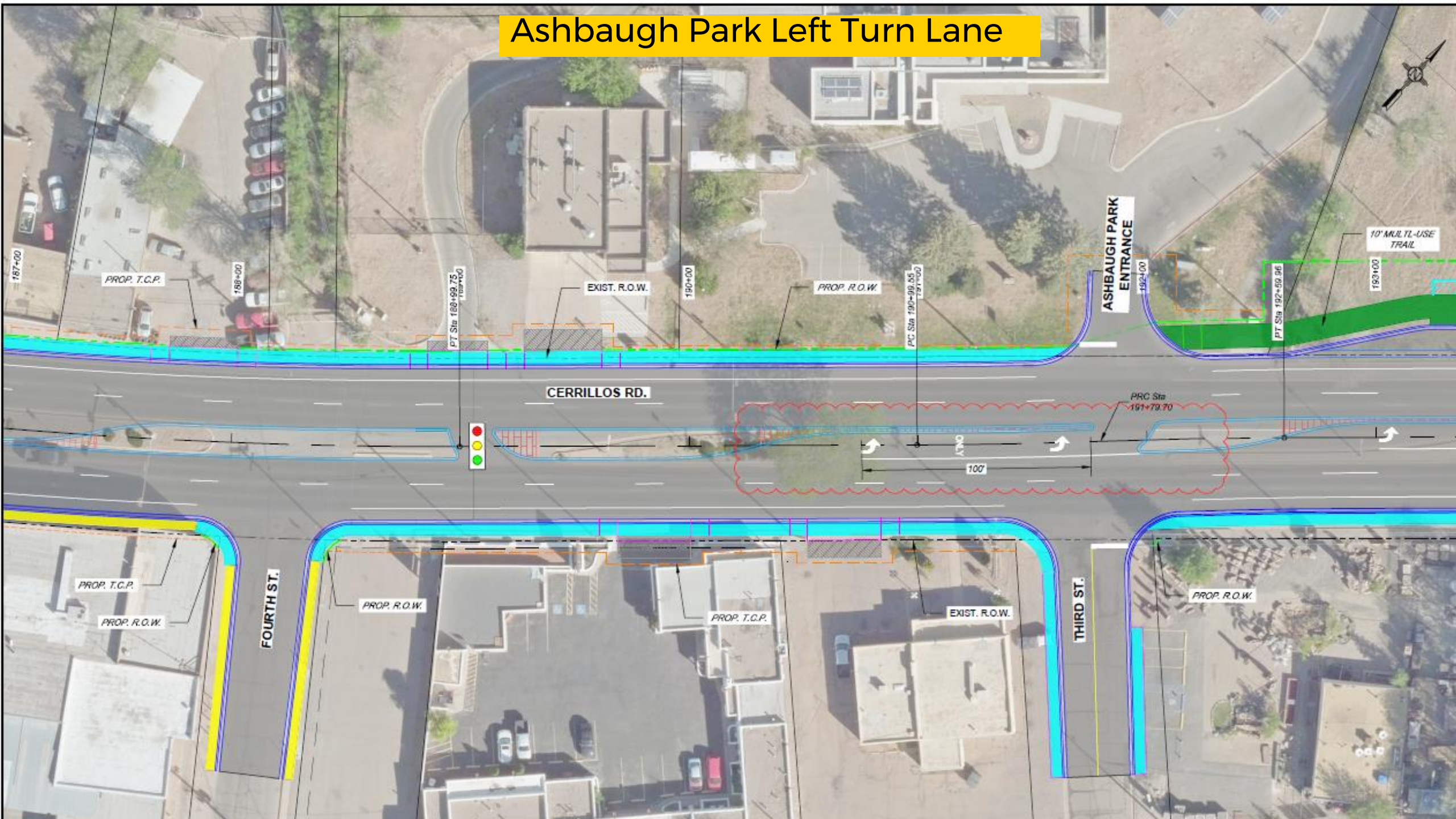
See project website <https://nm14cerrillos.nmdotprojects.org/>

Mid Block Pedestrian-Bicycle Crossing Between San Felipe Ave. and 5th Street

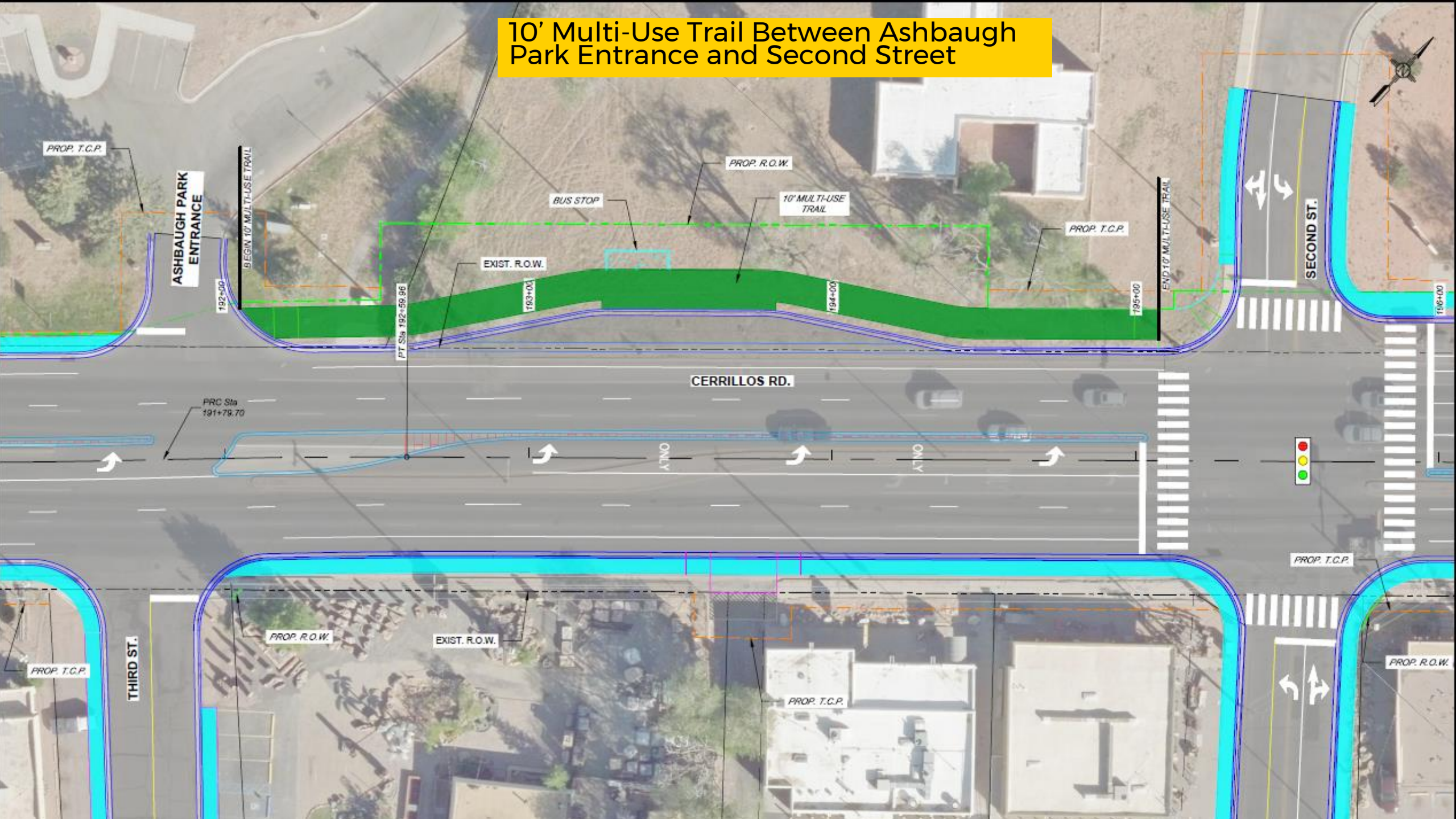


NOTES:
1. 60,100 SQ.FT. OF PERMANENT R.O.W.

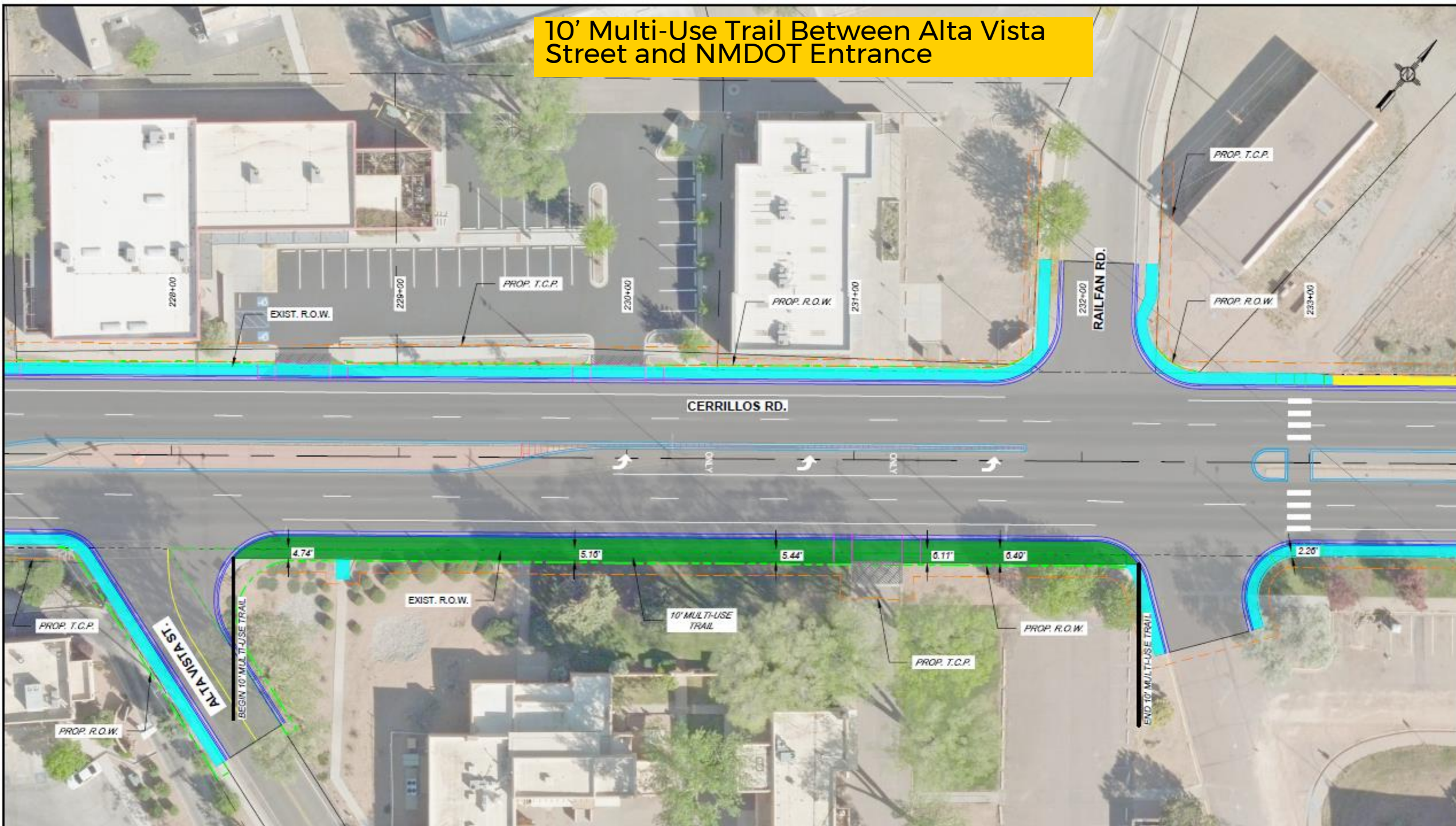
Ashbaugh Park Left Turn Lane

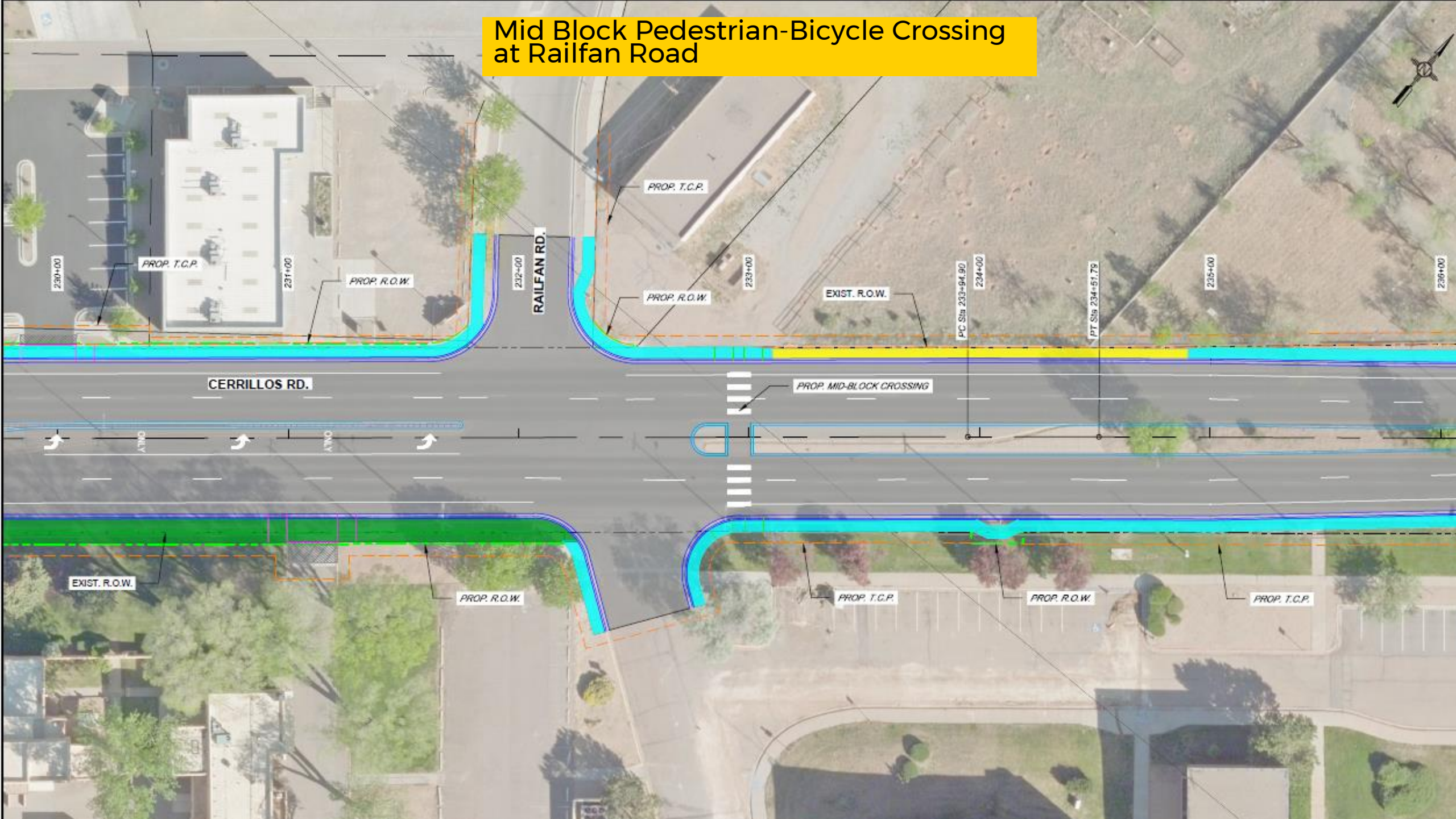


10' Multi-Use Trail Between Ashbaugh Park Entrance and Second Street

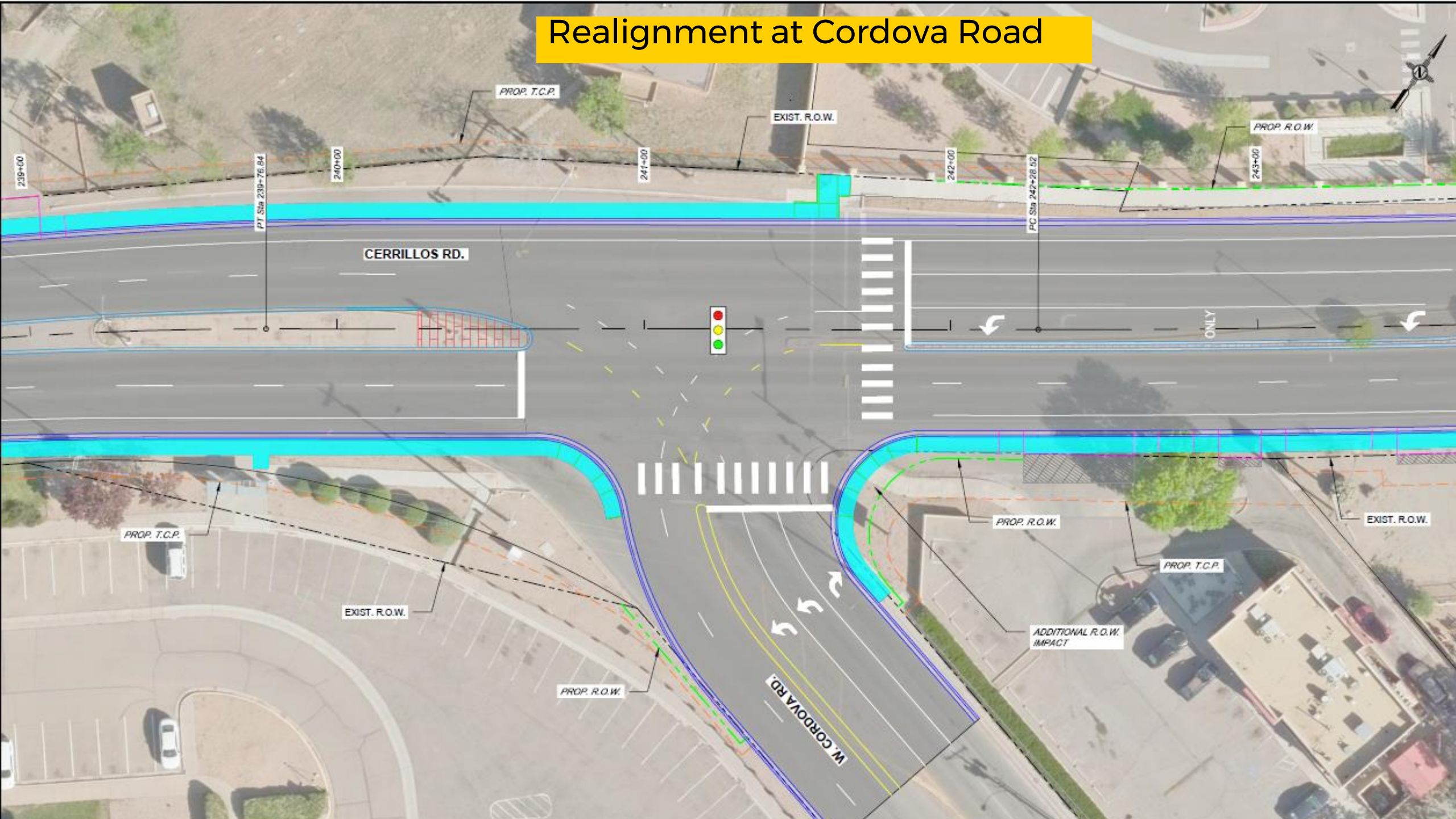


10' Multi-Use Trail Between Alta Vista Street and NMDOT Entrance

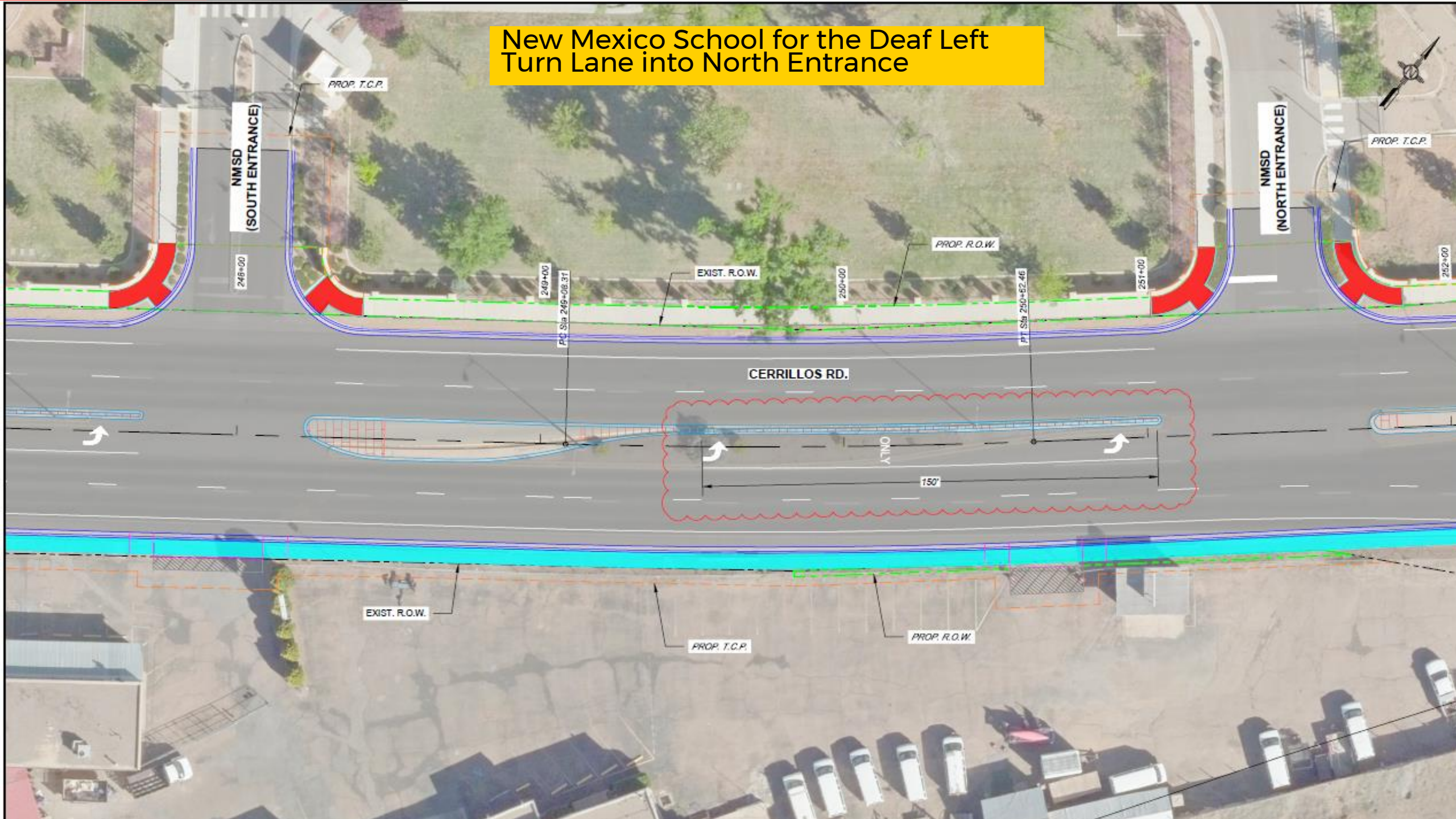




Realignment at Cordova Road



New Mexico School for the Deaf Left Turn Lane into North Entrance



Potential Improvements



Access Management Recommendations

Access Management	
Intersection	Improvement
Isleta Avenue	Close Median
Fourth Street	Close Median
Third Street	Close SB Left Turn Lane (LTL)
SFIS/Cochiti Street	Close Median
New SFIS Entrance	Remove SB LTL
SFIS Area	Review Access Management for business parking across from SFIS during Final Design
Railfan Road	Close SB LTL to NMDOT GO Campus
NMSD Area	Close SB LTL

SB - Southbound

LTL - Left Turn Lane

SFIS - Santa Fe Indian School

GO - General Office

NMSD - New Mexico School for the Deaf

See project website <https://nm14cerrillos.nmdotprojects.org/>

Potential Improvements



Traffic Operations Recommendations

Traffic Operations	
Intersection	Improvement
San Felipe	Lengthen Cerrillos NB/SB Left Turn Lanes (LTL)
Fifth Street	Lengthen Cerrillos NB/SB Left Turn Lanes (LTL)
Ashbaugh Park	Lengthen Cerrillos NB LTL
Second Street	Lengthen Cerrillos NB/SB LTLs, Add EB/WB LTLs, Add SB RTL
Navajo Drive	Lengthen Cerrillos SB RTL
New SFIS Entrance	Signalize, Lengthen Cerrillos NB LTL
Tesuque Drive	Lengthen Cerrillos SB LTL
Baca Street	EB Approach Needs Added Capacity (Not Possible due to Right-of-Way Constraints)
Railfan Road	Lengthen Cerrillos NB LTL, Perform Signal Warrant Study
Cordova	Realign WB Approach, Add WB Dual LTL, Lengthen Cerrillos SB LTL
NMSD South Entrance	Lengthen Cerrillos NB LTL, Close Cerrillos SB LTL
NMSD North Entrance	Lengthen Cerrillos NB LTL

NB/SB/EB/WB - Northbound / Southbound / Eastbound / Westbound

LTL - Left Turn Lane, RTL - Right Turn Lane

SFIS - Santa Fe Indian School

GO - General Office

NMSD - New Mexico School for the Deaf

See project website <https://nm14cerrillos.nmdotprojects.org/>

Potential Improvements

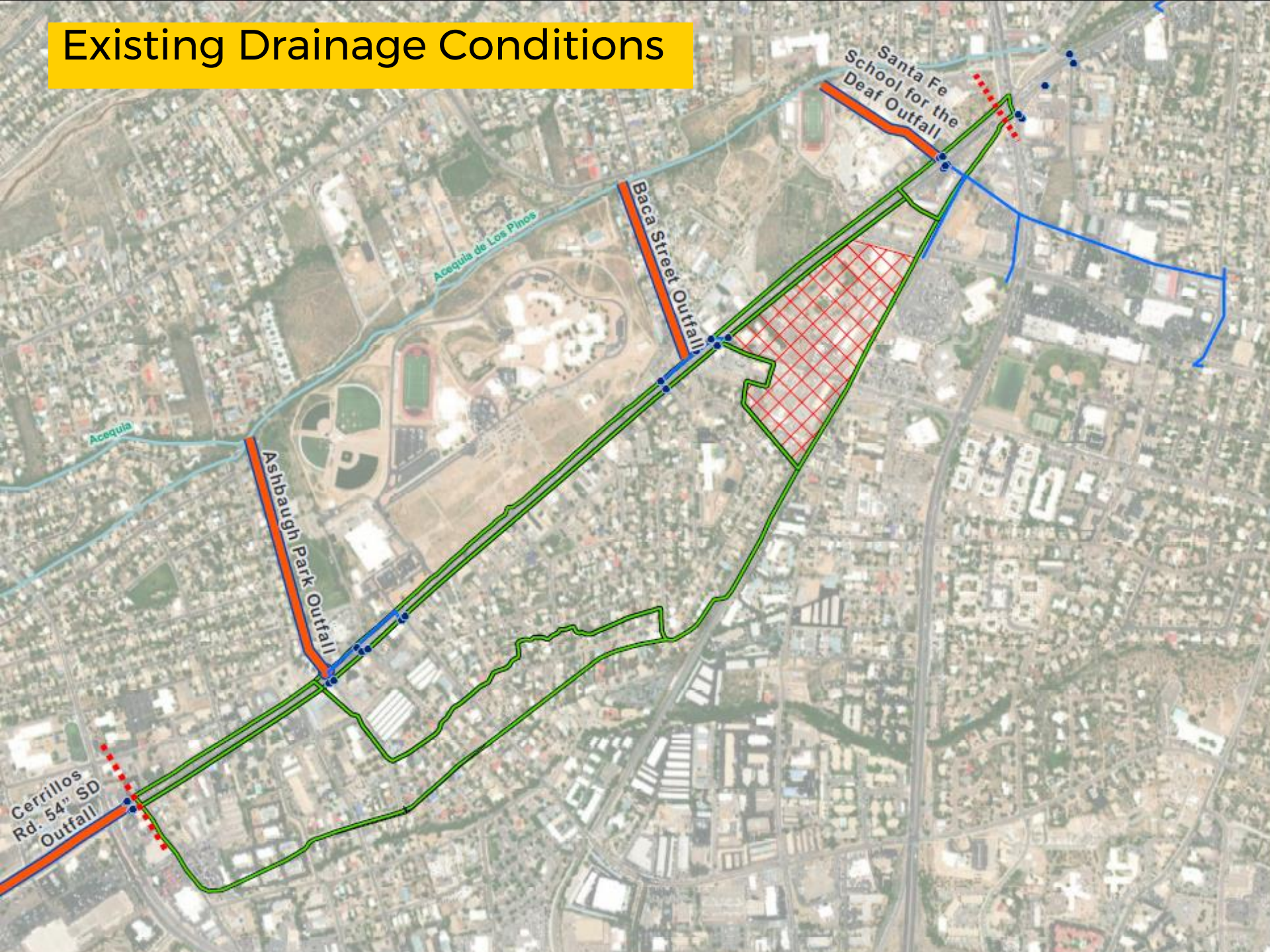
Traffic Operations Recommendations

- ▲ **Signal System Coordination / Timing Adjustments**
 - ▲ Cerrillos Road given priority
 - ▲ Some improved traffic flow
- ▲ **Baca Street EB Approach Capacity Challenges**
 - ▲ Constrained Right-of-Way to add lanes
- ▲ **Railfan Road Capacity Challenges**
 - ▲ Existing Traffic Circulation
 - ▲ One-Way Flagman Way, etc.



See project website <https://nm14cerrillos.nmdotprojects.org/>

Existing Drainage Conditions



Legend

- Storm Drain Inlets
- Storm Drains
- Outfalls
- ▭ Project Drainage
- ▨ NMDOT General Office area



0 800 1,600 Feet
1" = 800 feet



Bohannon & Huston
www.bhinc.com 800.877.5332

**NM 14 (Cerrillos Road)
Existing Stormwater Outfalls**

Drainage Potential Improvements

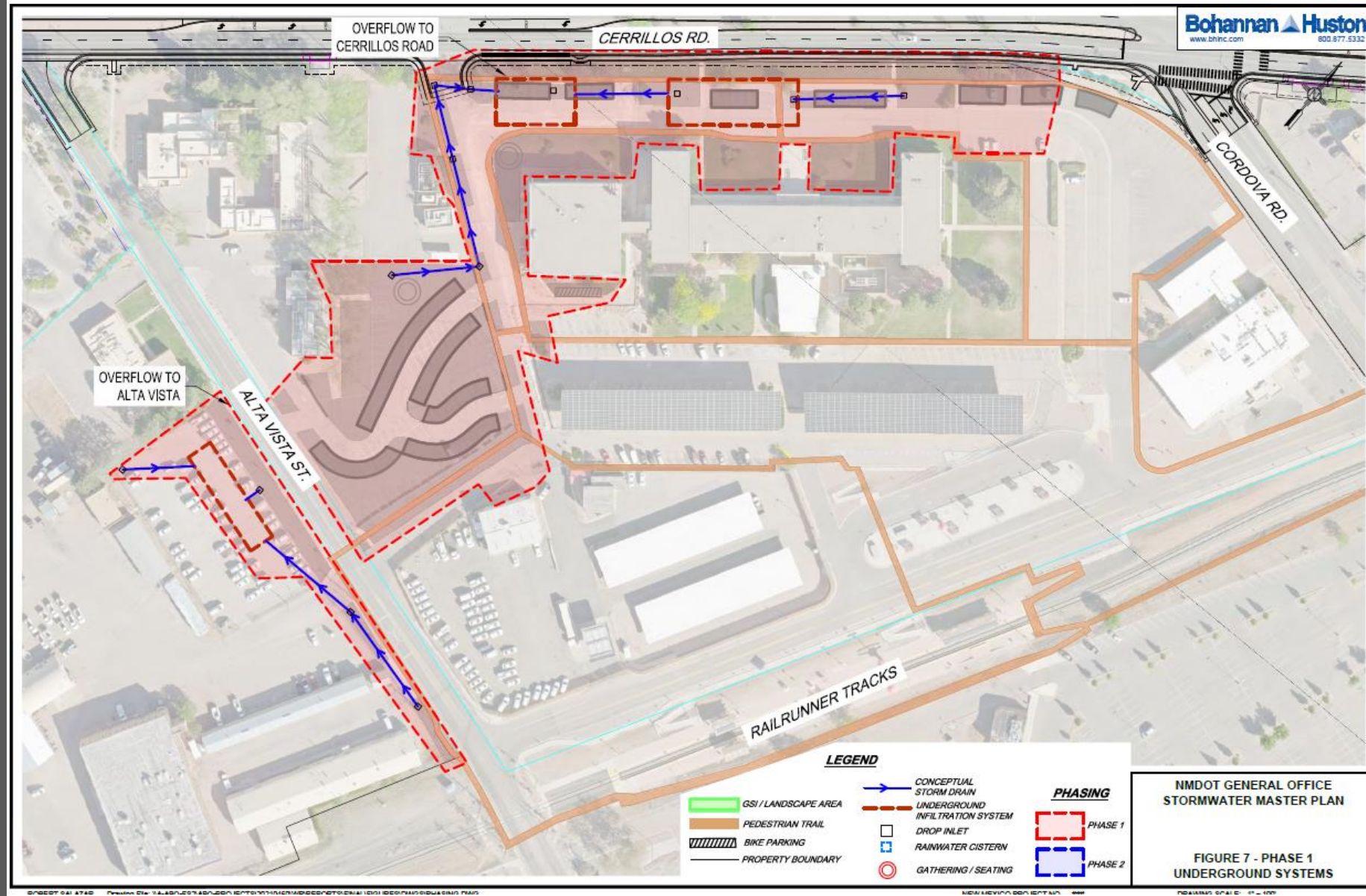
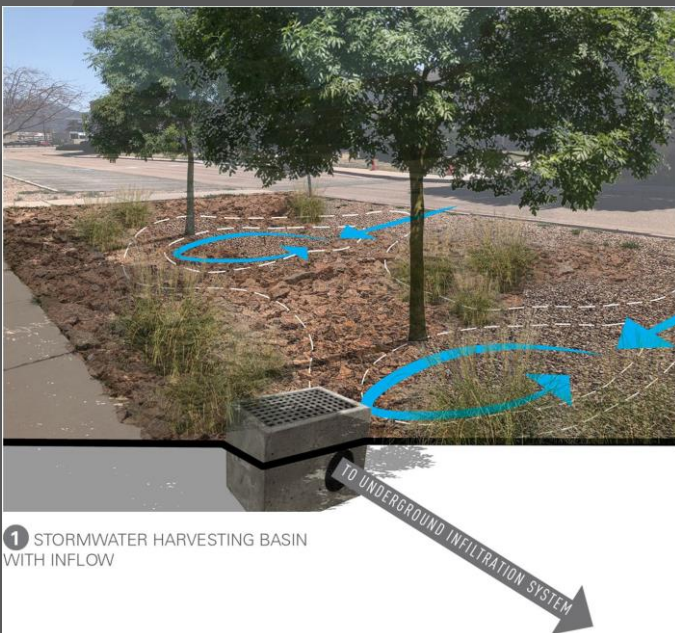


▲ Drainage Improvements

- » *Add a storm drain trunk line in Cerrillos*
 - Tie into existing system near Saint Michaels
 - ✓ 10-year Drainage Design Capacity
- » *Eliminate Baca Street outfall*
 - CoSF and Acequia Madre feedback / field review
- » *No increase to NMSD outfall*
 - Striving to reduce or eliminate Cerrillos flows
- » *NMDOT GO Campus Drainage Improvements*
 - 13% of drainage area, 24% of total peak flow to Cerrillos
 - Green Stormwater Infrastructure and Underground Infiltration Systems to reduce runoff in 10-year storm

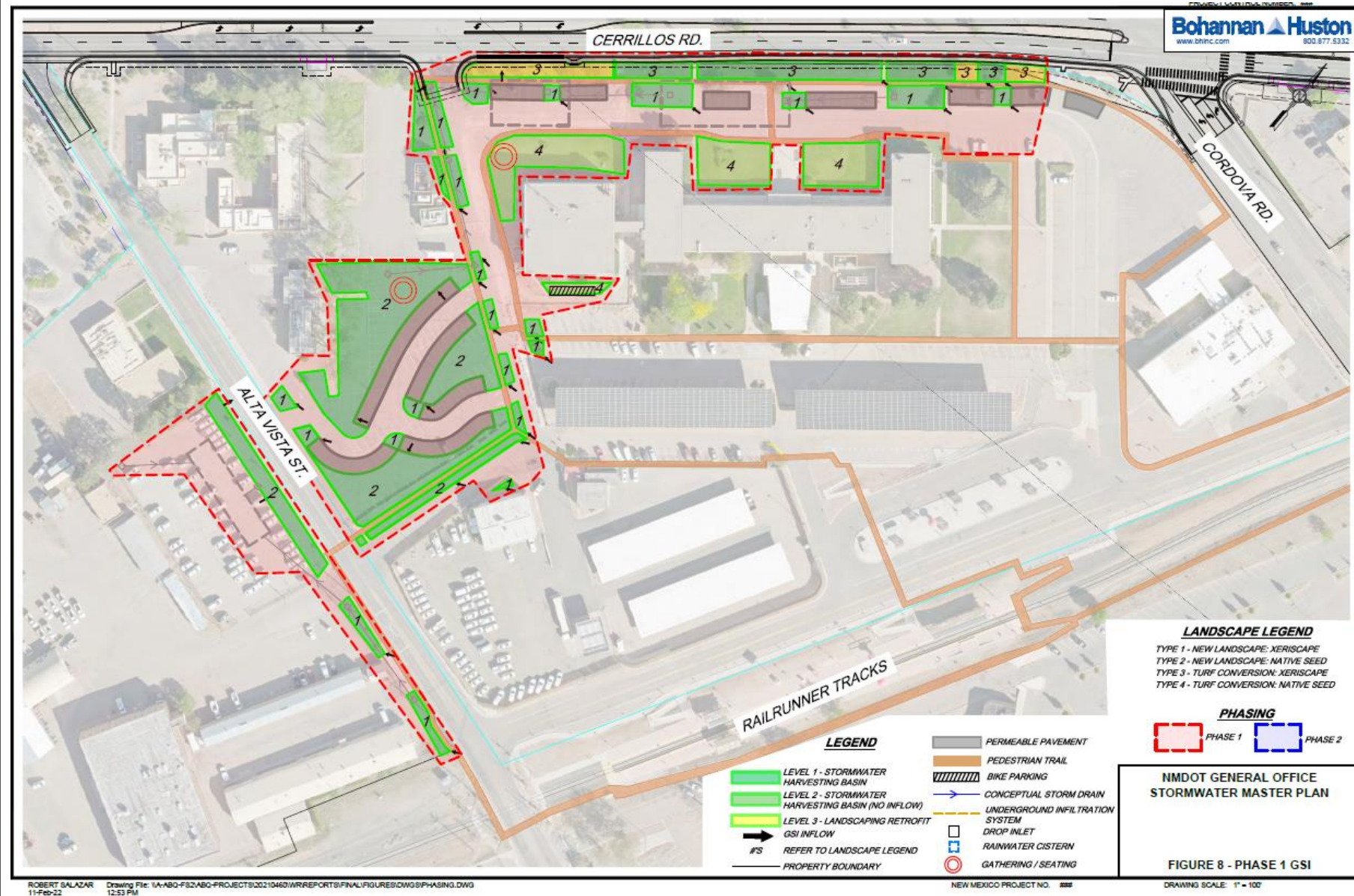
See project website <https://nm14cerrillos.nmdotprojects.org/>

NMDOT GO Campus Drainage Improvements



See project website <https://nm14cerrillos.nmdotprojects.org/>

NMDOT GO Campus Drainage Improvements



See project website <https://nm14cerrillos.nmdotprojects.org/>

Potential Improvements

Site Specific Elements for Review

- ▲ Transit/Bus Improvements
- ▲ Landscaping
- ▲ Lighting

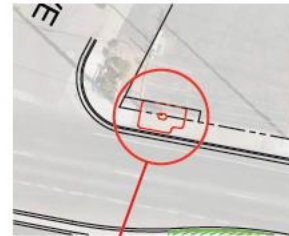


Bus Stop Improvements

LANDSCAPE DISTRIBUTION AND BUS STOP LOCATIONS

SHEET 1

- Narrow shelter with bench
- Additional ROW needed



- Narrow shelter with bench
- Additional ROW needed



- Full-sized shelter with bench
- Additional ROW for bus pull-out and shelter



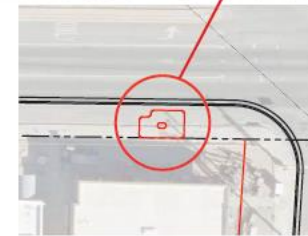
- Narrow shelter with bench
- Additional ROW needed



- Existing bench to remain
- Built into wall, with trellis above



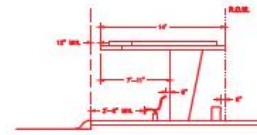
- Narrow shelter with bench
- No add'l ROW needed



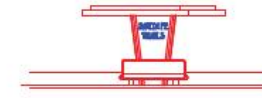
See project website <https://nm14cerrillos.nmdotprojects.org/>

Bus Stop Improvements

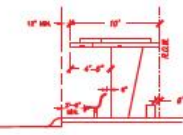
LANDSCAPE DISTRIBUTION AND BUS STOP LOCATIONS SHEET 2



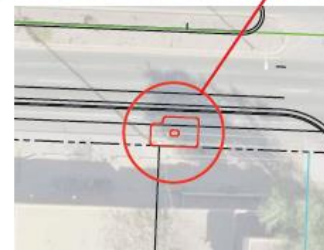
FULL-SIZED BUS SHELTER -
SIDE VIEW



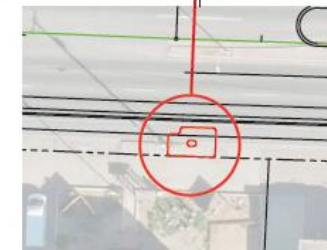
BUS SHELTER - FRONT VIEW



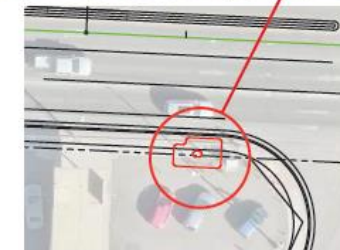
NARROW BUS SHELTER -
SIDE VIEW



- Narrow shelter with bench
- No add'l ROW needed



- Narrow shelter with bench
- No add'l ROW needed

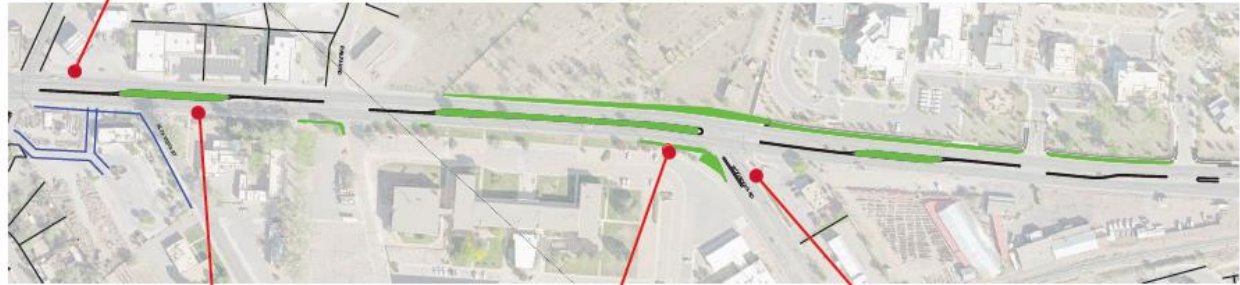


- Narrow shelter with bench
- Add'l ROW needed

Bus Stop Improvements

LANDSCAPE DISTRIBUTION AND BUS STOP LOCATIONS SHEET 3

- Narrow shelter with bench
- Additional ROW needed



- Narrow shelter with bench
- Additional ROW needed



- Existing custom shelter to remain
- No add'l ROW needed



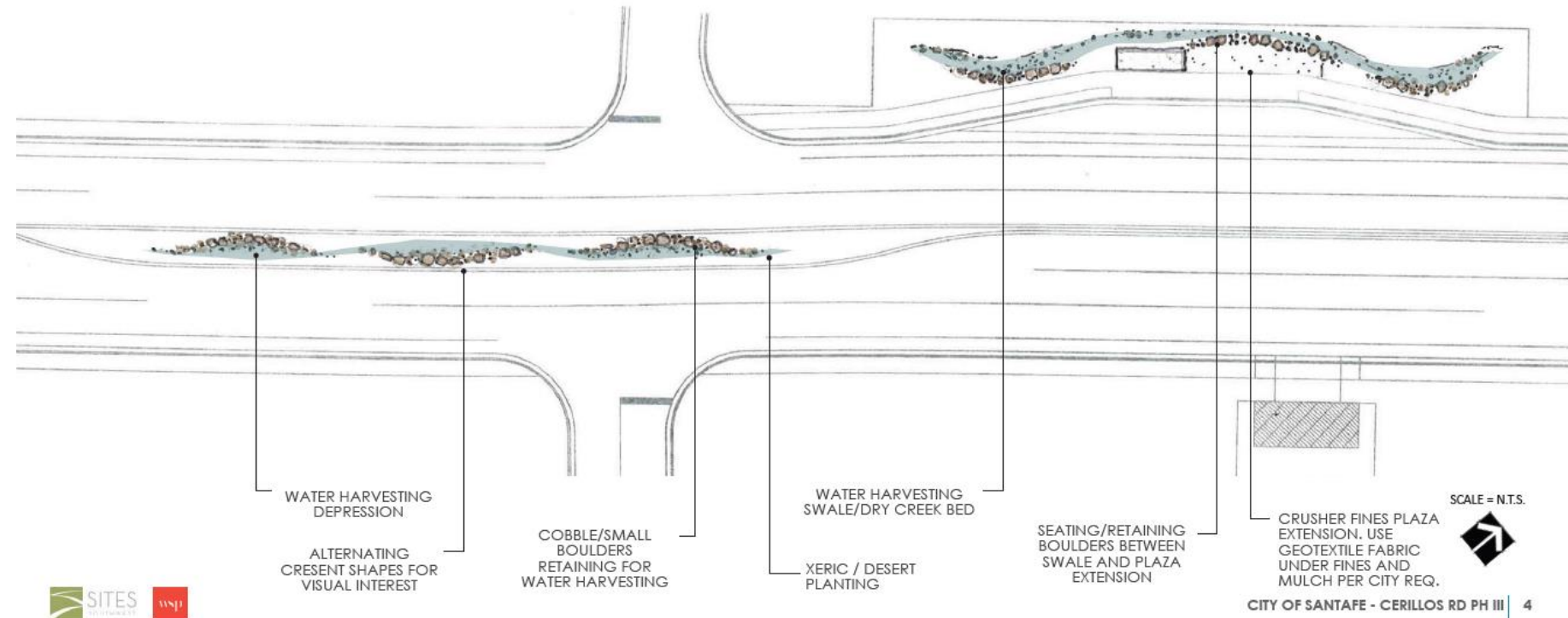
- Full-size shelter with bench
- Additional ROW needed



See project website <https://nm14cerrillos.nmdotprojects.org/>

Landscaping Improvements

SITE PLAN - OPTION 1 LANDSCAPE PLAN VIEW WATER HARVESTING CRESCENT DEPRESSIONS



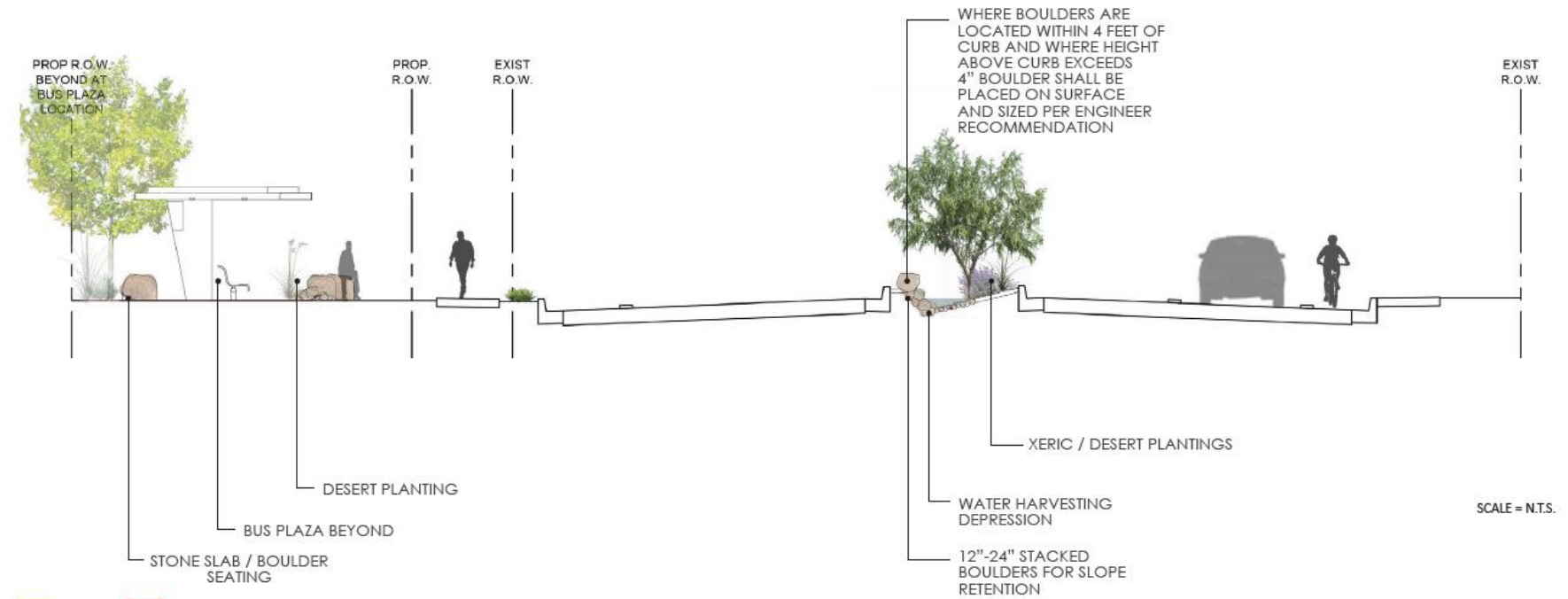
See project website <https://nm14cerrillos.nmdotprojects.org/>

Landscaping Improvements

SECTION - OPTION 1

LANDSCAPE PLAN VIEW

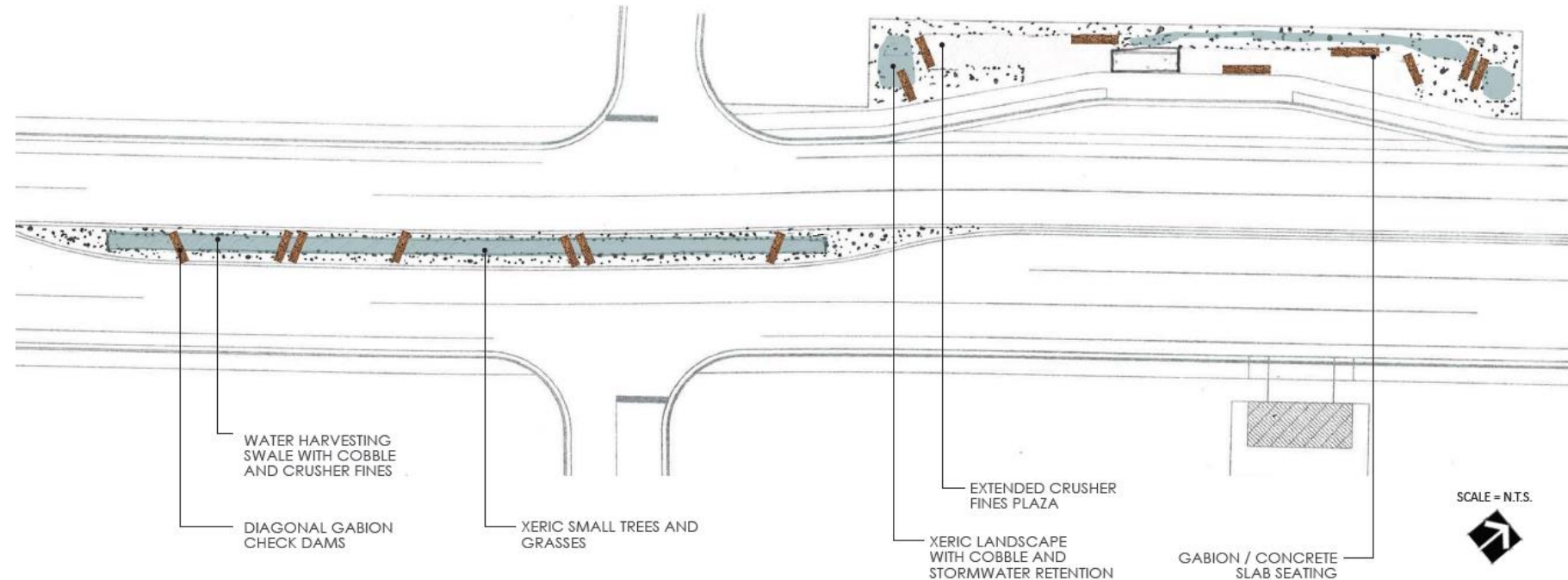
WATER HARVESTING CRESCENT DEPRESSIONS



See project website <https://nm14cerrillos.nmdotprojects.org/>

Landscaping Improvements

SITE PLAN - OPTION 2 LANDSCAPE PLAN VIEW ANGULAR DRY BASINS WITH GABION CHECKDAMS



CITY OF SANTAFE - CERILLOS RD PH III | 6

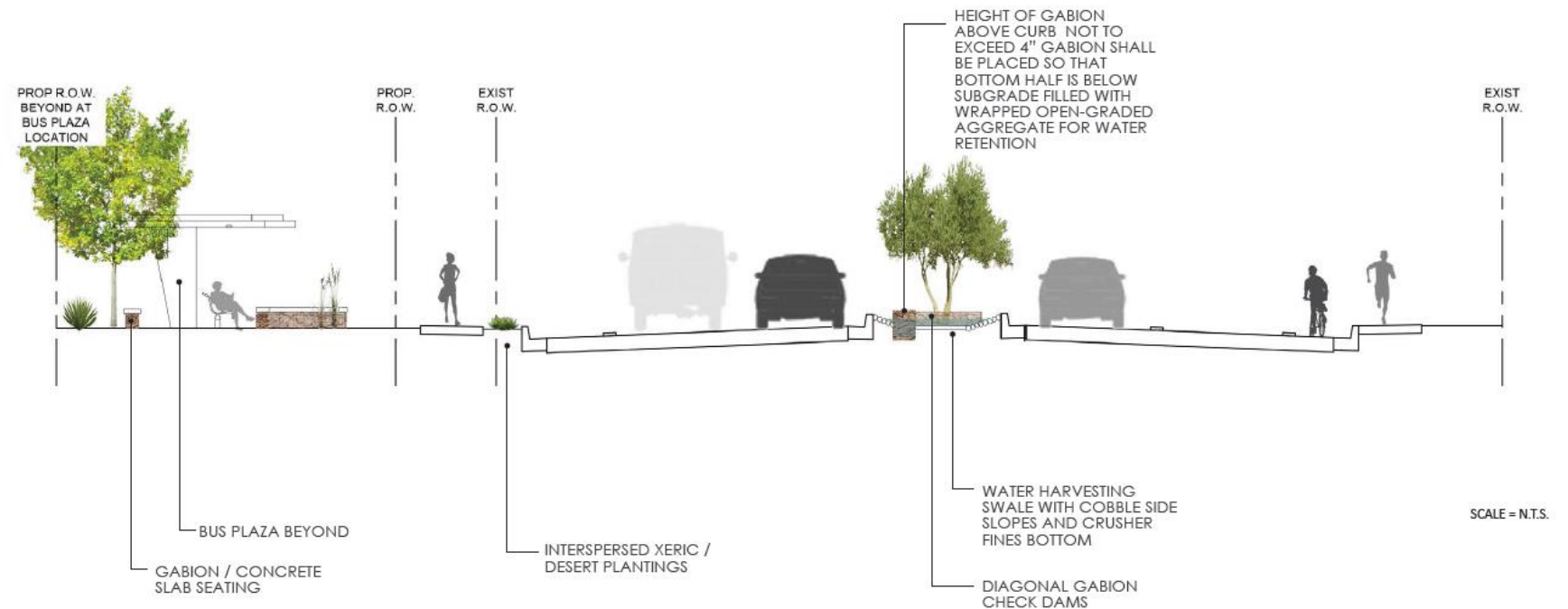
See project website <https://nm14cerrillos.nmdotprojects.org/>

Landscaping Improvements

SECTION - OPTION 2

LANDSCAPE PLAN VIEW

ANGULAR DRY BASINS WITH GABION CHECK DAMS



CITY OF SANTAFE - CERILLOS RD PH III | 7

See project website <https://nm14cerrillos.nmdotprojects.org/>

Landscaping Improvements

PLANT AND MATERIAL PALETTE

PLANTING - Examples

SMALLER TREES



MESA GLOW MAPLE



PRAIRIE FLAMELEAF SUMAC



NETLEAF HACKBERRY



NM OLIVE



SHRUBS AND SUBSHRUBS



DAMIANITA



GAYFEATHER/ LIATRIS



TURPENTINE BUSH



APACHE PLUME



RED/YELLOW YUCCA SPECIES



BEARGRASS SPECIES



SOTOL



See project website <https://nm14cerrillos.nmdotprojects.org/>

Landscaping Improvements

PLANT AND MATERIAL PALETTE

PLANTING - Examples

SHRUBS AND SUBSHRUBS



PINELEAF PENSTEMON



EVENING PRIMROSE



WOODS ROSE



YARROW

GROUND COVERS



CREEPING PHLOX



BACCHARIS GROUND COVER SPECIES



CREEPING GRAY GERMANDER



CREEPING THYME SPECIES



GRASSES



PINK MUHLY



SIDEOATS GRAMA GRASS



BLUE GRAMA GRASS



DEERGRASS



ALKALI SACATON



See project website <https://nm14cerrillos.nmdotprojects.org/>

Lighting Improvements

▲ Lighting

- » *Goal will be to move the lighting poles to the outside and not have any in the median.*



See project website <https://nm14cerrillos.nmdotprojects.org/>



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



ENVIRONMENTAL, RIGHT-OF-WAY, COST and PHASING



Environmental, ROW, Cost and Phasing

▲ Environmental

- » The project corridor is located near a dense concentration of historic and archeological properties.

▲ Right-of-Way

- » Strips of permanent Right-of-Way and Temporary Construction Permits (TCPs) are anticipated and will be finalized during Final Design.

▲ Estimated Cost

- » Overall Construction Cost: Approximately \$30 million

▲ Phasing

- » Phase I – Saint Michaels to Tesuque Drive
 - \$16.5 Million funded
 - Likely includes NMDOT GO Campus Drainage Improvements
- » Phase II – Tesuque Drive to Saint Francis
 - \$14 million funded

See project website <https://nm14cerrillos.nmdotprojects.org/>



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



SCHEDULE AND NEXT STEPS



Project Schedule

- ▲ Start of Study (Phase IA/B) – **Summer 2020**
 - » *Public meeting – **July 2021***
 - » *Business Owner meeting – **July 2021***
 - » *Public meeting – **April 2022***
- ▲ Completion of study with Recommended Alternative – **July-August 2022**
- ▲ Initial engineering design development – **Summer/Fall 2022**
- ▲ Environmental analysis & documentation with Preferred Alternative – **Summer/Fall 2022**
 - » *Public meeting – **Fall 2022***
- ▲ Final engineering design – **2023 - 2024**
- ▲ Anticipated construction phase 1 – **Spring/Summer 2024**
 - » *Construction phase 2 – **Follows Phase I***

← We are Here

Next Steps



- ▲ Gather public input
- ▲ 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
- ▲ Prepare for construction letting

We want to hear from you...

Please provide us with comments by June 3, 2022

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

» **Comment Form:** NMDOT website

▲ More information on the NMDOT project page:

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



All comments are welcome!!

Thank You

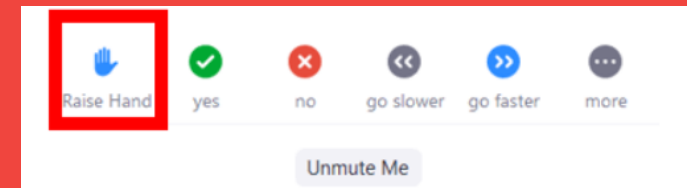


New Mexico DEPARTMENT OF
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QUESTIONS

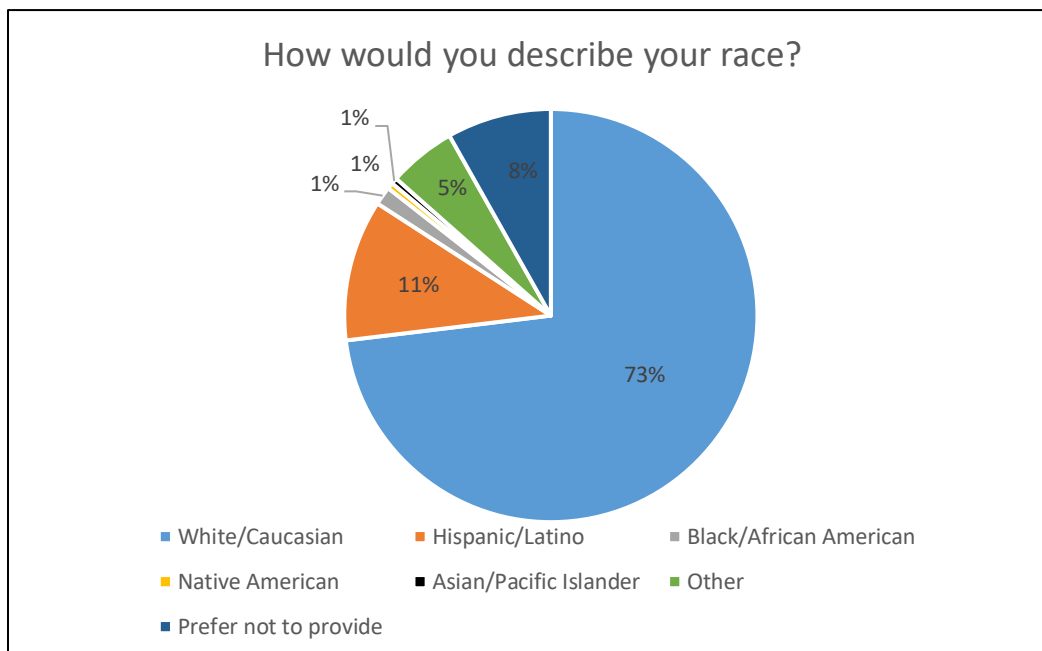
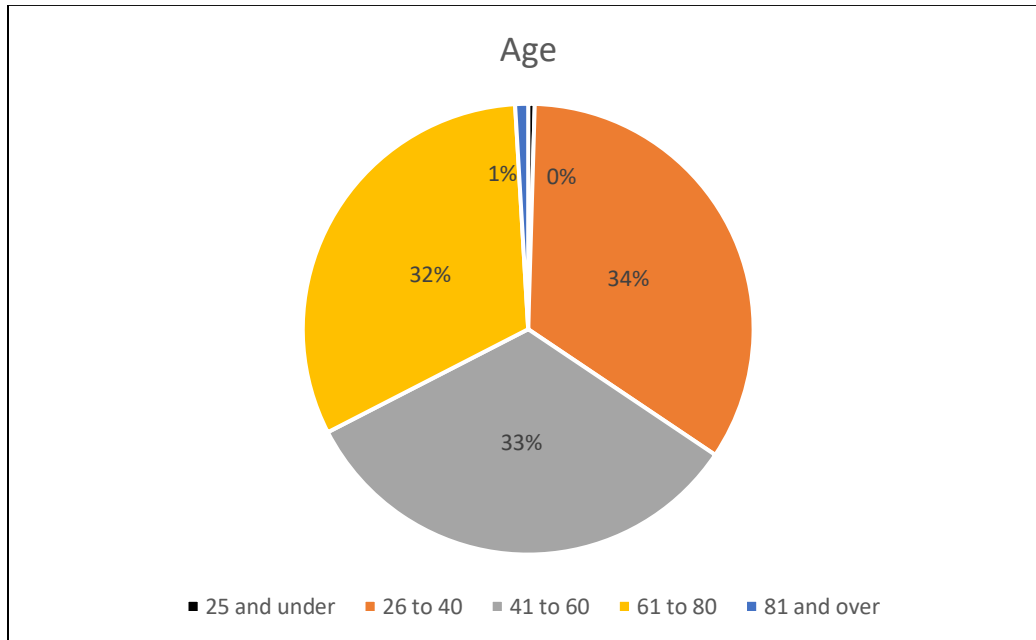
If you would like to speak,
raise your hand
Press *9 if you have dialed-in



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

Appendix D: Demographics for MetroQuest Survey Participants

The final page of the MetroQuest survey asked for participants to volunteer demographic information, such as age and ethnicity. Demographic survey results showed that approximately one third of commenters were aged 26-40, one third were 41-60, and one third were 61-80 years old. Commenters also volunteered race information, which showed that majority of participants were Caucasian/white.





Appendix E: Public Comments Received

Raw Data Comments Received – Live Zoom Q&A and MetroQuest

Question/Comment	Location Received
When will property owners know about costs to them and condemnation of their property?	Zoom Business Owner Meeting
Given that nearly all motorists live from beyond the corridor, why not share the costs of burying utility poles accordingly	Zoom Public Meeting #1
Why is the 12-14' median sacrosanct? To accommodate turning traffic?	Zoom Public Meeting #1
Why is it cost prohibitive to bury electric infrastructure when you are excavating anyway?	Zoom Public Meeting #1
How about moving the power poles to the median?	Zoom Public Meeting #1
Why are bicycle lanes included? I am bicyclist but would not ride on Cerrillos Road, it is too dangerous.	Zoom Public Meeting #1
are you considering access control and driveway sharing to decrease conflicts between different user types?	Zoom Public Meeting #1
When and how do we find out what option has been chosen?	Zoom Public Meeting #1
How will you work on the parking problem, backing into Cerrillos seems like a dangerous maneuver, why do we encourage/allow this?	Zoom Public Meeting #1
What entities are considered stakeholders?	Zoom Public Meeting #1
Are owners of buldings that encroach on the ROW being fined or otherwise paying for their violation. How many are there?	Zoom Public Meeting #1
The street lighting seems to be inconsistent through the project. Will the street lighting be improved or is this cost prohibitive?	Zoom Public Meeting #1
Can we put the bikelane directly next to the sidewalk, and move the buffer to buffer the bikelane and sidewalk simultaneously?	Zoom Public Meeting #1

Would it not be a good idea to go up an order of magnitude and consider a 100 year rain/flood event in planning the drainage. World wide events indicate that a "10 year" event is no longer that unusual.	Zoom Public Meeting #1
Have you studied traffic impacts on nearby neighborhoods from improvements proposed, i.e., traffic studies on adjacent streets?	Zoom Public Meeting #1
Do you have the red/yellow/green matrix or graph that you showed us earlier (that focused on alternatives 8 and 9) on the website?	Zoom Public Meeting #1
How will intersections be improved?	Zoom Public Meeting #1
Not a question, just wanted to say that Jennifer is incredibly smooth on the Zoom mic!	Zoom Public Meeting #1
are the medians planned to serve as pedestrian islands in key spots as well? Will key location then allow for ADA access, and will the number of safe pedestrian crossings be increased?	Zoom Public Meeting #1
How will you separate cars from bicycles?	Zoom Public Meeting #1
You answered the question about why not combine the bike lane and sidewalk and put the buffer between the bike lane and the traffic lane by saying that it would create too big a bike lane/sidewalk. But why could you not put a small curb in between the bike lane and sidewalk, say 6" wide and 6" tall?	Zoom Public Meeting #1
Are you considering preventing left turns out of Railfan and the NMDOT property? Also, are you considering reducing the NMDOT side to allow a sidewalk along the Odd Fellows and Fairview cemeteries?	Zoom Public Meeting #1
I appreciate your recognizing this is a historical city.	Zoom Public Meeting #1
A follow up: I did not understand the answer. Option 8 has two feet of curb/shld between the bike lane and then another two feet between the curb and the sidewalk. Why can't you move the curb/shld to the driving lane side of the bike lane and then lessen the two feet between the bike lane and and sidewalk with a smaller curb? That would seem to protect the bikes from the cars and also separate the bikes from the peds, as well as give you more room.	Zoom Public Meeting #1

are you taking into consideration the previous plan for a light at railfan to accommodate the heavy traffic coming in and out of the Baca railyard	Zoom Public Meeting #1
<p>Greetings:</p> <p>My family operates the El Parasol at 1833 Cerrillos. We average 400 customers a day and estimate that Baskin-Robbins does also. Based on this traffic volume for our businesses, we would prefer the no median option for the project design.</p> <p>The no median option allows for better traffic flow in and out of our business.</p>	NMDOT Project Page
<p>Hello I would like for you to confirm that survey input is used as public input for the purposes of this project. If not I would be happy to resubmit though I do not have a record of my survey response.</p> <p>In addition to the input I provided via the survey tool, it has also been drawn to my attention that the crosswalks at Cordova and Cerrillos can be extremely challenging for pedestrians because, for example, eastbound traffic on Cerrillos can turn so easily onto Cordova, e.g. rolling through a right-turn-on-red.</p> <p>Also I would like to reiterate input I have provided in the past on the intersection of St. Francis and Cerrillos Rd.: The double right turn lanes for southbound St. Francis Dr. onto westbound Cerrillos Rd. are a generous accommodation serving the best functioning movement of the intersection in terms of motor vehicle level of service. Meanwhile the signalized crosswalk across these lanes is skewed to be parallel to St. Francis Dr. rather than to serve the predominant bicycle and pedestrian movements (to and from the north / Acequia Trail) which would be closer to perpendicular to the two turn lanes. Making this crosswalk perpendicular to those lanes would minimize crossing distance for pedestrians and bikes, which reduces their exposure to conflicts with motor vehicles. It would also vastly improve the ability of those pedestrians and cyclists on the sidewalk arriving at the corner (next to NMSD) to see traffic that is approaching them (currently one needs to look back over one's shoulder to see southbound traffic in the turn lanes) This can be accomplished by moving the west end of the crosswalk and its ramp north, and advancing the stop bar which would have minimal negative impact on motor vehicle queueing. (Note that the sidewalk here functions as a connection for the Acequia and Rail Trails and needs to function as a multi-use trail - bicycle traffic is to be expected encouraged and accommodated on this sidewalk.)</p> <p>Thank you!</p>	NMDOT Project Page
This was a hard questionnaire to answer, both because the format was confusing and because the trade offs are fraught. Good luck.	MetroQuest
Need a light that was in the master plan over 10 years ago. Now that there are viable businesses in the Baca railyard area it is long over due for safety and traffic flow.	MetroQuest

Add/make safer pedestrian crossing	MetroQuest
This long stretch without many turns (on the north side) should/could have a protected bike lane.	MetroQuest
This stretch on the north side could/should have a protected bike lane.	MetroQuest
Need a sidewalk to access Ashbaugh Park	MetroQuest
Buffered and wider sidewalks would improve the pedestrian experience in this whole corridor.	MetroQuest
Buffered and protected bike lanes and fewer access points would make this a safer and more viable bike route.	MetroQuest
School for the def pedestrians increase safe crossing... use counter measures to increase visibility. reduce intersection radii consider bulb outs	MetroQuest
Critical crossing particularly for commuters to all state buildings. Needs a well designed crossing option.	MetroQuest
At least 6 foot sidewalks in front of NMDOT 8 foot preferred	MetroQuest
Improve the access to this transit stop	MetroQuest
complete sidewalk connection at least 6' feet wide	MetroQuest
long stretches' please buffer the bike lanes here. Reduce medians.	MetroQuest
safe transition to access park critical for bikes and peds	MetroQuest
safe access transition to park for both bikes and peds	MetroQuest
Traffic speeds up from St. Mikes and are moving faster in what is a critical pedestrian/commercial area with the motel, restaurants, transit stops etc. Need to design a safe signalized intersection here or ped crossing	MetroQuest
Ped congestion area/high speed traffic	MetroQuest
Thank you for your considerations	MetroQuest
Separated/protected bike lane may be feasible along Indian School property as there are few side streets and driveways.	MetroQuest
Better bicycle paths to get from 2nd street neighborhood across Cerrillos to the park/paths in the Osage neighborhood.	MetroQuest

crosswalk, lights, some way to get across the street safely here	MetroQuest
some way to get across the street safely here	MetroQuest
The entire project length is unfriendly to pedestrians. We need wider sidewalks, fewer obstructions, more and safer crossings, refugia, and shade and landscaping to soften the noise all along the route,	MetroQuest
Streets as destinations!	MetroQuest
lane opening causes difficulty traffic flow.	MetroQuest
Turn lanes not well aligned with traffic needs leaving vehicles sticking into traffic when waiting to turn left across the roadway	MetroQuest
I prefer the multi use trail because I feel safer riding my bike when there is a buffer between me and traffic. A dedicated bike lane would work too if there is a physical barrier protecting cyclists from vehicle traffic. When there is no physical barrier, I do not feel safe biking on that road, and I don't do it (e.g. Agua Fria and Siler Roads).	MetroQuest
There should absolutely be a crosswalk (preferably with blinking lights) connecting the 2nd St. neighborhood area to Ashbaugh Park.	MetroQuest
Alta Vista Street is my bike route to get from the barrio to south cap. But it's really awkward to access from Baca St. or the Acequia trail. I usually have to end up biking on the sidewalk of Cerrillos for a block to access Alta Vista. So a better bike connection here would be really helpful.	MetroQuest
I know you asked for three map markers, but I don't have any other specific comments! Thanks.	MetroQuest
Dangerous for pedestrians crossing , impossible for vehicle crossings , traps everyone in the baca and baca Railyard community , causes people to make left on baca to Turn around . We were promised a light by the city when the Railyard was created we desperately need it .	MetroQuest
It is no unsafe for people to cross at baca . Traffic backs up and makes it impossible to pull onto baca from gas station or counter culture safely or timely .	MetroQuest
Crossing to complete safe pedestrian access to merchants	MetroQuest
People often turn left from Cerrillos onto Alarid	MetroQuest

This is the only egress point from the growing Baca Railyard and should have a traffic signal	MetroQuest
Thank you for the information.	MetroQuest
The choice I was looking for was to keep car lanes as narrow as allowed, no shoulder, but acquire space only for a buffer plus mixed ped/bike use.	MetroQuest
landscaping would be nice, but I think there is no space left after a proper ped/bike path is added	MetroQuest
There is an opportunity to build a traffic circle at the junction with Cordova. Circles save lives, time and gasoline (but they need space). Same for the intersection with St. Michaels, but this is outside the scope.	MetroQuest
Don't be shy with traffic-calming options, such as curbs, street furniture, landscaping and the like. [btw, this is an excellent survey web site]	MetroQuest
Need crossing to access acequia trail with railtrail	MetroQuest
Need way to travel safely along Cordova to access rail trail	MetroQuest
Need way to travel along Cordova safely. If this path is made better for peds. then people may not cross at Cerrillos and St. Francis as much decreasing conflict there, as well as avoiding rail road track issues with bike wheels. This will require a good path for both types on the North side of Cerrillos to St. Francis.	MetroQuest
Need to access the Park with a crossing	MetroQuest
Need to access park with safe crossing.	MetroQuest
conflicts occur here because people can access the acequia trail here, along san jose	MetroQuest
Crossing Cerrillos on a bike is dangerous because of the railroad tracks. Many people crossing here are trying to access locations that could be served by a safe passage along Cordova.	MetroQuest
People backing onto Cerrillos is dangerous	MetroQuest
sinc lights to the east of here such that people can go through all lights to St. Francis, or even through st. francis at a speed of 25 miles an hours but no faster	MetroQuest
Need pedestrian crossing, this is a popular bar and there is a popular restaurant nearby	MetroQuest
consider a protected bike lane, even if only using bollards.	MetroQuest

Is 25 mph an option?	MetroQuest
I'm strongly in favor of having a wider sidewalk on one side or the other where possible if this is the only option that fits within the constraints. However, people should know which side is wider, and be able to access it safely in multiple locations (do multi-modal on one side, with bike route signs, and ADA compliant on opposing side).... make all crossings very safe, increase the number of crossings.	MetroQuest
I am most concerned that people can walk and bike safely along both sides of this road, and should be able to cross every quarter mile. Evidence exists that people cross in multiple locations, indicating a need for more crossings. I think this road could warrant a slower speed, and increasing the number of visual impairments (such as adding bollards to delineate bikelane?) could help decrease speeds. Coordinate the lights to encourage traveling at the speed limit.	MetroQuest
The one and only spot where a multi-use side path is appropriate and desirable: connect Ashbaugh Park path to signalized crossing at 2nd St.	MetroQuest
Define a comfortable sidewalk in front of fire station.	MetroQuest
Bike lane should begin directly from St. Francis Dr. intersection, not 200 feet down. There is plenty of space and no good reason to continue to omit bike lane/shoulder here. Trucks that need space on the turn will take it as they are allowed to cross a solid white line if they need to. Bicyclists coming from east side of intersection (Rail Trail or Cerrillos Rd.) should see there is a great bicycle facility awaiting them - a 5 foot wide bike lane that goes all the way to I-25 and beyond.	MetroQuest
Sie paths	MetroQuest
I have been a bike-pedestrian planner in our area 17 years. Most important improvements will be consistent, safe, buffered sidewalks. Side paths will not help, esp if done instead of on-road bike lanes, which violates AASHTO and city code. A multi-use path on the s side would be very dangerous due to repeated conflicts at driveways and intersections. A multi-use path on the n side may be slightly more viable but still a questionable investment given Acequia Trail north of the two campuses.	MetroQuest

After minimizing travel lane width, please use width first for sidewalk buffers and second for a buffered bike lane. Please do not plan for endless right-turn lanes. Instead please expect (maybe even remind) motorists to use and look for blinkers to avoid crashes. This will minimize road width to be crossed by pedestrians and maximize safety and comfort of pedestrian crossings. Prohibiting pedestrian crossings at uncontrolled intersections is NOT a traffic solution. Thank you!	MetroQuest
Left turn from southbound Cerrillos causes traffic cxbakeup and many near misses	MetroQuest
Need a left turn lane from Baca onto Cerrillos.	MetroQuest
If this is going to be the last improvement for decades, then go to 6 lanes.	MetroQuest
Bite the bullet and widen the Right of Way to support 6 lanes.	MetroQuest
congestion	MetroQuest
protect historic motels	MetroQuest
I hope you can maintain the historic character of this stretch of Cerrillos and not turn it into the Cerrillos that exists south of St. Michaels. Thanks	MetroQuest
It is critical to provide safe crossings along and across the corridor, and prevent it from becoming a barrier. people live, work, and play on either side of the corridor and we need safe crossings	MetroQuest
this is a critical multimodal corridor and this project must provide safe, connected facilities. This will also help advance the state and city's commitment to reducing climate change impacts from motor vehicle emissions.	MetroQuest
safety is a top priority for me and traffic throughput and level of service should be sacrificed to create a safer street	MetroQuest
I do not like how transit and bicyclists are pit against each other in this scenario.	MetroQuest
if the roadway speeds are not going to be reduced, then the most vertical and horizontal separation of bike/peds from vehicles is critical	MetroQuest
vehicles take this turn from Cerrillos to Alta Vista at a high rate of speed and do not see pedestrians	MetroQuest

need a crossing here to connect to the acequia trail from the rail trail (and vice versa). I think a two stage crossing would be great.	MetroQuest
vehicles turning left out of here cause safety issues and i've had several near-misses at this point.	MetroQuest
This intersection and turning movements need a hard look. in the morning, drivers turning left onto Cerrillos from Baca have the sun in their eyes and can't see other roadway users.	MetroQuest
Discount Tire has recently started queuing vehicles for service and I have seen them back up onto Cerrillos causing a serious safety issue	MetroQuest
This signal that is actuated by the fire department should be converted to also allow for pedestrians to actuate the signal and make a crossing, this wouldn't require much work and would not impact traffic patterns. The connection between the neighborhoods south of Cerrillos and the park and trail is important	MetroQuest
Currently, this whole stretch, from St. Michaels to 2nd is a barrier to pedestrians without a safe crossing. It is over half a mile between signals and there are countless businesses and homes that need to be connected.	MetroQuest
This intersection is a mess and access to the bus stop is impossible if you have mobility issues. I know it's in development, but please improve this intersection!	MetroQuest
businesses along this stretch have parking that requires drivers to back out onto Cerrillos. parking management is important here.	MetroQuest
because there isn't a left onto Cerrillos from Alta Vista, drivers cut through the parking lot of Taco Bell and Oscars tree service and it creates a dangerous condition.	MetroQuest
lefts should be prohibited out of this driveway	MetroQuest
tighten the radius of this intersection so pedestrians are more visible and have a shorter distance to travel	MetroQuest
The proposed sidewalks/multiuse trails/bike lanes need to have a logical termini to the Cerrillos/St. Francis intersection.	MetroQuest
The bicycle lane is not present at the intersection here, but starts a few hundred feet down the road. need to have a connected network	MetroQuest
the driveways here should be consolidated. The ocean of driveways is confusing for motorists and dangerous for pedestrians.	MetroQuest

I am disappointed that the presentation is already deciding on what are viable alternatives and what is going to be (already???) eliminated from consideration. It's time for some creativity in the design process because the remaining two alternatives discussed during the public meeting are near-identical. The project team should not be making the decisions until they have heard from the public.	MetroQuest
no sidewalks from 2nd st to Baca	MetroQuest
your survey includes false forced choices. roadways can be created for multiple transportation modes without impacting privately owned adjacent properties	MetroQuest
Left turn vehicles stop outside of median causing pileup.	MetroQuest
These guys have so much Yard Art they block the view of traffic for Third St traffic.	MetroQuest
Telephone Pole in Bike lane.	MetroQuest
We look forward to improved traffic. bicycle pedestrian safety. Thank You!	MetroQuest
Because of the back up and poor flow of traffic coming off 2nd St. onto Cerrillos, many many cars end up cutting through my neighborhood (Jay St), which is a quiet neighborhood with narrow streets, decreasing the quality of the resident's life: TOOMANY CARS, noise, and exhaust. We can't even keep our windows open in the summer b/c of this issue!	MetroQuest
It would be beneficial to have the increase in lanes on the south side of the road approaching St. Francis to occur sooner (farther southwest) to help with congestion on this corner. Also the lights favor St. Francis after a train goes by so traffic really backs up on Cerrillos going northeast when there's a train and we end up waiting way longer than we should.	MetroQuest
The residents on Jay St. are very very concerned how we may suffer if the traffic is diverted through our neighborhood during construction. We already have to contend with way too much traffic from people cutting through all the time anyway. Thank you for your consideration to our neighborhood	MetroQuest
I've almost been hit at this intersection with speeding vehicles that run the red light. Please provide speed and red light cameras.	MetroQuest
I live with children in this neighborhood and REGULARLY see speeding vehicles that run the red light. This happens daily by observation. I have seen accidents	MetroQuest

happen and worry that my child will be hit one day. Please provide speed and red light enforcement cameras.	
We walk this path regularly. The sidewalk is obstructed by street lights and narrow. Cars use the taco Bell lot to exit and illegally use the wrong lane to turn around.	MetroQuest
We need enforced traffic for safety in the mentioned areas. We live in the neighborhood and cars run the red lights daily.	MetroQuest
cars run the red light here all the time	MetroQuest
cars run the red light all the time	MetroQuest
cars run the red light all the time	MetroQuest
cars run the red light all the time; please install enforcement cameras to detract speeding through red lights here.	MetroQuest
Blind coming out of store driveways	MetroQuest
No left turn lane	MetroQuest
Sidewalk obstructions	MetroQuest
Wide or separate bike lane	MetroQuest
Better drainage control is needed. Would like to see Ashbaugh Park better utilized	MetroQuest
Red light running. Put up red light cameras	MetroQuest
Red light running	MetroQuest
Constant red light running	MetroQuest
Sidewalk overrun by building	MetroQuest
Res light running at Monterrey has caused many wrecks and will kill people if nothing is done.	MetroQuest
I am concerned about loosing more of our property.	MetroQuest
Faster traffic not yielding or paying attention to traffic turning onto San Mateo from St Francis	MetroQuest
There is no sidewalk on St Francis walking from one side of St Michael's to the other.	MetroQuest
There's a lot of traffic for the current road, especially during school	MetroQuest

When heading north on Cerrillos and turning left onto Osage one would think that when the light turns yellow that on coming traffic will also be stopping soon. That is not the case and dangerous. Several light south of that are the same.	MetroQuest
Parking in front of these businesses can congest traffic and be dangerous.	MetroQuest
I live in this area and it can already be difficult to leave my driveway and head east because of increased traffic flow. I fear that this project will redirect traffic down Aqua Fria and create even more difficulties for myself and neighbors as well as our children walking to school and the park.	MetroQuest
I generally avoid this section of road already as well as many others that know Santa Fe. Please protect Agua Fria in the process	MetroQuest
I did not find it easy to navigate through this website. surely I did not answer all the questions?	MetroQuest
Sidewalk repair	MetroQuest
Lots of people running the red light at this intersection.	MetroQuest
This median could be removed to have a better turn lane to turn left onto 5th.	MetroQuest
Native Pollinator plants in the medians.	MetroQuest
Fix no left turn on Alta Vista	MetroQuest
This intersection is awkward	MetroQuest
None of this area is particularly bike friendly	MetroQuest
Make turning lane for cars turning left onto 5thstreet	MetroQuest
Pedestrian and traffic flow	MetroQuest
Traffic flow	MetroQuest
Whole roof	MetroQuest
Fix sidewalks and medians, get rid of the weeds! Plant lots of trees!	MetroQuest
Aesthetics	MetroQuest
Dedicated bike lanes	MetroQuest
Better -and weed free- sidewalks	MetroQuest
Agua Fria -Traffic, lack of alternate routes, much more building of developments/ apartments that dump more traffic on 2 lane Agua Fria	MetroQuest

Agua Fria - dangerous for pedestrians and drivers! Time to 4 lane Rufina Street. To much traffic on Agua Fria!	MetroQuest
Stop dumping MORE traffic on Agua Fria! All the new multistory apartments on South Meadows will create much more traffic and "city planners" fail to take that into effect. Ugh! Please STOP ALREADY!	MetroQuest
There are many serious problems in these areas that must be addressed! The traffic issues are destroying the quality of life in Santa Fe. There is too much ill-considered development. We need a moratorium on development and spend some time on previous traffic studies like the Arterial Roads Study.	MetroQuest
Plant more trees and pollinator plants. Use wood chip mulch to reduce water needs. Consider planting plants/trees that can feed people to help with hunger and sustainability since trucking in food is not viable in the long term. Our city needs to become more self sufficient and the empty lots owned by the city should become community gardens/food forests.	MetroQuest
Pullouts for ALL bus stops	MetroQuest
wide bicycle lanes for safety	MetroQuest
Texting while driving, road rage, speeding and reckless drivers, street racers are constant now. Police turn a blind eye even when it happens in front of them. I wait a few seconds when the lights turn green every time- and every time at least one vehicle speeds right through the red. EVERY SINGLE LIGHT! A child was just hit in a school zone yesterday on richards and not a single thing has been said and all of the community are saying on social media saying how the city wont do anything	MetroQuest
Sidewalks without tree roots bulging and clear crosswalk painted strips at each street crossing.	MetroQuest
Time turning arrows better and 86 the yellow blinking turn arrow, it makes traffic worse for cars and pedestrians	MetroQuest
synchronize ALL stop lights to improve traffic flow. Keep turning lanes open (no median barriers like the ones on south Cerrillos. Too confusing and ugly.	MetroQuest
I wont walk or bike in this city because there is no regard for our safety. There is no shoulder let alone bike lanes on the majority of the roads. More people would commute on bikes and reduce our impact on the environment if it was safe enough. Trails need to be installed throughout the town as well. This town is notorious for unsafe driving and not pedestrian/bike friendly.	MetroQuest
More police patrolling for speeders and red light runners.	MetroQuest

WHAT SIDEWALKS!? This town is not handicapped accessible nor pedestrian friendly in the slightest. Children are getting hit by cars because there are no safe school crossings. There aren't even sidewalks on Richards and you are building how many new "homes"? there is already way too much traffic in that neighborhood. we are in a severe drought and you still think we can add more housing!?!? Wells are dry already. Where is the water going to come from? What are you doing to protect our community?	MetroQuest
This is the craziest intersection in town for all modes of transportation. Sad thing is we never know how many accidents happen there because we get no info through any media. What's the big secret? We who live her 24/7/365 really deserve to know so we can be more aware and avoid trouble spots. I suspect it has something to do with scaring off the tourist.	MetroQuest
Every day my husband commutes on a bicycle to work and every day i am scared to get a call that he has been hit. Nothing is being done to protect our community members. The police don't pay attention and blatantly ignore everything that happens in front of them. I see them watching people run red lights and do nothing. They see people driving while texting and do nothing. They witness drivers rage against pedestrians for crossing and inconveniencing their drive. Our city is not safe	MetroQuest
The whole area to be re-done is a traffic concern, lanes too narrow, not a lot of sidewalks, bicycle riders who have no regard of traffic laws, busses that need safer stops(pull offs) and more.	MetroQuest
This strip of Cerrillos Rd has been a problem for MANY years. There is no room to widen because of businesses so close to the street and they should not be penalized with the imminent domain law. Maybe synchronizing the lights may help. And too many red light runners....who should be ticketed!!!	MetroQuest

Stricter punishment for unsafe drivers. Traffic cameras to catch what police choose to ignore and hand out steep fines for law breaking- eg texting, red lights, road rage, purposely swerving at bicycles/peds- not just on this stretch of road- everywhere. Check social media- everyone thinks this town is a joke because of how dangerous it is	MetroQuest
Plant trees to cool down our town. It is proven that shade trees reduce the temps by at least 20 degrees in turn reduces water needs. We will not survive running out of water and the city waters lawns in the middle of the day- what an example you are setting	MetroQuest
Grade separated bike lanes are desperately needed through here!	MetroQuest
Sidewalks are inconsistent and too narrow.	MetroQuest
Driving isn't even safe here, we need trails and real sidewalks that are actually usable. I see people in wheelchairs going down the road causing rage drivers because the sidewalks either don't exist or not maintained and completely unusable. They should be wide and smooth like the trails are to give more access the peds/bikes and there needs to be more crosswalks with way more visible signage/lights and cameras to catch the dangerous drivers	MetroQuest
This whole stretch should be called the Motel District, with a plan to promote the historic 20th century motels along this stretch, with road improvements to calm traffic and make it easier for visitors to walk along here and to downtown.	MetroQuest
Our town is already maxed out with people. Traffic is always backed up due to poor road design. We cannot handle any more people causing even more traffic. And we don't have the water to sustain like this. Stop building more housing that the locals can't afford and is going to add to already overwhelming traffic jams and focus on taking care of us and protecting our water.	MetroQuest
It takes way to long to get from point a to point b here in Santa Fe. Roads are too narrow and in lousy shape, overgrown landscaping obstructing views, idiots on bicycles ignoring traffic laws, and car drivers on cell phones and in lala land and not a cop any where. What's going to happen when all these apartments being built bring more vehicles to town. You people in charge need to drive this town and I mean the whole town and see what is really happening. Get out of your comfort zone!	MetroQuest

Every single business/intersection on Cerrillos is dangerous. There is too much traffic to cross or turn and absolutely no crossing for peds or bikelanes. Also- not a single car ever moves over for ems to pass- this needs to change. It seems as if no one who drives in this town has ever taken drivers ed- including the police since they choose to never cite unsafe drivers	MetroQuest
This whole district should be rebranded as the Santa Fe Motel District, with the focus on tying the many classic 20th century motels along here with the Railyard and historic districts. Street improvements should focus on a better pedestrian and bike infrastructure to make staying here a more pleasant experience.	MetroQuest
Thankfully the ARU is trying to improve the safety of the very severe violent homeless population but what is being done to protect all the women who are being attacked every day walking around? How many rapes/beating and murders have to happen before you install cameras and have actual real police presence who pay attention. I wont walk because every time i have- men have approached, threatened and have even tried to grab me. Police reports get “filed” and they call saying nothing can be done	MetroQuest
How many dirty needles have to be picked up before this city does anything about the obvious problems. The ARU will only be able to do so much if the city doesn’t give them more options to work with	MetroQuest
The city needs to support the locals already here instead of trying to get more to move here. Roads are not safe. Women are not safe. The sidewalks are a joke. There are not enough trails. There are not enough police intervening when needed. The school zones are not safe.	MetroQuest
need sidewalks along indian school	MetroQuest
utilize the light at the fire station to create a pedestrian bike crossing and connection to acequia trail, while also creating park access for Hopewell residents	MetroQuest
need turning lanes	MetroQuest
no protected pedestrian crossing between baca and st mikes.	MetroQuest
right hand turning lane from Baca onto Cerrillos	MetroQuest
sidewalks please	MetroQuest
acequia trail crossing would be good here	MetroQuest
create left hand turn from Alta Vista onto Cerrillos	MetroQuest
Always a traffic jam here.	MetroQuest

Discount tire has backups that lead to the street, u turns constantly done at the junction	MetroQuest
Worst intersection ever for everyone. Cars bikes people!	MetroQuest
None	MetroQuest
I live on Baca and have been biking and walking this area for about 15 years, also did a bunch of planning work around St. Mikes. happy to provide more feedback if that's helpful.	MetroQuest
I appreciate landscaping but entities in New Mexico just can't seem to remove weeds in a timely manner, especially Russian elms. Please plan for xeriscape irrigation of vegetated areas as feasible.	MetroQuest
need more left turn lights from side streets	MetroQuest
We want a bridge crossing from the south east side of st Francis across cerrillos	MetroQuest
Bridge	MetroQuest
People run red lights and speed through the intersection making it scary to make a left turn.	MetroQuest
Thanks for asking for input	MetroQuest
Need left turn signal facing south to turn east onto Cordova. Heading north, we need a right turn lane to head east.	MetroQuest
Access to acequia trail from rail trail without having to navigate or wait for traffic. Tunnel or bridge crossing Cerrillos	MetroQuest
Access to neighborhood west of Cerrillos from midtown campus. Tunnel or bridge to avoid traffic hazards	MetroQuest

Many businesses along Cerrillos are run down, and the entire route is degraded. We need trees trees flowers in the medians to separate N & S bound traffic as well as along the bike paths, artful bus stops, prettier signage. We need some warning yellow lights to slow drivers down before they slam into our rear ends at stop lights (Happened to me heading north next to Carlos Rey). We need to replace yellow left turn signals w GREEN LEFT TURN signals. Also, time the lights for flow	MetroQuest
With so many bicycle / ped accidents, we need to separate areas for the cyclers & pedestrians and beautify them with beautiful pollinator friendly & indigenous plants, trees	MetroQuest
Tunnel or bridge crossing Cerrillos from south capital train station to baca railyard trail	MetroQuest
Tunnel or bridge crossing Cerrillos	MetroQuest
Tunnel or bridge crossing Cerrillos	MetroQuest
Tunnel or bridge crossing Cerrillos	MetroQuest
I am First Nations as well as European with the 1800s marriages into my family, so, I ignored the age and race qs. We need some beauty and bike/ped safety all along Cerrillos. So deteriorated and unsightly, unsafe in spots with the traffic lights not being times for flow and with the traffic lights being so random...with a few being yellow for left turns, some having little slow down warning before turning red	MetroQuest
Tunnel or bridge crossings for cyclists and pedestrian safety. Protected bike lanes for maximum safety of those choosing to commute by bicycle. Traffic can be reduced drastically if pedestrian and cyclists trails are easily accessible, safe and not hindered by traffic. People will switch to bicycle commuting if they can reach there destinations in comparable times. Consider the rapidly growing popularity of electric assist bikes coupled with the perfect weather of Santa Fe!	MetroQuest
prefer multiuse trail; typical section #3 and #5. minimize the landscape and use real estate for safer pedestrian and bike paths. Having bike paths on the asphalt is ridiculous if not outright suicidal . The bike paths on Cerrillos south of Osage get no use because they are dangerous. Use elevated multiuse paths instead.. The wider the better, lets make SF walk and bike friendly, not a suicide mission.	MetroQuest

minimize landscaping, These planting areas just become weed beds, Use the real estate for wider elevated bike/pedestrian paths. Narrow median using jersey barriers, to allow for better use of turning lanes, Current medians are too wide and just a waste of space, and weed beds.	MetroQuest
and elevate pedestrian/bike paths for safety	MetroQuest
Listen I love trees and landscaping but not on the roadways. The city cannot keep up with the landscaping especially weed management. Eliminate landscaping and use the space to increase pedestrian/bike paths, and turning lanes..	MetroQuest
wider elevated multi use sidewalks that accommodate pedestrians and bicycles. It is sad that the Indian School kids are walking on a dirt path to the train station.	MetroQuest
elevated like a bridge to allow unimpeded pedestrian/bicycle flow to train station.	MetroQuest
eliminate this lane. I told the engineer several years ago that the "Taco Bell" lane would turn into a default southbound turning lane once Alta Vista southbound was closed. This is super dangerous. Figure it out..!!	MetroQuest
This is major, make a turning lane into 5th street or eliminate	MetroQuest
make dedicated bump outs for transit buses that way they don't block traffic. Ask the Indian School for just a bit more real estate to make wider bike paths and pedestrian lanes for their kids.	MetroQuest
This project is certainly needed. Wider elevated dedicated dual use pedestrian bike paths, eliminate the landscape planting beds, better turn in lanes, dedicated bus turnouts and fix the turning lanes. Decent lighting but lighting that is well engineered, and meets "night sky" requirements. Eliminate the "Taco Bell" lane, and elevated road crossing on the Baca/Monteray intersection.	MetroQuest
Sidewalks where there are none, separation from traffic lanes	MetroQuest
Bicycle lanes, preferably separated from both pedestrians and vehicles	MetroQuest
Best would be dedicated bus stop turnouts, but that may be very unreasonable given the ROW width	MetroQuest
This is a major entrance to the center of the city. Good landscaping and beautification are vital.	MetroQuest
Confusing lanes for unfamiliar drivers and a rush to get in the proper one	MetroQuest

Speeding cars make it hazardous to join Rt. 14 @5th St.	MetroQuest
New entry onto SFIS campus being constructed. Needs a traffic light to address this issue. Get rid of light at 2nd St for traffic flow.	MetroQuest
Speeding, reckless, bullying, and tailgating drivers run red lights routinely.	MetroQuest
Existing light at Cerrillos and 2nd St should be eliminated once new light at new SFIS entrance is functional. This would alleviate bottle neck traffic flow	MetroQuest
Students at SFIS use the Railrunner in am and pm, mostly on Monday and Friday. They need a pedestrian crosswalk with traffic light at new entrance.	MetroQuest
dangerous turn out onto Cerrillos	MetroQuest
dangerous crossing for Pedestrians through this area	MetroQuest
Good luck!	MetroQuest
No room for buses to stop and keep traffic flowingly.	MetroQuest
There are no side walks for pedestrians	MetroQuest
Repaving really helps out our streets especially if it's the main road we drive on everyday. There are streets that need more attention too that have holes and damage our vehicle on different types of weather for example entering riverside and by the east frontage road Off i14 and 599. There is a dirt road that need slot of attention!	MetroQuest
Improve sidewalks there are none on this side of the street for pedestrians.	MetroQuest
Make a designated stop for busses to have room and keep traffic flow while people get on and off the bus by keeping everyone safe.	MetroQuest
There are roads that need more attention to because of potholes in them or damaged over time. For example riverside entrance, airport Rd , and on east frontage Rd by i14 and 599 heading to a trailer park.	MetroQuest
Hard to turn	MetroQuest
No turning lane	MetroQuest
Awkward turning	MetroQuest
No turning lanes	MetroQuest
Speed is a large factor in the safety of Cerrillos Rd. Any updates to the road should help reduce speed, improve blind spots of oncoming traffic, and ensure pedestrian/bike safety.	MetroQuest

rear end collisions	MetroQuest
rear end collisions	MetroQuest
rear end collisions	MetroQuest
Traffic safety HAS to be #1. Not just in words. Rear end collisions and red light runners are notorious in Santa Fe. Have the police do a blitz and heavily ticket tailgating, speeding and red light running.	MetroQuest
Lots of accidents here. This intersection needs to be redone	MetroQuest
Vehicles need a safe place to cross left while entering cerrillos	MetroQuest
Cars crossing into business backing up traffic as well as proper drainage when flooding occurs	MetroQuest
We need a bike: pedestrian trail (parallel to the Acequia trail) that connects.	MetroQuest
Sudden traffic stops for southbound trying to let opposing traffic through - I was rear ended here.	MetroQuest
Left turn from 5th is so dangerous	MetroQuest
This whole area is so congested - for the businesses and for the people trying to get through. This is a main route for many many people going to work for state jobs and jobs downtown.	MetroQuest
Difficult intersection during busy times, especially turning left	MetroQuest
Sidewalks	MetroQuest
Sidewalks	MetroQuest
Bicycles following the rules.	MetroQuest
Again they need to follow the rules.	MetroQuest
Redo intersection	MetroQuest
Redo	MetroQuest
Redo	MetroQuest
Riding a bike where there are no bike lanes is terrifying and vehicles are going 40 to 50	MetroQuest
More late night busses and no limited schedules on weekends	MetroQuest

Please stop requiring parking it ruins walkability	MetroQuest
Cars ruin cities and communities stop prioritizing them	MetroQuest
Safer crossing of Cerrillos	MetroQuest
Slow down racers and enforce noise laws	MetroQuest
Safer crossing of Cerrillos	MetroQuest
It's too temping for street racers on this wide straight roadway. Reduces the number of lanes, add wider medians and have the roadway meander a bit to reduce the drag strip mentality.	MetroQuest
Make the turn cut out better to reduce the "rear end in traffic at the Pantry" issue.	MetroQuest
Add a monorail or tram to the entire Cerrillos corridor to reduce vehicle traffic.	MetroQuest
A Cerrillos road overhaul is long overdue and some careful and thoughtful planning for the future needs of the community really should drive this project.	MetroQuest
Alan Weber and the City of Santa Fe have allowed a porn store on Cerrillos & Navajo, despite this being against city code. In this residential neighborhood, there is a school across the street from this store, Youthworks is around the corner and behind the store is a children's playground. The owners of "Cruiser's Boutique" own 40 adult bookstores in the Southwest and use this store primarily as a money laundering site. Our neighborhood is clearly not zoned for this type of business.	MetroQuest
The city of Santa Fe has allowed a needle exchange place for the homeless, on Cerrillos, a few doors away from Young Park. The recipients of the needles have been told they can't shout up on the needle exchange property, so they shook up in the park and discard the needles in the grass. Many neighbors clean the needles up on a daily basis but we have no where to safely dispose of the needles so we throw them in the city trash-endangering city employees. Please find a solution for us!!	MetroQuest
Kids from the Indian School need a safe way to cross Cerrillos to get to the train station when they go home on the weekends. Not uncommon to see 20-30 kids dodging and darting across Cerrillos to cross	MetroQuest

Please clean up the gang graffiti in Young Park. Please have needle exchange people be responsible for the 20+ needles we pull out of the park on a daily basis. Please have someone hold the mayor of Santa Fe and the city manager responsible for allowing such an egregious transgression of our zoning codes by letting a porn store be in a residential neighborhood with a children's playground. Just because the owner of Harris News Inc., is a big donor to Weber's campaign doesn't make it OK.	MetroQuest
Businesses have parking that backs out on to Cerrillos Road	MetroQuest
This stretch of the road is used like a race track most weekend nights	MetroQuest
Side walk has many different widths and has obstacles such as telephone poles right in the middle of the walk. Making it impossible for people in wheel chairs to use	MetroQuest
Oscar's and Taco Bell parking lot empty on to Monterey causing congestion and is dangerous when people frequently make illegal left turns	MetroQuest
Thanks for offering this survey and attempting to do a safe and functional upgrade of this stretch of road. It has long been dangerous for handicapped people in wheelchairs who are forced to use the traffic lanes.	MetroQuest
Attempting to cross this intersection in any direction is so difficult with a bike trailer. I like to bike to the farmer market and parks with my toddler via Rail Trail. The narrow slots between tall curbs make this nearly impossible. It doesn't help that the intersection is confusing for drivers, making it less likely that they see crossing pedestrians or bikes.	MetroQuest
There is a lot of visual clutter in this area, with buildings set close to the road, parking right in front and all of their signage, it makes for high likelihood of distracted drivers. Consider implementing a district sign standard, for any signs within X distance from the edge of right-of-way, where standard sign is a common visual element, with the entities' unique artwork within that area, to reduce chaotic experience for drivers.	MetroQuest
Traffic gets backed up here because there isn't enough advance warning to eastbound traffic of which lanes lead where at the major intersection. Unfamiliar drivers often block 2-3 lanes after realizing they want to be in another lane after all.	MetroQuest
Thank you for considering public input.	MetroQuest
new entrance to SFIS	MetroQuest

cemetery street facing	MetroQuest
No dedicated left turn lane for popular restaurant	MetroQuest
Does not look good	MetroQuest
Lots of u turns ade here	MetroQuest
Could use traffic light	MetroQuest
Better accessibility for disabled on sidewalks. Bicycles should not be on the same pavement as cars - it's too dangerous.	MetroQuest
Would love to see Santa Fe prioritize alternative modes of transportation safely, while both addressing climate change and the future of bike transport.	MetroQuest
not a bike friendly corridor-- especially the intersection with st. francis	MetroQuest
the empty land on Indian school property suffers from having no vegetation other than tree stumps	MetroQuest
hazardous merge approaching st francis	MetroQuest
i'm a bicycle commuter who has to cross st. francis intersection., which is hairy for many reasons. for one, the railrunner tracks can catch bike tire. as a motorist, the approach to the intersection requires a right to left merge onto st francis, which is tough from the right lane	MetroQuest
Heavy traffic	MetroQuest
Heavy traffic	MetroQuest
No bikes or pedestrians at at Francis and Cerrillos- way too dangerous	MetroQuest
Stop adding Bike routes - way too dangerous for Tourists to get killed	MetroQuest
PLEASE add in a cross walk at the bottom of these stairs -- SO SO SO many people cross the road here frequently, including with small children, and the layout of the sidewalks and volume of use beg for an improvement given the way cars fly through this area.	MetroQuest
Please repave Hyde Park Road and reduce speed limit to reflect its multi-use nature and increasingly dense residential surroundings with small children. SO many bicyclists use this road virtually year round that it's only a matter of time before the increasingly worse potholes / cracks and crumbling shoulder cause serious injury or death, or a collision with a car that doesn't realize bicycles are allowed to occupy the full lane. PLEASE build a connected pedestrian path from Sunset to Gonzales.	MetroQuest

I walk by here every time I go from my home at 1739 Agua Fria St over to Iconik Lena. I walk through the park and come out right here, and I think the whole area from here up to 2nd street could greatly benefit from a real sidewalk or even a little park. There are a lot of great restaurants on 2nd Street but it's just awkward trying to cross and get over from Agua Fria right now. I'd love to see this whole side of the street up to 2nd Street made into a little park or something!	MetroQuest
I often walk down from Natural Grocers or Trader Joes along this beautiful nice wide path which ends here and then I have to get across the street somehow, to cut through Baca over to the Acequia Trail. If there were any way to get across around here it would make way more sense, because otherwise it's super awkward trying to get back to the Baca or Agua Fria area walking this way - and it's such a waste since this promenade is quite lovely!	MetroQuest
I love walking and I probably walk about 4-6 miles per day despite all the hazards here. Lived in cities my whole life and can't kick the habit. I just use sunbrellas in the summer, dress warm in the snow etc, and I find Santa Fe very walkable despite some dangerous and oblivious drivers. But I love walking here and am so happy to hear the NM DOT is working on this specific area of Santa Fe! Let's make it an even better walking town!	MetroQuest
Horribly unsafe to walk between businesses here: el Rey, the pantry, French bakery across Cerrillos	MetroQuest
Connecting between Lena street/ second street businesses and getting over to the river trail is terrible!! Connect bike and ped paths across Cerrillos with safe passageways (elevated, underpasses or some other intentional intervention	MetroQuest
Connection into baca railyard and businesses / paths across Cerrillos is terrible. Again here would be great to have safe passage	MetroQuest

A couple of safe passages across Cerrillos at key points would make all the difference! At the moment you take your life in your own hands if you want to cross it and forces you to hop in a vehicle for VERY short ped / bike distances.	MetroQuest
Needs sidewalks in front of SFIS	MetroQuest
Its time to NOT only prioritize cars, but encourage infrastructure for pedestria0ns and cyclists.	MetroQuest
Bad intersection with no signals.	MetroQuest
Parking in front of buildings back into cerrillos rd. Creates hazard and congestion.	MetroQuest
Cars parked on medians in front of building. Obstructs sidewalk.	MetroQuest
Sidewalk	MetroQuest
Better connection to Acequia trail	MetroQuest
Traffic gets backed up here, hard to turn (bike or vehicle), even with traffic signal.	MetroQuest
After the first meeting, was there a favorite alternative? I am unable to find the recorded meeting video.	MetroQuest
The weeds are awful all over the medians and along the roads entering Santa Fe. It gives a horrible first impression to visitors.	MetroQuest
accessible bus stop at Indian Hospital	MetroQuest
build sidewalks and make curbs normal height and have curb cuts	MetroQuest
curbs are currently very high and difficult for people with mobility issues	MetroQuest
There should be a light at Railfan.	MetroQuest
It would be nice if some of the horrible business in this stretch were moved somewhere else like Albuquerque.	MetroQuest
Consistent sidewalks along the marked route.	MetroQuest
Have designated pedestrian walkways and biking lanes.	MetroQuest
Current parking options for some business along this corridor are dangerous and drives must back out onto Cerrillos to exit a retailer (Along Indian School corridor)	MetroQuest

While there will be challenges to widen and improve Cerrillos through this corridor, it is necessary. Entry and exit to business along the route is particularly precarious. In many places sidewalks are non-existent. The medians in this corridor are in desperate need of improvement and could be more narrow.	MetroQuest
Survey not user friendly. No idea how to respond to #2 "above the line".	MetroQuest
Thank you for involving Cerrillos Rd. users.	MetroQuest
Throughout project area	MetroQuest
Have seen accident at Baca and Cerrillos.	MetroQuest
Have seen accident at Baca and Cerrillos. Pedestrian at corner was almost hit.	MetroQuest
Cerrillos and St. Francis is a nightmare to negotiate.	MetroQuest
Very inconvenient to not be able to turn left when approaching Cerrillos from Alta Vista.	MetroQuest
it is IMPOSSIBLE to turn left onto Cerillos when you're leaving the Pantry	MetroQuest
There needs to be some kind of crossing at the whole foods Railyard park area of Cerrillos. I almost hit a biker or pedestrian trying to cross almost every day	MetroQuest
The railfan intersection NEEDS a light and a nol turn sign on Cerrillos. Especially with the new construction and more homes being built in the baca Railyard neighborhood. Or open up flagmann way to exit at baca street if that is not possible	MetroQuest
It's impossible to safely ride my bike from baca Railyard to work near Whole Foods on the opposite side of the street. Bike lanes on Cerrillos in that area need work.	MetroQuest
Sidewalks in front of the Indian school are badly needed to make it more pedestrian friendly	MetroQuest
It would be nice to have more trees	MetroQuest
No unturn sign should be installed at the very least and even better a light should be added to this intersection. It's very dangerous to turn left for the residents that have to do it every day.	MetroQuest
Walking from the baca Railyard to pantry is dangerous on both sides of the road, and not bike friendly as well	MetroQuest
Traffic is always backed up here.	MetroQuest

Bicycle improvements are needed along the entire stretch of roadway	MetroQuest
Possible to do a dedicated bus lane? ART is nota good example, but anything to encourage the use of public transit is helpful.	MetroQuest
Cars heading SW always try to turn at left at 5th Street where there is no turn lane. This creates a safety issue for cars behind in the left hand lane.	MetroQuest
Please don't make it a huge stretch of black asphalt. It needs to be functional for means of transportation other than cars and need to look good as well.	MetroQuest
Crosswalk badly needed near these bus stops between major intersections. Too much distance between safe crossings. A pedestrian and bike crossing with flashing lights needed	MetroQuest
Green Bike lanes!	MetroQuest
Green bike lanes!	MetroQuest
Green bike lanes all down Cerrillos	MetroQuest
Sidewalk improvements	MetroQuest
Lanes!	MetroQuest
Lanes!	MetroQuest
Lanes!	MetroQuest
Lanes down major corridors St Francis Cerrillos St Michael's	MetroQuest
Bike lanes on this section of St Mikes	MetroQuest
Green bike lanes!	MetroQuest
I want to believe Santa Fe is a bike safe city, but that is just not true currently. I live right off Cerrillos and cannot cross that street safely and efficiently. Safe crossings for bikes and pedestrians are badly needed to bring Santa Fe into the modern age of greener cities with equitable transportation! Santa Fe is a great city and should be safe for all!	MetroQuest
Consistent and frequent bus routes are needed throughout the city, especially in the Midtown area. Bus routes should be easy to comprehend and descriptions of routes on online, on flyers, and on posted timetables should be reliable!	MetroQuest

Beautification needed. This is a major entry point for visitors to Santa Fe and it is UGLY. Can't we take care of our roads and sidewalks?	MetroQuest
The roads in the area are too narrow and too heavily trafficked by cars to allow bicycling. A bike trail on this side of town, connecting Downtown with area schools, would be wonderful. It would reduced car traffic flow into downtown and encourage much more bicycling commuting to people who work downtown.	MetroQuest
Add crosswalk from baca rail yard development to Alta vista for access to train stop	MetroQuest
Most confusing intersection in the world.	MetroQuest
Bike lane?	MetroQuest
Bike lane	MetroQuest
Very confusing intersection. I would not want to be a bicyclist or pedestrian here!	MetroQuest
Bike lane	MetroQuest
Bike lane	MetroQuest
Bike lane	MetroQuest
Bike lane	MetroQuest
So much imposing-looking fencing and trash along this whole stretch of Cerrillos. It is very uninviting and kind of scary-looking. Also, hardly any trees!	MetroQuest
Add crosswalk across Cerrillos from Ashbaugh park (connects to bike path)	MetroQuest
The light at this intersection is way too slow for cars crossing St. Michaels on Arroyo Chamiso. I've seen so many cars just loose patience and run the red light because the signal takes forever to change to green.	MetroQuest
Protected crosswalk across Cerrillos	MetroQuest
Add protected crosswalk across Cerrillos	MetroQuest
The Midtown Campus is the most under-utilized, depressing, and shameful part of Santa Fe. Great things could happen here! Can the City start doing something creative and resourceful with it, even if we haven't found a long-term developer yet?	MetroQuest
Nowhere good to cross on foot at this intersection - needs crosswalk with lights. Also unsafe for turning cars	MetroQuest

Cerrillos needs to be made safer for bikes and pedestrians. Cars speed down the road and there are few protected places to cross. Cars are also exposed to unprotected turns across Cerrillos as well, leading to accidents. Traffic needs to be slowed and directed at crucial intersections, for safe turning and crossing.	MetroQuest
Awful pedestrian area. It's a shame because so many pedestrians come from the SF International Hostel or from Discount Tires as they are waiting for their vehicles. But there's no pedestrian area to walk that feels safe. It's really a bummer, since this area of town is home to so many small businesses and is within walking/biking distance of the Railyard and Downtown. But it is totally disconnected from those.	MetroQuest
Really? Visitors' first introduction to Downtown is a giant parking lot and a bunch of weeds? We can do better.	MetroQuest
It would be great to add dedicated bike/walking paths. They are very much needed. Build it and they will be used. We walk from our home but find it dangerous because of heavy traffic and no sidewalk in some areas.	MetroQuest
Southbound vehicles making left turn onto 5th St with out a turn lane can be a traffic hazard.	MetroQuest
Surely some of this currently unused Indian School property could be used for a pedestrian/bike path along this segment.	MetroQuest
I appreciate this opportunity to express my opinions.	MetroQuest
2nd Street intersection	MetroQuest
Better bike lanes all along section.	MetroQuest
Side walks need to be placed and safely designed for pedestrians. No lifting, maybe use black top instead of concrete. Something that is easily repaired and is for folks to walk on.	MetroQuest
Give more time between lights at intersections to eliminate crashes.	MetroQuest

Maintain and keep weeds from obstructing pathways and vision for traffic.	MetroQuest
This turn is very dangerous, no turning lane and not much space	MetroQuest
This would be a useful place to have the ability for bicycles to turn easily on to Second Street	MetroQuest
It is difficult to access businesses along this stretch when approaching from the southbound side, there are inadequate opportunities to turn in to the or make u turns, and the parking is difficult	MetroQuest
Because Shoofly St. is a one way just before Baca, this is the only way out of that complex. It is a difficult, dangerous place to turn left on the Cerrillos, and a totally unprotected turn.	MetroQuest
Having a pedestrian crossing here would help connect the rail station users to the Baca Railyard area safely	MetroQuest
There should be a median break to allow turning on to Alta Vista here.	MetroQuest
There is much that can be improved regarding the safety of this stretch of road, but simply widening and expanding it is not the answer. Most of the problems stem from inadequate turning lanes, signage, and space for bikes and pedestrians. I hope that these improvements will be done thoughtfully, as it is an important stretch of the city.	MetroQuest
#1 priority is aesthetics. That stretch is the gateway to the heart of Santa Fe, and it's a sad pathetic-looking stretch of road. Including the NMDOT facade and parking lot. Sorry! May as well be in Albuquerque.	MetroQuest
I do not agree with the City of Santa fe being forced to adopt the legal and financial responsibility for the Cerrillos Road Corridor when it was designed as a highway by the Highway Department, and therefore the Highway Department should continue to take responsibility for their designs.	MetroQuest
Connect rail trail to acequia madre bike path at/ near Baca/Monterey St.	MetroQuest
Turning from Cerrillos onto 5th by the pantry o rout of Casa Alegre via San Jose is dangerous! Please fix it.	MetroQuest

You know this already, but people cut from alta vista behind taco bell to use the light at baca street. Can you make a safe way to turn left on Cerrillos from Alta vista or another way to get to the light at Baca/Monterrey.	MetroQuest
This entire area is too dangerous for pedestrians. No proper crosswalks.	MetroQuest
Again no proper crosswalks. Slow traffic down!	MetroQuest
Too much emphasis on getting somewhere fast. Slow traffic by adding trees, shrubs and plants.	MetroQuest
Consistent sidewalks will help keep pedestrian safe	MetroQuest
Look for ways to separate cyclists from the main traffic flow. There were several good suggestions that seemed to fit within the existing 80 foot r.o.w.	MetroQuest
It may be difficult to place bus shelters in the existing r.o.w. without some other tradeoff. This is a difficult roadway section to fit everything in.	MetroQuest
I am former civil engineer. I walked a good portion of this segment and took notes. I guessed pretty close on the AADT even before the meeting. This is a tough section to improve within the r.o.w.	MetroQuest
It's too tight for bikes between the School for the Deaf and St. Michael's Dr.	MetroQuest
Our son was killed on a bike by a hit-and-run driver. No one should have to feel like they're taking their life in their hands by riding a bike. Bike and pedestrian safety is imperative, beautifies cities, makes them friendlier, reduces fossil fuel pollution, and enhances civility, social justice and health.	MetroQuest
more trees in the median	MetroQuest
more trees in the median	MetroQuest
more trees in the median	MetroQuest
more trees in the median	MetroQuest
There is a great tree in the median across from the fire station. please do not remove it.	MetroQuest
the light at the Indian Hospital is unpredictable. traffic backs up there constantly	MetroQuest

There's no crosswalk near here even though there are a lot of walking-friendly businesses (El Rey, the Pantry, Baskin-Robbins). Once tried to walk here with my stroller and it was impossible to cross the street.	MetroQuest
There's no easy way to make a left turn from the Baca Street Railyard onto Cerrillos. Could one of the exits have a traffic light with a turn arrow? When Cerrillos is crowded, the only workaround is to turn right, then turn left at the Taco Bell and turn around in the roundabout.	MetroQuest
There aren't clear turn bays at the intersections along Cerrillos. It's common to have cars blocking traffic while they wait to turn left, or alternatively people turning left from opposite directions will be in each other's way.	MetroQuest
I almost never use Cerrillos as it's too crowded and dangerous. St. Francis is tolerable for short stretches. I would actually prefer more pedestrian friendly/car free options, especially around the Railyard area. Parking is a nightmare for the farmers market, with the result that I seldom attend, though I would like to.	MetroQuest
Aesthetic improvement	MetroQuest
Add bike lane	MetroQuest
Make southbound Cerrillos left turn green light onto st Mike's longer	MetroQuest
Traffic speeds very high through this section of road way	MetroQuest
No sidewalk	MetroQuest
No ada ramp	MetroQuest
This whole area is too narrow dangerous and hard to navigate	MetroQuest
Dangerous congested	MetroQuest
Looks ugly dangerous needs to be widened	MetroQuest
5th street needs a better turn lane	MetroQuest
This area has been cleared years ago and never redeveloped. Area is generally dirty	MetroQuest
Cerrillos is really a highway the whole road needs to be re thought out. It also is an eye sore that works against the beauty of santa fe. It is also dangerous for pedestrians, bicycles and drivers. The whole road needs to be widened, beautified, and made more safe. As more people move to Santa Fe this is a serious problem.	MetroQuest

Sidewalk is nonexistent in this area.	MetroQuest
If the area were landscaped just a bit that would be more attractive, but moneys should be available for upkeep. Bicycles should have a clean swept space to ride in. To often the paths again are neglected.	MetroQuest
better way for rail trail to cross cerillos	MetroQuest
better accommodation for rail trail bike traffic	MetroQuest
south/west bound traffic coming from alta vista needs to take the taco bell short cut to get to baca	MetroQuest
crossing difficulty w bikes	MetroQuest
Thank you for asking citizens to participate!	MetroQuest
given that cerillos is super dangerous for bikes, getting folks across safely coming from/to railyard and rail trail should be priority. Getting sidewalks or combined bike/walk path everywhere is next priority.	MetroQuest
Please do not make the left turnouts like the ones further south on Cerrillos Rd. I've never seen left turn lanes that are not immediately intuitive. You cannot tell whether the lane is for you turning left or oncoming traffic turning left. Someone said to follow the lines in the road. I've never seen turn lanes where you have to follow the lines in the road - it should be obvious to tell when you are driving whether the lane is for you or for the oncoming traffic.	MetroQuest
Fairview Cemetery's fence has been declared historic and should not be tampered with in this project.	MetroQuest
Please stop the speeding-racing that goes on. Please make SAFE crossable Pedestrian walkways-preferably above traffic	MetroQuest
Baca is a bicycle friendly road that connects to the Acequia Trail and riders have to go straight use the Taco Bell lot for a safe passage into the NMDOT and NMDOH/NMED facilities. This could be greatly improved for commuters. I used this route when I commuted to work and never wanted to turn onto Cerrillos on a bike.	MetroQuest
Speeding , racing, traffic noise.	MetroQuest
Cars and Bikes are forced into a U turn here when leaving the NMDOT/NMDOH/NMED facilities	MetroQuest
Speeding, racing, traffic noise	MetroQuest
Speeding, Racing, noise.	MetroQuest

The El Rey has become a community hang out. There are locals that go there who live across the Street, but there is no pedestrian crossing close by.	MetroQuest
This town is rife with hot rods and general speeding, we here it from 4 AM	MetroQuest
The area entering and existing Discount Tire and Congeries is scary in general. Cars stopping suddenly, lots of traffic, etc.	MetroQuest
Fairview Cemetery outside fence	MetroQuest
Left hand turns from Cordova to southbound Cerrillos	MetroQuest
Fairview Cemetery as no right of way to give without massive disruption of this historic site.	MetroQuest
My biggest concern is the "taking" of right of way from Fairview Cemetery. Please note the following from our website: In 1997 the Association funded a \$38,000 project to repair and renovate the century-old, wrought-iron, brick and pentile fence, including fabrication of wrought-iron entry gates matching the smaller "carriage" gate which had been moved from the downtown cemetery in 1901.	MetroQuest
PLEASE! Don't make this strip of Cerrillos look like the south end of Cerrillos. I love this portion with it's old buildings and historic look.	MetroQuest
Bike lane needed - connecting acequia bike path to the rail trail path	MetroQuest
crossing Cerrillos	MetroQuest
connection from acequia trail to rail trail	MetroQuest
Difficulty in turning and crossing from side street.	MetroQuest
I don't believe bicycles should be on this section from St. Francis to St. Mike's. It would be better to have bicycles be on a specified biking path instead of Cerrillos Road	MetroQuest
please don't tear down any buildings or add bike paths in this section of Cerrillos	MetroQuest
Crossing to park	MetroQuest
Really dark and narrow sidewalk	MetroQuest
Short turn light	MetroQuest
Better bike crossing	MetroQuest

Needs a better bike crossing	MetroQuest
Narrow turn area and gets backed up with people trying to take a left into discount tire	MetroQuest
No sidewalk	MetroQuest
Sidewalk almost non existent here.	MetroQuest
No bike lane	MetroQuest
Wide lanes	MetroQuest
Weavers	MetroQuest
Safety improvements	MetroQuest
SF should be walkable!	MetroQuest
Uplifting and calming	MetroQuest
everyone should be able to safely share the roadways	MetroQuest
need an additional crossing	MetroQuest
redirect bicycles to use bike trail instead of Cerillos	MetroQuest
paint lane markers more often, need signage on Cordova to identify lanes	MetroQuest
Better coordinate of signage and access to and from bike trail	MetroQuest
it is important for more safety of those who bike, good quality oaths encourage more people to use the bikes	MetroQuest
throughout	MetroQuest
There should be no request green lights any where in the city, it is confusing and never works as it should, lights should be changing automatically and the push button should be removed. I saw many times dangerous Situation, when walking sign is red but also there is a green light at the same time, bot a good idea. That change should be made across entire town.	MetroQuest
this is a must and building roads should always include the subsistence sidewalk size. People should not compete for the walking space with the cars.	MetroQuest
beauty , it is proved , encourages positive behaviors, improves quality of life and serves everybody	MetroQuest

wide lanes, separate from traffic	MetroQuest
that connects to the competition for the space, that i mentioned before. Sidewalks should have size that allows for comfortable use for people who walk but also for mothers pushing strollers, for 2 people passing by each other etc.	MetroQuest
extend bike path through this area	MetroQuest
room for bikes	MetroQuest
multi use trail	MetroQuest
right of way is not safe and i will vote for wider lanes and a buffer	MetroQuest
Just would like to see Santa Fe become the bicycling mecca of the US. We could show the way-we are already half way there!	MetroQuest
median space	MetroQuest
adjust to the situation if changes are not possible because of already existing constrains	MetroQuest
Bicycles are becoming more present and building a good and safe infrastructure to aid in that continued development will help to lower traffic impacts for our city.	MetroQuest
pedestrian safety is a concern when you try to cross to the park from the 3rd street. Creating an overpass there would allow to get to the park and for the bikers to connect to the acequia trail. Community could use the park more frequent.	MetroQuest
clear lanes	MetroQuest
aesthetics	MetroQuest
more pedestrian friendly!	MetroQuest
The traffic is crazy here and dangerous - any improvement would be welcome!	MetroQuest
Any improvement to Cerrillos would be good. I've learned to avoid it as much as possible due to the terrible drivers and level of danger on that road. Perhaps a greater police presence to crack down on the drivers who ignore traffic laws on Cerrillos? I've talked with people from all over this country and we are all in agreement that Santa Fe is a really dangerous place to drive! Any improvement would be very welcomed.	MetroQuest
I am an experienced cyclist and still find this stretch of Cerillos to be dangerous. I would definitely cycle more in this area with a better bike lane/path.	MetroQuest

This intersection is very dangerous for bikes making a left hand turn.	MetroQuest
Please create a tunnel like the existing one, but for crossing in the direction of st francis.	MetroQuest
thank you!	MetroQuest
Better law enforcement needed, folks ignoring red lights and speeding.	MetroQuest
The biggest issues I see on this part of the road are aggressive drivers, pedestrians crossing in the middle of the road, and difficulty/danger turning from either direction, at lights or at breaks in the median. Anything that can be done to boost safety for drivers and pedestrians is my No. 1 priority!	MetroQuest
The entire corridor is an UGLY, DANGEROUS, UNKEMPT, UNZONED MESS.	MetroQuest
Build an overpass walk way for pedestrians	MetroQuest
People drive too fast. Add component to capture license plates for ticketing them	MetroQuest
Speeding	MetroQuest
Needs bus turnouts	MetroQuest
Thank you for the survey. What will happen on Cerrillos Rd. when the apartments are occupied at Richards Rd. across from Home Depot? And will there ever be a bridge across Richards hooking up to an I-25 exit?	MetroQuest
Cerrillos looks ragged and existing vegetation is not well maintained. Take a hint from Scottsdale or ABQ airport. More stone, less vegetation to manage.	MetroQuest
We absolutely need separate, protected bike/ped lanes. The planet is on fire, cars, even lithium powered ones, are not a viable sustainable transit option. It is imperative that we create safe, efficient bike infrastructure everywhere.	MetroQuest
I'm a life long cyclist and this stretch of Cerillos is still dangerous. There's often dangerous debris in the road cars drive too close and can be unpredictable. I've had numerous close calls in this section of Cerillos. We need protected bike lanes!	MetroQuest

Completely seriously, make driving slower and safer and make biking faster and safer. All road improvements should prioritize bicycle infrastructure. The safer it is to bike, the more people will bike and the less congestion we'll have. There is no other solution that checks as many boxes: Bike infrastructure improves driving experience, saves lives, reduces wear, improves community health, protects everyone, improves the air, fights climate change, ect ect.	MetroQuest
Santa Fe just had a massive migration of people from big cities that are threatened by covid or climate change. Ours is a changing demographic (however those of us who are from here feel about that). Now is the time to support and create bike infrastructure and bicycle culture! There are not a lot of cities where it's mostly pleasant to bike year round. Santa Fe is one. Build safe separate, protected bike lanes!	MetroQuest
Be the leaders so many of our leaders are profoundly failing to be. We need all hands on deck to keep our planet livable. Also, Santa Fe could beso much nicer. We need to create more safe, protected, separate from cars, bicycle infrastructure. We need to be thinking about the future and the city we want to live in! Thank you!	MetroQuest
I live way out of town, bicycle paths, walking paths don't apply to my needs. Mostly shop and use SFe as a cultural center. However, I tried to think of pedestrians, bicyclists and businesses in this survey, hoping to hit a happy medium.	MetroQuest
Give us the tunnel you promised which crosses Cerrillos road and avoids the murderous tracks.	MetroQuest
Fix traffic light timings along the entire length of Cerrillos	MetroQuest
Create bicycle lanes that run the entire length of Cerrillos. Nothing is more dangerous than bike lanes that just disappear.	MetroQuest
I don't believe anything will come of this. I have no faith.	MetroQuest
I am excited about this project, especially the possibility of riding my bike on Cerillos without feeling threatened	MetroQuest
Accidents	MetroQuest
Space for walking.	MetroQuest
Landscaping to reduce heat in summer.	MetroQuest

Thank you for providing this survey.	MetroQuest
This intersection is always backed up down Second Street. Cerrillos is so wide here that making right turns can be dangerous due to view	MetroQuest
Lights don't give folks enough time to cross. We should look into UK-style crossings where there are lights at the median as well. Give people larger islands to stand on.	MetroQuest
Bicycle lanes need improvement the whole length of Cerrillos.	MetroQuest
Pedestrian options need to be improved all along Cerrillos.	MetroQuest
With the success of La Reina, this spot gets busy after dark. Sight lines in and out of the hotel are terrible.	MetroQuest
Making a right onto Cerrillos here is often difficult due to the angles of the road.	MetroQuest
This is a BAD intersection to try to cross on foot	MetroQuest
Uturn Capabilities	MetroQuest
Unclear/needs more signage about lane splitting off to St. Mikes.	MetroQuest
feels unsafe currently	MetroQuest
backing out of this parking lot onto the street is dangerous	MetroQuest
backing out of this parking lot onto the street is dangerous	MetroQuest
Please do NOT landscape near intersections as they can obstruct views. Please be mindful of plants vs. line of sight.	MetroQuest
this intersection needs work. it's confusing & busy	MetroQuest
Timing of traffic lights	MetroQuest
Please make pedestrian improvement a priority throughout this entire stretch. The lack of sidewalks and crossings is simply harrowing.	MetroQuest
Please make pedestrian improvement a priority throughout this entire stretch. The lack of bike paths and crossings is simply harrowing. It creates more traffic from cars, because nobody feels safe biking this or any stretch of Cerrillos.	MetroQuest

The left turn lane on to second street can be areal crunch - it's difficult to turn across north-bound traffic.	MetroQuest
More buses, fewer cars, please.	MetroQuest
Please prioritize pedestrians, bike lanes, and public transportation. All of this improves the health and safety of the city and our environment.	MetroQuest
Bus stop impedes sight and traffic	MetroQuest
3ft lanes vs 2ft lanes	MetroQuest
People often speed here.	MetroQuest
Better bike paths please	MetroQuest
This is one of the ugliest least desirable places in town to walk yet a commercial area. Please add shade trees, parklets, benches, bike infrastructure. This could become a very desirable area, there are already great commercial tenants and not a lot of big box crap in this area. Stores will benefit from pedestrian traffic.	MetroQuest
Need pedestrian cross walk to El Rey	MetroQuest
Small parking lot where cars have to back into Cerrillos	MetroQuest
Busses stop around here backing up traffic	MetroQuest
Great survey!!	MetroQuest
Very hectic turning in and out of businesses due to limited visibility	MetroQuest
thanks for asking us our thoughts	MetroQuest
Need connection for bikes to existing bike trail(roadrunner train track).	MetroQuest
Dedicated bike lanes mexico city style both directions on same side & a divider between traffic. Very safe for cars buses peds & bikers, very fun! Still sidewalk for peds! Take this design all the way to end, Osage/St Mikes. Connections to Acequia bike trail.	MetroQuest
Traffic cameras for cost efficient risk management & targeted reductions of crime, accidents, other emergencies. Cleanup road hazards by making roadway clear open & efficient for all traffic: cars, peds & bikes.	MetroQuest
Awesome survey! Thanks!! Look forward to the improvements for all!!	MetroQuest

The traffic lights on cerillos are timed so poorly	MetroQuest
Did I mention how poorly the traffic light programming is? Very poor	MetroQuest
Traffic lights	MetroQuest
FIX THE BLOODY TRAFFIC LIGHTS PROGRAMMING ON CERILLOS ROAD FOR CRYING OUT LOUD, IT'S AN ABSOLUTE SHAME	MetroQuest
needs right hand turn lane	MetroQuest
Sidewalks are in need of improvement.	MetroQuest
The parking for the businesses right off the street creates safety concerns for regular traffic.	MetroQuest
reduced number of lanes causes a number of backups	MetroQuest
Lanes are too narrow to safely bike on this section of Cerillos.	MetroQuest
Will direct access from Cerrillos Rd. to Odd Fellows be closed to accommodate the ped crossing from NMDOT G.O.?	Zoom Public Meeting #2
I am very concerned about traffic in the Casa Alegre neighborhood. Drivers are already cutting thorough, too often at high speeds. How many cars turn right from southbound Cerillos Rd to Osage? Especially during construction, what will be done to discourage right turns at San Jose or San Felipe and blasts through the neighborhood?	Zoom Public Meeting #2
Where you are planning closing the SB turn bays will there be signage installed or consideration to prevent left turns at these areas that will back up traffic?	Zoom Public Meeting #2
As a business owner and one of the first in the baca Railyard, I have been here off of Flagman Way for 14 years. I have three observations. 1) Railfan is in desperate need of a light. It was in the master plan when I moved in, in 2008. The whole reason Flagman way is a one-way was becuase the plan included a light on Railfan. we were told there was not enoght traffic then, But with all the new business and now appartments going in, I gurantee you there is now a desperate need. 2) a right hand turn lane on cerrillos rd. onto Cordova would be a much safer option than having mixed traffic going right and strait. 3) the left turn light on Cerrillos road onto St Michaels is waaaaay to short. only 2 or 3 cars can get through on a green arrow. the lane supports at leas 8 cars.	Zoom Public Meeting #2
Why did you reject the green bike lanes? And is there any way you can provide a barrier, no matter how small (like a two inch wide and three inch tall concrete curb), between the driving lanes and the bike lanes, at least where you don't have traffic going through?	Zoom Public Meeting #2
What are the acronyms SFMSO and WSP? What do they stand for?	Zoom Public Meeting #2

Do you have pedestrian studies?	Zoom Public Meeting #2
Did I hear Terry say that a left turn lane off NB Cerrillos in to Ashbaugh Park AND left turn lanes at 2nd and Cerrillos wouldn't be possible?	Zoom Public Meeting #2
As Santa Fe grows, which it will clearly do, the volume of traffic on Cerrillos, the main "urban" thoroughfare, will increase. It would seem to me the focus should be on increasing the volume and speed of vehicular traffic on Cerrillos, rather than accommodating bicycles (I've driven that stretch dozens of times and have yet to see any bicycles) and pedestrians. The focus seems counter-productive in terms of increasing overall efficiency.	Zoom Public Meeting #2
Will phase 1 include protected bike lanes?	Zoom Public Meeting #2
Bump out at Cordova is a good design, thank you. More right turn lanes on this road will mostly serve to increase motor vehicle speeds and intersection complexity, like on the parts of Cerrillos Rd. further south. I would like to see NMDOT stripe a 5 ft shoulder/bike lane on southbound Cerrillos immediately west of St Francis Dr., to conform with the rest of the road all the way to Madrid NM. Instead there is an extremely wide travel lane and no shoulder. Just off this project limit but a simple matter of striping.	Zoom Public Meeting #2
There are not clear rules for biking and drivers' role all though we should follow the rules of the road.. For example, right turn lanes for bikes are dangerous. There is no rule, that I know of, that says who should yield, a car driver or a cyclist, when turning right. Or, if biker continues forward and a driver wants to turn right, should the driver slow down and wait?	Zoom Public Meeting #2
Comment about cyclist education: that is a difficult proposition given that there are many recreational cyclists that are not educated on the rules of the road. There are local cycling groups that could help educate all cyclists.	Zoom Public Meeting #2
[What is] MPO?	Zoom Public Meeting #2
I disagree with the comment of putting bikes on the sidewalk as does AASHTO and League of American Bicyclists. No, bicycles do not belong on the sidewalk, it is NOT safe due to conflicts with cross traffic.	Zoom Public Meeting #2
My Qs are what are those organizations? What are their roles vis a vis the state?	Zoom Public Meeting #2
Are existing trees going to be saved and what other landscaping is planned?	Zoom Public Meeting #2
Will the project install new sewer system	Zoom Public Meeting #2

I represent Ballas NM LLC. We own the Thunderbird Inn. Over the past 2 years we had three vehicles crash into our property. Vehicle speed has been a problem.	Zoom Public Meeting #2
Street light poles: Could you describe style and type of light (amber, bright white...)	Zoom Public Meeting #2
?? How can a biker anticipate a car coming up behind and wants to turn right?	Zoom Public Meeting #2
Comment: The comment about bikes on sidewalks, I think they meant cyclists go on the sidewalk not because they don't know it is unsafe but it is equally unsafe to share the asphalt with 40+ mph vehicles and so it is the "safest" option to get onto the sidewalk. Thats what I understood.	Zoom Public Meeting #2