



Los Lunas Corridor Study

Los Lunas Public Meeting Input Synopsis

The Mid-Region Council of Governments and the Village of Los Lunas held the first public meeting for the Los Lunas Corridor Study (LLCS) on August 25, 2009. The meeting was held at the Los Lunas Transportation Center in Los Lunas. The objective of this meeting was to inform the public that the LLCS was underway, to provide the public with information about the need for the study and what it will accomplish, and to obtain community input on issues and factors to consider during the study. The meeting was held using an open house format with information displays and a handout available that provided the following information:

- Information about what a corridor study is and what it accomplishes.
- The conditions and factors present within the proposed project area that warrant consideration of new transportation routes.
- A description of the two corridors under consideration. These include a north corridor located north of NM 6 that extends from I-25 to NM 47, and a south corridor located south of NM 6 that extends from I-25 to the Manzano Expressway. Each corridor encompasses a broad area and will include multiple route alignment options as the study progresses.
- Examples of the types of roadways that could be considered. Roadway type means number of lanes, type of access, pedestrian and bicycle facilities, landscaping, and the use of berms and/or walls to buffer the roadway from adjacent property, etc.
- How decisions will be made and the schedule for completing the study.

A copy of the meeting handout is provided as Attachment A.

Project representatives were available at the open house to provide additional information, discuss the study and issues, answer questions, and record public input and comments. Approximately 150 individuals attended the meeting. A large map of the study area was provided near the meeting room entrance. Persons who signed in at the entrance were asked to place a dot on the map that indicates their place of residence or business. This data was collected to determine the geographic origin of meeting participants. This map is provided as Figure 1 on the following page.

Meeting participants were able to provide comments, ask questions, and provide input on issues of concern and interest at the meeting using two methods. The first method consisted of completing a comment form. Comment forms were available at the meeting and were included as part of the meeting handout. Persons unable to attend the meeting were able to obtain a comment form on-line through the project webpage. A second method of providing comments and input was available at the meeting and consisted of a flip-chart where comments could be recorded and a large aerial photo where comments could be placed on the map using post-it notes.

Comments received at the meeting and in the month following the meeting are summarized in this document. Only the salient points of comments are included. The names of persons who submitted comments are not included to respect their privacy.

- *Catholic and Native American religious sites, pilgrimage routes, historic landmarks, and designated scenic byways should be considered out-of-bounds and off limits.*



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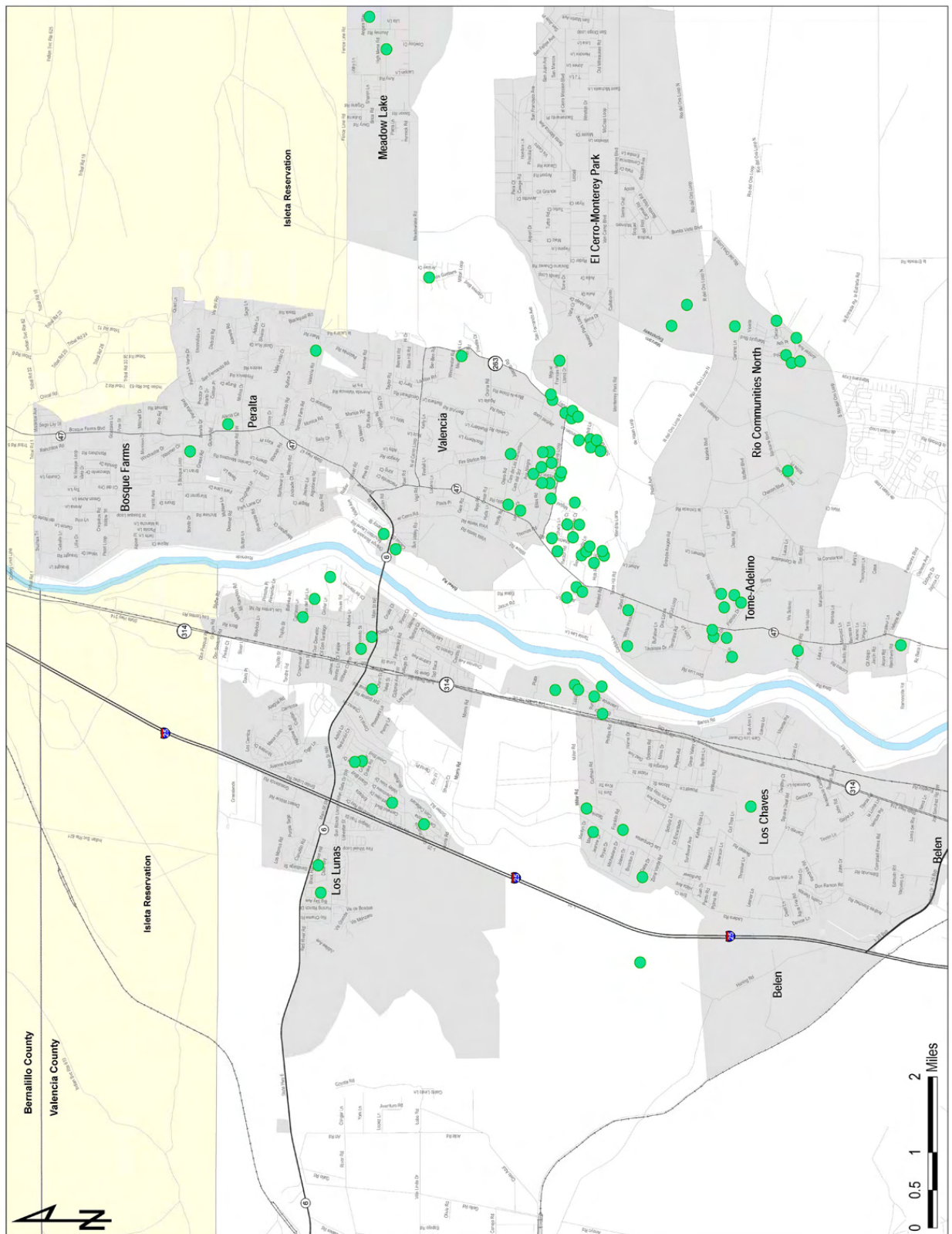


Figure 1: Map of Attendees' Residences or Businesses



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- *Los Lunas needs additional infrastructure to relieve traffic congestion, but the communities of Tome and Los Chavez should remain unaffected. The El Cerro Loop area needs to have a connection to areas west of the river. An alignment in the Morris Road area would be most beneficial. Alignments south of Morris Road have the potential to negatively impact agricultural lands.*
- *It is frustrating that there has been discussion regarding the need to alleviate traffic congestion in the Los Lunas area for several years, yet no action has been taken. An additional exit off of I-25 would help relieve congestion. An alignment along Morris Road would be preferable.*
- *Improving public transportation options should be considered as an alternative to building additional infrastructure. Increasing public transportation options would help to move people efficiently through the area, and would reduce pollution. Additionally, as the cost of energy increases, public transportation may become more desirable. The construction of new infrastructure and further growth would change the character of the Los Lunas area in an undesirable way, and negatively impact residents' quality of life.*
- *Population projections are outdated and do not consider the effects of the Rail Runner, the contraction of the housing market and the new high school. The traffic slow downs on Main Street are not the result of too many cars, but rather the result of traffic going to and coming from the schools along the Main Street. Congestion problems could be relieved by encouraging a reduction in traffic associated with the schools.*
- *Mid Valley Air Park is a unique and beneficial facility within Valencia County, and measures should be taken to avoid negatively impacting the air park and associated flight paths.*
- *The CAC has several members who oppose a river crossing. A bridge across the river is needed to improve current and future traffic flow, and for community safety. The development of additional infrastructure will help facilitate growth and provide new employment opportunities in the Los Lunas area. A corridor near the Isleta Pueblo border will only shift congestion from Los Lunas to areas north.*
- *I support an alignment in the Miller/Morris area. Also, widen highway 47.*
- *This same issue was studied 9 years ago, and now is being studied again. The protests of a few people stopped the project from moving forward to the construction phase. Studying and restudying this same issue is a waste of tax-payer money. Some members of the CAC were opposed to the project during the first study. One member of the CAC does not adequately fit the criteria for being on the committee.*
- *There is not enough concern for the safety of the residents of the Los Lunas area. The lack of east-west transportation access creates a safety hazard. Unfortunately, it is sometimes necessary for some individuals to lose their land for the sake of improvements to their community*
- *A bridge would be beneficial to the community but should not divide small neighborhoods, specifically the Gurule Estates. In addition to an east-west corridor, a bike path would be beneficial to the Village of Los Lunas and surrounding communities.*
- *Options along the Isleta Pueblo border should be studied. An interchange with I-25, road and bridge near the Isleta Pueblo border would help relieve traffic in Los Lunas and Valencia County as a whole. Transportation improvements west of the intersection of I-25 and NM 6 should also be investigated.*



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- *A right turn lane is needed from NM 6 to NM 314.*
- *A 4-lane highway connecting I-25 to the East Mesa is needed as soon as possible.*
- *An alignment to relieve traffic on NM 6 should not go through the El Cerro area. The neighborhoods of the El Cerro area should be preserved. Interchanges off I-25 with roads near the Isleta Pueblo border and Miller Road would help to alleviate traffic congestion. Frontage roads along I-25 may also improve traffic flow, and would impact few land owners.*
- *An alignment in the Morris-Miller area extending from I-25 to NM 314 is preferable. A road east of 314 is a contentious subject.*
- *A bridge across the river between Los Lunas and Belen is necessary. The corridor should be south of NM 6, intersect NM 47, and extend to the Manzano Expressway. Some agricultural land may be lost, but this will be necessary in order to facilitate the growth of the community. Designing the corridor as a limited access highway will help preserve the rural environment.*
- *Highway 47 should be widened before an intersecting east-west corridor is built. The corridor should be limited access, similar to the Montano Bridge in Albuquerque. The rural character of the Tome and El Cerro areas should be preserved.*
- *Another bridge is needed. There should be an alternate east-west route to facilitate community safety. Community members need an effective and convenient way to communicate their opinions on the issue. It is difficult for some working people to attend community meetings.*
- *No further development should occur on the east side of the river. A river crossing near the Isleta Pueblo border may have some benefits, but a crossing between the Tome Adelino area and Belen would be better.*
- *The population east of the river is growing, and a river crossing is necessary to accommodate this growth. Those who live in Tome must travel north to NM 6 or south to NM 309 to cross the river. Congestion on NM 47 can cause traffic hazards.*
- *The congestion problems along NM 6 are due to the number of businesses and schools served by the road. A business loop, frontage roads, and truck route would help alleviate congestion that occurs around the businesses at the intersection of I-25 and NM 6. An alignment in the Miller Road area would be beneficial.*
- *A river crossing at the south end of Edeal Road would provide necessary east-west access for those living in the Meadow Lake, El Cerro, Las Maravillas areas.*
- *A substantial portion of the congestion on NM 6 is due to traffic going to and coming from the schools along the road. Many from Tome travel north through Bosque Farms and do not cross the river.*
- *Lane markings are vague along Main Street and Los Lentes Rd. which can cause driver confusion. At the intersection of Los Lentes Rd. and Coronado St. there is a notable amount of scuff marks along the curb, suggesting that many have been confused by this intersection. There is a sharp turn at the intersection of Don Pasqual and Tondre Road that may be alleviated by an easement.*
- *An interchange south of NM 6 would not resolve traffic flow problems because commuters going to Albuquerque from the East Mesa will not go south to go north. A corridor along the Isleta border would be beneficial to residents of Valencia County and the Pueblo. A corridor in the Miller – Morris area may relieve some congestion along NM 6, but not during peak hours.*



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- *The Las Maravillas subdivision should be considered in the study. A direct route from the Mesa to I-25 is critical to this area's development. A corridor between Miller and Morris would also benefit residents of new subdivisions west of I-25 and South of NM 6. I avoid taking NM 6 due to the congestion.*
- *The congestion in Los Lunas has been caused by development without proper planning. Widening NM 6 is not an option because of historic properties. If an alignment north of NM 6 is chosen, it could negatively impact the quality of life in Peralta, increase local traffic, and many residents could lose their land.*
- *The Northern corridor will have a negative impact on the residents of Peralta and Bosque Farms. Residential property would be lost. A northern corridor may increase traffic on NM 47. NM 47 needs to be modified with a turning lane in Peralta. Most of the growth is occurring in the Tome area.*
- *The engineers and planners aren't willing to get down to getting it done. Most people do not seem to understand the necessity of the project.*
- *The congestion does not impact the residents of Peralta, so the corridor should not be located there. Widen NM 6. Build the bridge near the State Penitentiary, on State and County owned land, rather than on privately owned land.*
- *This issue has been looming on the horizon for years now. What specifically has the city of Los Lunas been doing to plan for their future?*
- *Both the North and South alignment options would be beneficial. Both options would help relieve the bottleneck that occurs between I-25 and NM 314. A new river crossing no matter where it's located will impact homes, ranches, and farms. The Mid-Valley Air Park and associated FAA regulations must be considered when determining the corridor location. The airport there is used by emergency response vehicles.*
- *How has input from the CAC and the public been incorporated into the decision making process? Development should occur where infrastructure exists rather than putting in infrastructure to accommodate planned development. Consider making NM 6 a one way street and designate or build a street going the opposite direction. I am opposed to a corridor south of Los Lunas.*
- *We are against the building of a bridge (corridor) through Chughole and down Sutton Lane. The congestion along NM 6 during school hours will not be eased by a northern corridor because students at Los Lunas schools do not come from Peralta or Bosque Farms. A northern corridor will not alleviate congestion on NM 47 and NM 314. A northern corridor would negatively impact the rural atmosphere of Peralta, and take away private land. A northern corridor will not impact traffic created by those shopping at the Valencia Y and I-25/ NM 6 interchange. Widening NM 6 would improve traffic congestion issues.*
- *Consideration should be given to exits off of I-25 north of NM 6 that would route traffic both east and west. A right turn lane on NM 6 to southbound NM 314 would be beneficial. A new road at Miller Rd. or Luscombe and NM 314 would negatively impact Mid-Valley Air Park and nearby businesses.*
- *Peralta was established as a rural community, and it would be preferable for it to remain rural. The development in Los Lunas has caused traffic problems there. The North Corridor would negatively affect the quality of life in Peralta. NM 47 needs a turning lane. This should be considered a priority.*



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- *Yes, we need another bridge. There is no way to cross the Rio Grande in the case of an accident with only one bridge. Lack of options to cross the river creates a safety hazard for those who live on the east side of the river.*
- *The North Corridor goes through farm land, migratory bird feeding and nesting area, an aquifer recharge area, and high-end residential areas of Peralta. These areas would be negatively impacted if the North alignment was selected. Peralta was incorporated to remain a rural area. The corridor would change the environment and lifestyle of Peralta. The growth happening in Los Lunas does not need to affect Peralta. The turn in the North alignment option could create a traffic hazard.*
- *From Peralta to the Valencia County Jail where I work, there is no congestion problem unless there is construction going on.*
- *NM 6 is always a problem but so is NM 47. A bottleneck occurs at the intersection of NM 6 and NM 47. If the Northern Corridor is chosen, this will just add to the existing problems at this intersection. An alignment that travels directly from East to West would be better than a curved alignment (North Corridor), which could create a traffic hazard. An interchange is already planned for the South Corridor, so it would make more sense to build there. The North Corridor will add more emergency response calls for a department that is not equipped to handle more calls.*
- *No purpose or need has been established for a new east-west corridor. The population of Valencia County does not warrant another river crossing. The first option to be considered should be widening and improving existing roads. The North Corridor goes through a quiet residential area, where there is no need for additional infrastructure. A new road here would only be detrimental to the community. The bosque and river valley need to be preserved.*
- *We do need another crossing. It should be near Morris Rd.*
- *We reside on Riverside Dr. in the town of Peralta and are opposed to the planned location of the North Corridor.*
- *The North Corridor would pass through a quiet residential neighborhood. It would be a shame to change this. Considering that the majority of the congestion in Los Lunas is caused by those commuting from the Tome, El Cerro and Valencia areas, the Northern Corridor would not relieve this congestion.*
- *A route along the Isleta Pueblo border would be the least disruptive, but many already take NM 47 and bypass this area. Consider an alignment that would pick up at the T north of Los Lunas and proceed directly west across the river, across the old state hospital grounds, and connecting to NM 6 east of the development near the intersection of NM 6 and I-25. Connect NM 47 to the Manzano Expressway.*
- *A bridge at Chughole would forever change the quiet atmosphere of this area. The roads in this area are narrow and could not accommodate an increase in traffic. If there is to be a bridge, a multiuse path should be included in its design.*
- *We do not want any major corridor through Peralta.*
- *The North route would not be best. A route near Morris Rd. would serve more people, present and future. Consider an elevated highway connecting to NM 6.*
- *NM 6 cannot be modified. We need a 4-5 lane road from I-25 to the UNM Valencia campus. We have needed it for years. I don't mind if it's in my backyard, we need it as soon as possible. An alignment in the Miller/Morris area would be best.*



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- *A bridge along Chughole will lower property values, and cause noise and congestion in a community which is quiet and rural. People in Los Lunas should use I-25 to get to Albuquerque rather than driving through Bosque Farms and Peralta. We are opposed to this bridge! Plan to widen roads or build a bridge in Los Lunas, not Peralta/Bosque Farms.*
- *Peralta is a rural community where most residents own livestock. Many ride horses along area roads. NM 47 sufficiently accommodates traffic transiting the village. An east-west thoroughfare would have no value for village residents, and would have detrimental effects on their quality of life. It is unethical for Los Lunas to study projects that would occur within the boundaries of the Village of Peralta.*
- *We stand against the widening of Molina, La Ladera, and Peralta Blvd. This would disrupt small family dwellings and agricultural fields that have existed for decades, and negatively impact noise levels and property values. We would prefer the bridge be south of Los Lunas. Widening 47 would negatively impact small businesses.*
- *Why consider the North Corridor when the majority of the commuting population is in the South Corridor? Rio Communities is trying to get the new hospital built in the area which will increase the traffic even more in the South Corridor. The South Corridor is the perfect place to build your bridge.*
- *The population and traffic projections suggest that growth in the area of the North Corridor will be minimal and most expected growth occurs near the South Corridor. Based on this information, it can be concluded that the North Corridor will not provide major relief to the areas of concern. The expense of building the North Corridor is not worth the minimal effect it will have on congestion.*
- *Square Deal Rd. from I-25 to 314, Marquez Rd. from 47 and La Entrada, connect to South Rio del Oro Loop. Manzano Expressway to North Rio del Oro Loop.*
- *An alignment in the Miller-Morris area would affect the least number of existing structures. The initial roads should only be paved as a 2-lane until the traffic flow increase to a point where the 4-lane becomes necessary. An alignment from I-25 to the Manzano Expressway needs to take the straightest route possible, while taking as few homes and dividing as little farmland as possible. The outcry from people in Tome (NIMBY) must bend to the greater good of the valley as a whole.*
- *We do not need a bridge north of Los Lunas. We need a bridge south of Los Lunas that will connect UNM-VC and Las Maravillas to I-25. Building a bridge north of NM 6 will cause more problems for the County.*
- *The North Corridor passes through the Riverside Neighborhood. Most of the growth is occurring in the Los Lunas area; therefore the corridor should be located there. The Bosque Farms wastewater treatment plant was constructed in Peralta, and it had a negative impact on the environment there. Whatever the plan, it should not destroy or devalue homes, rural values or quality of life for residents or wildlife in Peralta.*
- *The area along the South Corridor is where commercial and residential development is occurring, while the area along the North Corridor is mostly rural farmland. Is destroying a unique community by running a highway through it not worse than adding traffic through an already residential area?*
- *The North Corridor option makes no sense. It does not make sense that anyone traveling to Albuquerque from Valencia County would use the North Corridor to get to I-25 when the most direct route is NM 47. A clear need exists for a crossing between NM 6 and the*



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crossing in Belen. At present NM 47 and NM 6 carry all the traffic from Tome-Adelino, Meadow Lake, El Cerro Mission, UNMVC, and Las Maravillas, which causes traffic congestion on these routes. Current traffic and access problems would not be alleviated by the North Corridor.

- The real need for access is in the Meadow Lake, Tome, El Cerro Loop, Belen and Rio Communities areas, not Bosque Farms and Peralta. If a bridge is to be built it needs to service the areas south of NM 6 that most need it. A corridor north of NM 6 would affect several high-end properties. Build a bridge that services the communities that need it rather than impacting those that don't.*
- It would be more efficient and worthwhile to locate the crossing south of NM 6, as there is a huge community of people in between Los Lunas and Belen, and the next bridge south of NM 6 is more than 10 miles away in Belen. A Northern Corridor crossing would not be of much help, since there is already a bridge at Isleta Pueblo.*
- I was pleased to see the North Corridor option being considered. The key in the North Corridor option is a truck route to the west that would keep trucks off of NM 6. The North Corridor should only go east as far as 314. If the South Corridor route was still needed, it could run off of Morris Rd east to 314. Synchronize the lights on NM 6, taking into account school traffic. Add a turn lane on NM 47.*
- Improvements to NM 47 should be considered to avoid problems at the intersection of a new east-west roadway. Informal business association desires that NM 47 be improved to facilitate business and create a positive business environment. Support may exist for a 3-lane section on South El Cerro. Currently, people have problems making left turns.*
- At a Los Cerritos homeowner board meeting, major areas of congestion were identified along Main Street (NM 6), especially between route 314 and I-25, and also east of the river and along 314 north of NM 6. Two ideas were suggested at the meeting: 1. Make the current Main St. one way westbound, and create a new eastbound Main St. starting at Camelot, and 2. Make an elevated road over the current Main St. It was also mentioned that an area south of the prison was at one time supposed to be the site of a national cemetery. Many expressed interest in the North Corridor option.*
- Climate change and the world's dwindling oil supply should be a consideration factored into all transportation planning efforts.*
- Extending rail service across the river and expanding other public transportation options might be a solution to consider in the Corridor Study. Improving public transportation options would be a preferable alternative to commuter automobile traffic when gas prices and CO2 emissions are high, and would result in less noise and air pollution.*
- From a taxpayer perspective we need to consider the benefits of cost sharing/saving/efficiency by having an interchange that serves Isleta as well as provides relief to NM 6.*

In addition to the written comments that are summarized above, several comments were recorded at the meeting on a flip chart and on post-it notes placed on an aerial photo. These comments were generally written as simple comments or statements. Comments recorded on the flip charts included:

- Problem is not with existing residents; caused by developers & new projected growth*
- Freeway exit and river crossing needed south of Hwy 6*



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- *2 exits even better!*
- *The Do Nothing option is a negligent disregard of public safety*
- *Need more options to cross the river between Belen and Los Lunas*
- *Odd that Belen has 3 exits and Los Lunas has one.*
- *Northern option and Morris – both sound feasible, alleviates the Main Street congestion*
- *Consider respect for Tome important*
- *What about water? We can't keep adding new housing developments!*
- *Prefers Morris, not Miller*
- *North corridor; heavy impact on residents*
- *North corridor (any corridor) will relieve Hwy 6, but will negatively impact other areas. (Peralta)*
- *Please consider flight path and Right of Way issue for approach / departure corridor for Airpark – This is a county resource of nearly irreplaceable value.*
- *One of the “goals” of the river crossing might be to enhance access to the Rail Runner. New rail cars are cheaper than roads.*
- *The problem is not really too many cars on Main St. in LL. It's that there are 6 schools along that route. Traffic flows pretty smoothly until the 15 mph flashers come. Then it clogs. A bridge won't help that aspect.*
- *Too much congestion on NM6, need another exit off I-25 to Los Lunas.*
- *Bring roadway at least to 314, even if bridge doesn't go through.*
- *Once a road is there let's just put in a bridge!*
- *VA and FHA subdiv. not allowed in Valley due to floodplain – so growth goes to the mesas*
- *Cheaper to cross (acquisition) at Morris then north of 6 because of amt. of dev.*
- *Morris/or south serves a lot more people*
- *Need emergency access E-West*
- *Rural areas are rural. Why don't you move to ALB?*
- *Is LL doing anything to solve the problem? Cut down on student drivers by making driving to school a privilege for seniors. LL encourages businesses on Hwy 6 – yet LL complains of traffic! An interchange N of LL maybe on Isleta border, plus frontage roads would help. Do that before destroying our rural neighborhoods in the S. El Cerro area.*
- *Northern corridor option would help to meet our neighbor Isleta's needs and would be a more viable alternative for commuters heading north to ABQ.*
- *Has anyone considered rotaries/round about to replace stoplights on Main St.- to allow a more continuous flow of traffic and create more of a “village” feel? (e.g. La Jolla and Carmel, CA)*
- *Double Decker Rt 6 with top lane going through to Rt 25*
- *What specifically has the city of LL done to help reduce their problem?*
- *Pick old study option C-1 which is between Morris and Miller.*
- *If Morris is selected - too close to Main - go further south to serve more people and then less need for another bridge and interchange.*



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- *Hwy 263 from Main St. to No. El Cerro Loop should be built now.*
- *Safety issue – ambulances can't get through*
- *Need bridges!*
- *Widen 47 to Belen, add turn lanes*
- *Support bridges but 47 needs to be widened and improved – study impact on 47 as well*
- *Leave it as it is – keep status quo*
- *No Bridge!! Off ramps from I-25 to 314 would take enough traffic off of Hwy 6.*
- *MRCOG is a large part of the problem – Develop more is their goal*
- *Look at the old studies (corridor options). South El Cerro is too close to Tome Hill plus too many homes would be affected.*
- *Widening 47 through Peralta would help traffic flows (turn lane)*
- *More convincing to Pueblo for Manzano Expressway*
- *Morris is good connection - newly paved and new light at 314, almost to freeway now*
- *Concern that 4 lanes on 47 results in too much condemnation of private property*
- *Don't want a connection to So. El Cerro Loop*
- *Strongly encouraging a bike path that will connect to the Rail Runner*
- *A Los Lunas freeway interchange and a river crossing are 2 separate issues and should be addressed that way*
- *Need to study the positive and negative impacts – compare it to Do Nothing*
- *Add development on east side of river that is focused on river / recreation (rafting) – we waste the opportunity of being on the river*
- *Two lane bridge crossings only*
- *South of Morris and closer to Miller*
 - *Few driveways*
 - *Lower land cost*
- *Put on Belen and Los Lunas Boundary – Both communities share*
 - *The costs*
 - *The benefits*
- *Do nothing. We live in a rural area and can accept some inconvenience!*
- *Only solution that reduces congestion on NM 6 is interchange @ Morris and river crossing*
- *How much R/W on I-25 for frontage road?*
- *When can new interchange open?*
- *Any river crossing will help – but will it negatively impact other areas – like Peralta?*
- *Has to help everyone, not just Los Lunas*
- *Locate ½ way between River Rd. and Hwy 6, needs an off-ramp and river crossing – even if it goes thru my yard, needed for 20 years.*
- *Roundabouts / rotaries on NM 6 – help traffic flow – eliminates need for turn lane*
- *Why not consider old Military Hwy? Goes all the way to Kirkland and down to Hwy 60 – access off Manzano / Rio del Oro and Meadowlake*
- *Connect No. Belen exit to a river crossing to 47 and Manzano Expressway*



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The following comments were recorded by meeting participants placing post-it notes on a large aerial photograph (see attached Figure 2). These comments were generally associated with specific geographic locations.

- *Interchange at the Isleta/LL border would give relief to Hwy 6. Only go to 314*
- *Isleta border best solution*
- *NM 314 bypass along reservation border*
- *Isleta interchange east to 314. West a loop road to NM 6 great idea.*
- *Los Lunas village and developers' problem. They should fix it.*
- *Straight through on overpasses, don't get off on NM 6*
- *Bridge the ditch*
- *Use frontage roads along I-25*
- *Connect Morris Rd. to I-25, use frontage roads to 6*
- *Connect Morris to I-25*
- *Morris Rd. is #1 option*
- *Morris Rd. is best solution*
- *Morris good option*
- *Morris Rd. newly repaved. Also new signals at 314 – Bridge through to Edeal which is also newly paved*
- *Corridor to provide more access to Rail Runner*
- *Focus access to Rail Runner – connect to east & west to train*
- *Why kill the valley so developers can take water from farms?*
- *Locate interchange at City of Belen and LL Village shared boundary*
- *Put it here (between Miller Rd. and Morris Rd.) lower land cost – no driveways*
- *Maybe look further south than Miller Rd.*
- *Don't consider Miller – affect on neighborhood*
- *Narrow gauge RR & bike lane across river. No cars.*
- *Concern at taking properties in Peralta*
- *Concern taking homes in Peralta (too congested)*
- *Preserve rural environment*
- *Concern over already congested roads*
- *Connect Manzano Expressway through Isleta*
- *Connect Manzano to I-25 N*
- *Extend Manzano Expressway north to I-25 - approximately 8.5 miles*
- *Widen Hwy. 47 to 4 lanes*
- *Please do not tear down the Center for Ageless Living.*
- *Many fatal accidents on this turn (NM 47 near intersection with Moya Ct.). Will it be straightened?*



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- *Do not use Otero Rd. as a connection*
- *A highway or road from Miller Rd. to S. El Cerro Loop will not help congestion on N. El Cerro Loop.*
- *El Cerro Rd. north on Loop is too congested.*
- *Honor the neighborhood – scale of roads*
- *Don't bring Miller Rd. through here (Tome - Adelino)*
- *Preserve farmland & stay away from Tome Hill*
- *Tome Hill is a sacred site. It and pilgrimage route should not be touched.*
- *No more than 2 lanes on 47. It is a farm to market road.*
- *Not an alignment near Tome or Miller Rd.*
- *Widen El Cerro Loop or add additional access from here (El Cerro - Monterey Park)*
- *Easier, more direct access from Manzano Expressway to NM 47*
- *This area is a strong and close neighborhood (South El Cerro Loop). Don't mess with it.*
- *Avoid the Mid-Valley Air Park*



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Figure 2: Map with Comments



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Attachment A: Meeting Handout



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Welcome to the first public information meeting for the Los Lunas Corridor Study. Thank you for participating.

This meeting is intended to accomplish the following objectives:

- Inform the public that the Los Lunas Corridor Study is underway.
- Provide information about why the study is being conducted and what it will consider.
- Obtain input from area residents, business owners, and other stakeholders specific to:
 - The problems affecting travel on Main Street.
 - Options and types of transportation improvements to consider.
 - Community, environmental, and other issues of importance to the public that should be evaluated by the study.
 - Other ideas and thoughts.

Displays with information about the corridor study are located around the room. A slide show with additional information is available to view in a corner of the room. Please look over the information and feel free to speak to project team representatives.

Please provide us with your comments about what should be considered in the Corridor Study. You may provide your comments and offer your input and thoughts in two ways:

- First, several flip pads are located throughout the room. You can either write your own comments or ask one of the project team representatives to write your comments for you.
- Second, comment sheets are available. You may fill one out today and leave it in the box near the sign-in table, or you can take one home and mail it to the address on the back by September 10, 2009.

A sample of a comment form for the Los Lunas Corridor Study. The form is titled "Los Lunas Corridor Study" and "Comment Form". It includes a section for "Public Involvement Meeting" dated August 25, 2009, at the Los Lunas Transportation Center, Los Lunas, New Mexico. The form asks for the respondent's name, address, city, state, zip code, and phone number. It also includes a section for comments, with a note that comments should be provided by September 10, 2009.

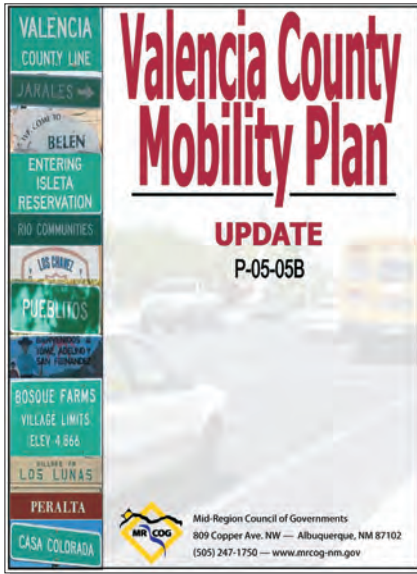
Thank you for taking your time to attend this meeting and to provide input.



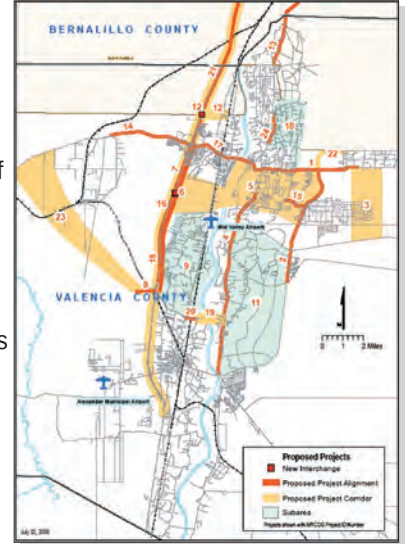
Los Lunas Corridor Study



Why is the Los Lunas Corridor Study being conducted?



Congestion on NM 6, NM 47, and other major routes is becoming problematic. Recognizing the need for long range planning, the Mid-Region Council of Governments worked with citizens and the local governments in Valencia County to prepare the Valencia County Mobility Plan. The Mobility Plan evaluated the long-range transportation needs of Valencia County and identified potential transportation system improvements necessary to help meet the transportation needs of the county over the next two decades. One recommendation of the Mobility Plan was to study a new interchange on I-25 between Miller Road and Morris Road that would connect to a new transportation corridor extending east to the Manzano Expressway. The Los Lunas Corridor Study is fulfilling this recommendation.



The Mobility Plan was developed through a community input process and was accepted by local governments within Valencia County. As a follow-up to the Mobility Plan, the Village of Los Lunas initiated the corridor study and asked the Mid-Region Council of Governments to help manage and guide the study.

What is a Corridor Study and what will it accomplish?

A corridor study is a transportation study that is focused on a particular area or part of the transportation system. Unlike the Valencia County Mobility Plan, which evaluated county-wide transportation problems and needs, the Los Lunas Corridor Study is focused on travel problems and needs specific to the NM 6 corridor.

The Los Lunas Corridor Study is intended to accomplish the following:

1. It will evaluate existing and future traffic problems and the underlying factors that affect travel on NM 6 between I-25 and NM 47. This route is becoming congested during peak travel times. As the county continues to grow, congestion will become worse.
2. The existing and anticipated future conditions and factors that affect future traffic growth and travel destinations will be evaluated. The type, location, and amount of growth and development within Valencia County will affect traffic volumes and travel patterns.
3. After the conditions that affect traffic are understood, potential solutions to improve travel and to reduce congestion on Main Street will be identified and evaluated. These could include several potential options, ranging from improvements to existing roads to the implementation of new routes (see other displays).
4. Options that are viable and reasonable will then be assessed for their cost and travel benefits. They will also be assessed for their affects on the community, businesses, and environment (see other displays).

The above activities will be performed in collaboration with state and local governments and with input from area residents, businesses, and other stakeholders.



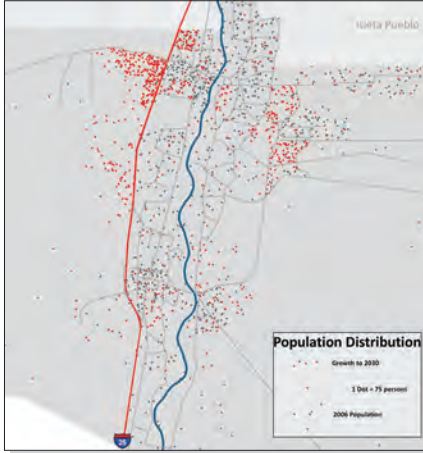
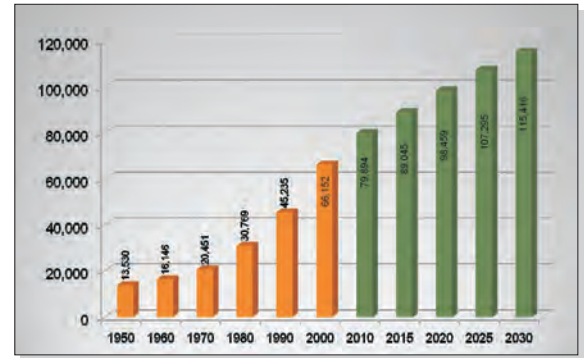


Los Lunas Corridor Study



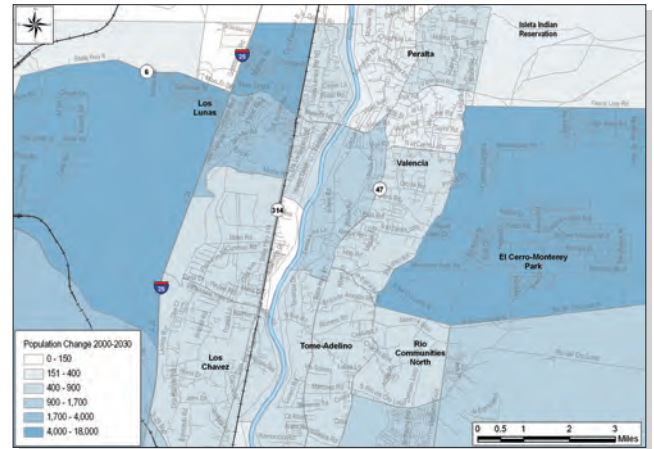
How has growth affected Valencia County?

The population within Valencia County has changed significantly over the last several decades. As shown in the chart to the right, the population of Valencia County has increased from about 13,500 people in 1950 to approximately 70,000 residents today.



By year 2030, the population of the County is projected to reach 115,000. These maps illustrate growth projected over the next 20 years and where it is expected to occur.

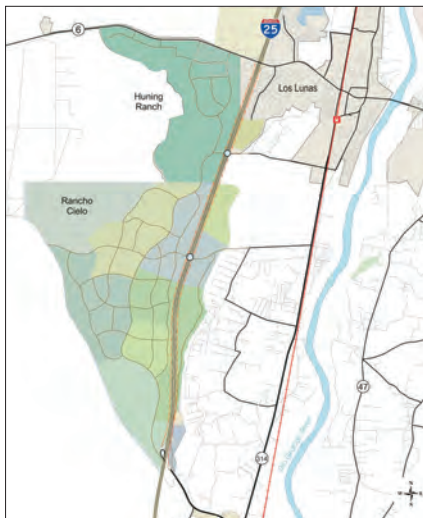
While some of the growth is a result of people moving into the County, much of it is homegrown and the result of growing families who already live within the County.



Planned development northeast of the I-25/NM 6 interchange

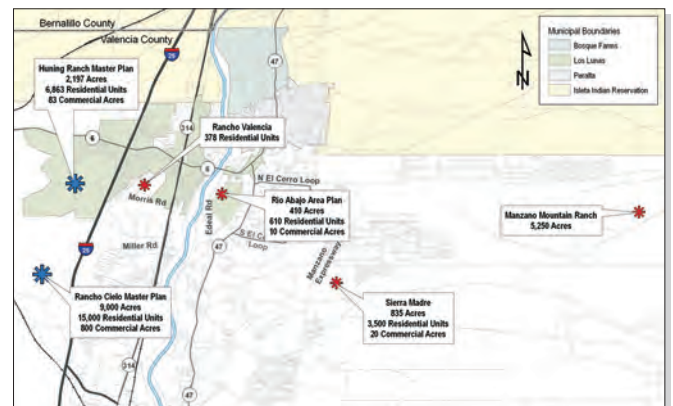


Commercial development northeast of the I-25/NM 6 interchange



Commercial development southwest of the I-25/NM 6 interchange

Additional growth is projected on both the east and west sides of the valley. Some of the areas planned for development are shown here.





Los Lunas Corridor Study



How is growth affecting the transportation system?

The type and location of community facilities, employment centers, and commercial centers within Valencia County have changed over the last several decades. Facilities like the Walmart Distribution Center, the Merillat Cabinet Manufacturing Plant, and the large shopping centers, auto sales, banks, restaurants, and other commercial services surrounding the I-25/NM 6 interchange provide numerous jobs. In addition, they attract and generate considerable traffic as employees, customers, and delivery vehicles travel to and from these locations.

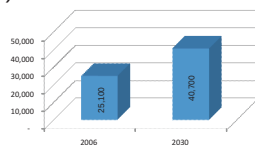
These services, as well as the subdivisions west of NM 314, are affecting traffic volumes and travel patterns. Jobs located within Valencia County will help offset commute travel into Bernalillo County. However, cross-valley traffic will increase as people travel between residential areas east of the Rio Grande and employment centers and commercial centers west of NM 314.



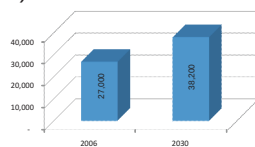
Commercial development west of I-25

Forecasts of future traffic volumes prepared using the regional travel demand model provide an indication of how traffic volumes and travel times will change over the next 20 years. As shown in the bar charts below, a substantial increase in traffic is expected to occur on all major roadways within the Los Lunas area.

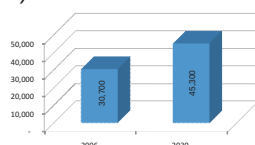
A) NM 6 East of I-25 (Los Cerritos)



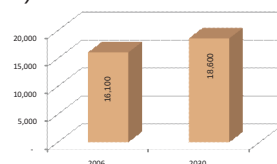
B) NM 6 East of NM 314



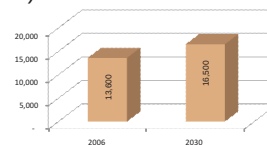
C) NM 6 at Rio Grande Bridge



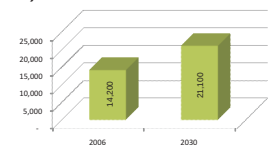
G) NM 314 North of Morris Road



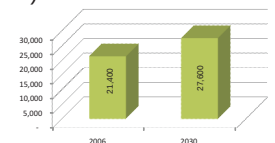
H) NM 314 South of Miller Road



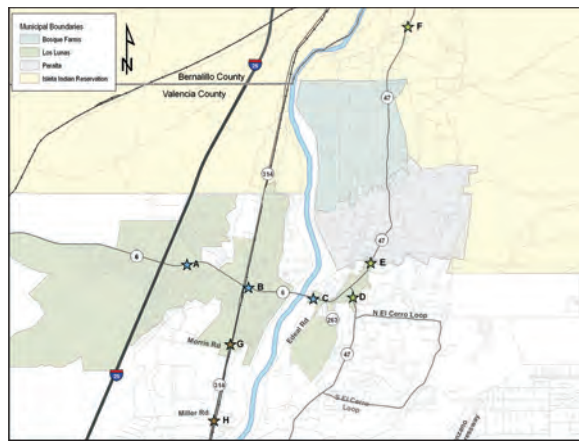
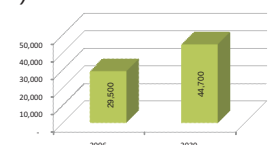
D) NM 47 South of the Y



E) NM 47 in Peralta



F) NM 47 North of Bosque Farms





Los Lunas Corridor Study



What types of roadway improvements will be considered by the corridor study?

The corridor study will consider several different options including:

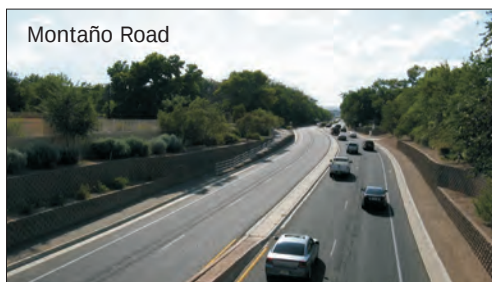
1. Doing nothing. The consequences of not improving the transportation system will be evaluated.
2. Improvements to Main Street to eliminate bottlenecks and to improve traffic flow. This option will be limited to intersection improvements that involve new or modified turn lanes, signal changes, and other similar improvements. Widening of Main Street to 6 lanes is not proposed for consideration due to the extensive impacts this option could have on existing businesses and historic structures.
3. A new interchange on I-25 and new roadway extending eastward. With this option, the new roadway will be evaluated and considered in three distinct segments:
 - I-25 to NM 314
 - NM 314 to NM 47
 - NM 47 to the Manzano Expressway (not applicable for the corridor north of NM 6)
4. Other viable and reasonable options identified through public input.



If a new roadway is implemented, what would it look like?

Decisions on what type of roadway is needed have not been made. Several options may be considered including:

1. A rural 2-lane to 4-lane roadway similar to Montañito Road in the Albuquerque North Valley (limited access).



2. A rural 2-lane to 4-lane roadway similar to Alameda Boulevard in the Albuquerque North Valley (more access).



3. A rural 2-lane to 3-lane roadway similar to NM 346. If this concept were considered, the design would be updated to meet modern design criteria to include shoulders.



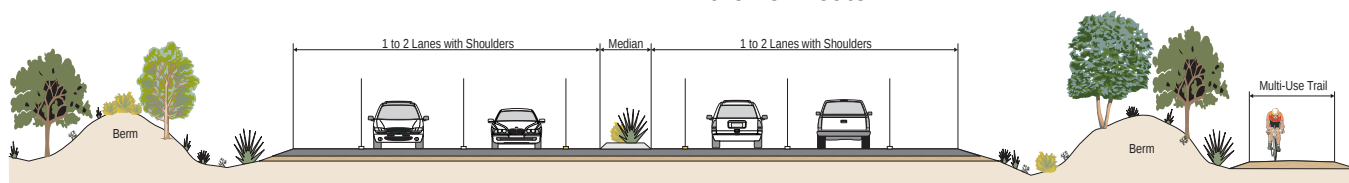
4. Other options identified from public input.

An expressway, similar to Paseo del Norte in Albuquerque, is not under consideration.

A primary consideration of any new roadway would be features to minimize intrusion into neighboring lands. Buffers, berms, vegetative screens, and other methods of minimizing impacts will be identified and included.

Trails and other facilities for pedestrians, bicyclists, and equestrians will also be included as part of the new roadway. Different options for these elements include:

- On-street bicycle lanes
- Bicycle, pedestrian, and equestrian paths parallel to the new route



Typical Section Example



Los Lunas Corridor Study

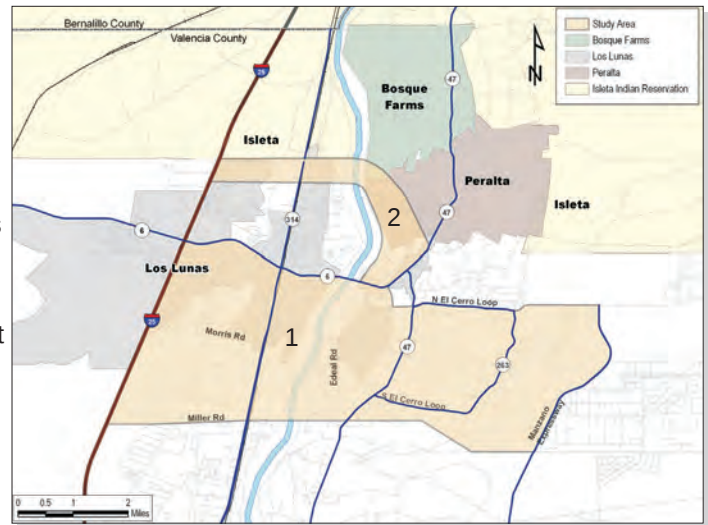


What areas are under consideration if a new roadway is implemented?

The specific alignment of a new potential roadway has not yet been determined. Two general areas (corridors) are under consideration:

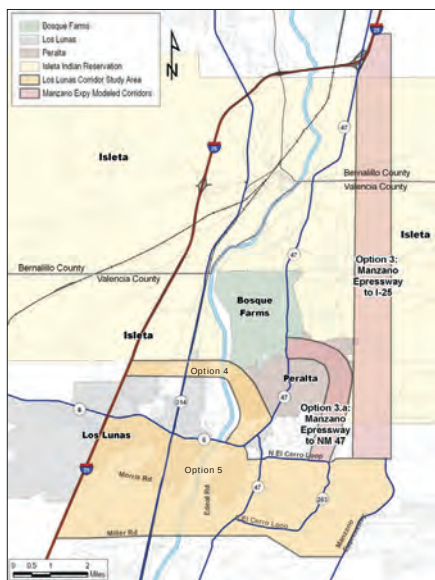
1. The first corridor is south of NM 6 (Main Street) in the east-west corridor generally between Morris Road and Miller Road. This corridor starts at I-25 and extends east to the Manzano Expressway. This corridor was identified by the Valencia County Mobility Plan.
2. The second corridor is the area north of Main Street near the Isleta Reservation boundary. This corridor starts at I-25 and extends east to NM 47.

If other viable and reasonable east-west corridors are identified during the public input process, they will also be considered.



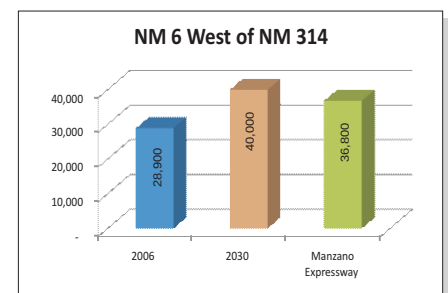
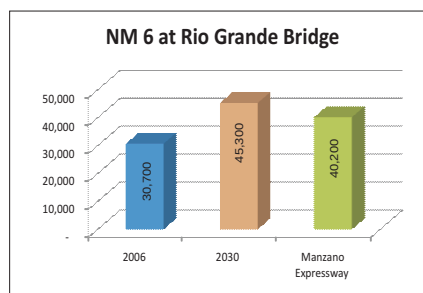
Why not extend the Manzano Expressway north to I-25 instead of studying a new east-west route?

A common belief is that the traffic problems within the Village of Los Lunas would be resolved by the extension of the Manzano Expressway north to I-25. While the Manzano Expressway could be an important part of the future transportation system serving Valencia County, analysis of the transportation network with and without an extension of the Manzano Expressway shows that it would help to reduce travel on NM 47 through Peralta, Bosque Farms, and the Isleta Reservation, but it would not provide substantive relief of the congestion on Main Street.



Analysis of the Manzano Expressway indicates that it would reduce traffic on Main Street by less than 8%.

An analysis of trip origins and destinations (O-D) shows that many of the trips destined to the I-25/NM 6 interchange area originate east of the river. As the population within the county increases and the number of jobs and services increases in the area west of the Rio Grande, the east-west travel demand will increase. The Manzano Expressway would not serve these trips.



Options Considered:

- Option 1 - 2030 No Build (Do Nothing)
- Option 2 - Widen NM 6
- Option 3 - Manzano Expressway
- Option 3a - Connect Manzano Expressway to NM 47
- Option 4 - New route north of NM 6
- Option 5 - New route south of NM 6

In addition to the low benefit for east-west travel needs, implementation of the Manzano Expressway would require approval by the Pueblo of Isleta. Recent correspondence from the Pueblo of Isleta Governor states that the Pueblo will not allow additional highway right-of-way across Pueblo lands.



Los Lunas Corridor Study

How will existing communities, businesses, and the environment be affected?



If a new roadway is implemented, the project team will strive to find an alignment that avoids community and natural resources to the extent practical. Because the study area is developed, it is not possible to avoid all impacts. Some of the major factors that will be evaluated by the corridor study are listed below. Other factors identified through community input will also be assessed.

- Changes in traffic as circulation patterns change in response to the new roadway
- The affect on local businesses along the main roadways
- Impacts to farmlands, irrigation, and local dairies
- Impacts to neighborhoods including the affect of traffic on air quality and noise
- The affect on community cohesion, community resources, and rural lifestyle
- The affect on greenhouse gas emissions and energy use
- Impacts to historic sites and properties
- Impacts to the Rio Grande and water quality
- Impacts to endangered species
- Other issues identified through public involvement

All of the above issues, as well as other issues identified through stakeholder input, will be fully evaluated. As a final step in the corridor study process, an environmental impact statement will be prepared.



Community and cultural events



Historic Route 66 and historic buildings



Wildlife habitat along the Rio Grande bosque



Historic properties



Rural lifestyles



Agricultural valley land



Acequia system



Safe agricultural operations



Los Lunas Corridor Study

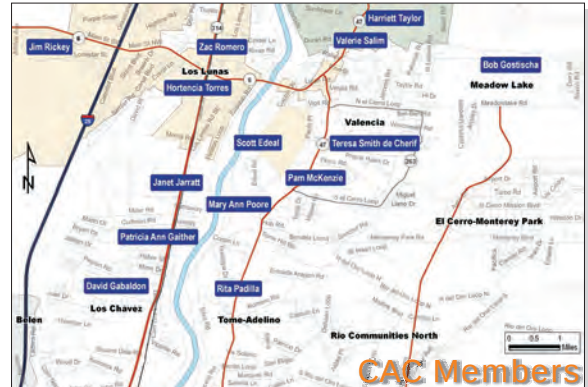


How can the public be involved in the study?

Public involvement is an essential part of the corridor study. Public input is used to help the lead agencies and project team define the factors that affect the need for the project, identify potential improvement options for consideration, and help the project team identify issues of interest and concern within the study area.

The public involvement plan for the Los Lunas Corridor Study includes various elements.

- A Citizens Advisory Committee (CAC) is working with the project team to help identify community issues and concerns. The CAC is a voluntary advisory group comprised of citizens and is not a decision-making body. The CAC meets once each month. Their input is shared with the lead agencies.
- Public meetings, such as this meeting tonight, will be held over the course of the corridor study. These meetings will share information with the public and provide stakeholders with an opportunity to comment on current activities, findings, and recommendations. Approximately 6 public meetings are anticipated over the next 18 months.
- Meetings with individual neighborhoods, interest groups, and other groups will be provided on request. Several of these have already occurred.
- Briefings to County and municipal elected officials will be made every few months. These briefings will keep elected officials current on study findings. They will also provide input and direction to the project team. Because these are open meetings, the public can attend to present their opinions.



Several other mechanisms are available to obtain information and to provide comment. These include:

- Newsletters that provide current information about the study will be published every few months.
- Information about the Los Lunas Corridor Study is available at the MRCOG website at www.mrcog-nm.gov under the Transportation/Rural Planning tabs.
- An online comment and survey tool will be implemented in the near future.