



Los Lunas Corridor Study

A COOPERATIVE PROJECT OF THE MID-REGION COUNCIL OF GOVERNMENTS AND THE VILLAGE OF LOS LUNAS

PUBLIC INFORMATION MEETING
JANUARY 26, 2010

Thanks for coming. This is the second public involvement meeting for the Los Lunas Corridor Study.

The purpose of this meeting is to:

- ✓ Provide updated information about the study to the public.
- ✓ Obtain input from the public that will help the Village of Los Lunas, Valencia County, and MRCOG finalize recommendations on which alignment alternatives should be advanced for further analysis.

The following slides provide general information about why this study is important, the alignments that have been identified, and the findings of the preliminary analysis of these alignments.

After reviewing this information, please feel free to ask Project Team representatives questions and to provide your thoughts specific to what you think about each alignment, as well as other aspects of the study, and what is important to you.

Remember, the study is in the early stages and your input can help determine what is considered and evaluated.



What is a corridor study?

A corridor study is a transportation study focused on a particular area or travel route. A roadway corridor can consist of one or more roadways serving a common travel route.

For example, the sections of NM 314, I-25, and the Rail Runner west of the Rio Grande make up a north-south transportation corridor that serves travel within and between Valencia County and Bernalillo County.

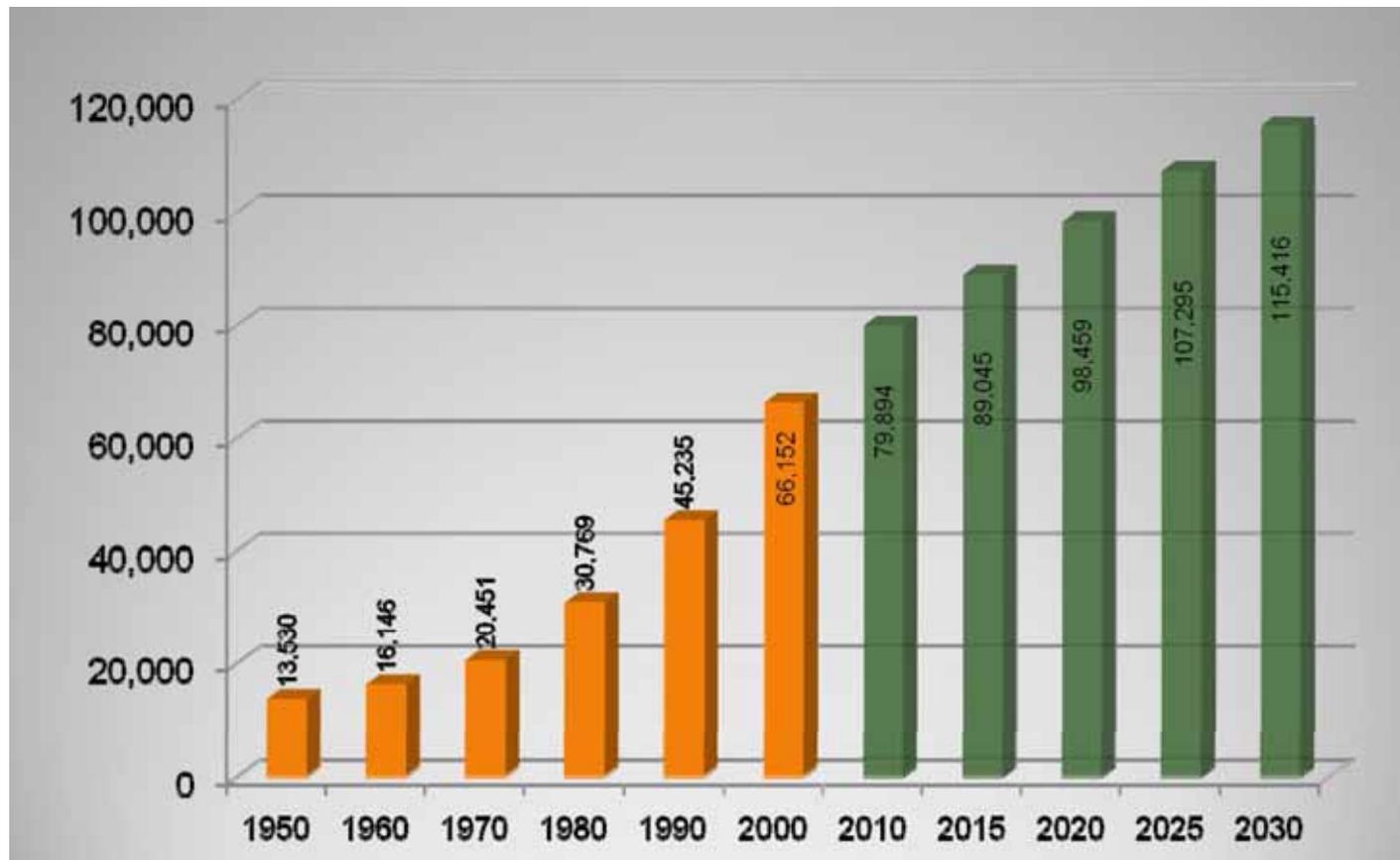
The purpose of a corridor study is to identify the transportation problems and needs of a particular area. After the transportation problems and needs are understood, potential solutions (called alternatives) are identified and evaluated using a variety of criteria and factors.

Transportation needs can include factors such as congestion relief, improved access, improved safety, economic development, or any one of a number of other problems and needs.



What problems face Valencia County that the corridor study can help resolve?

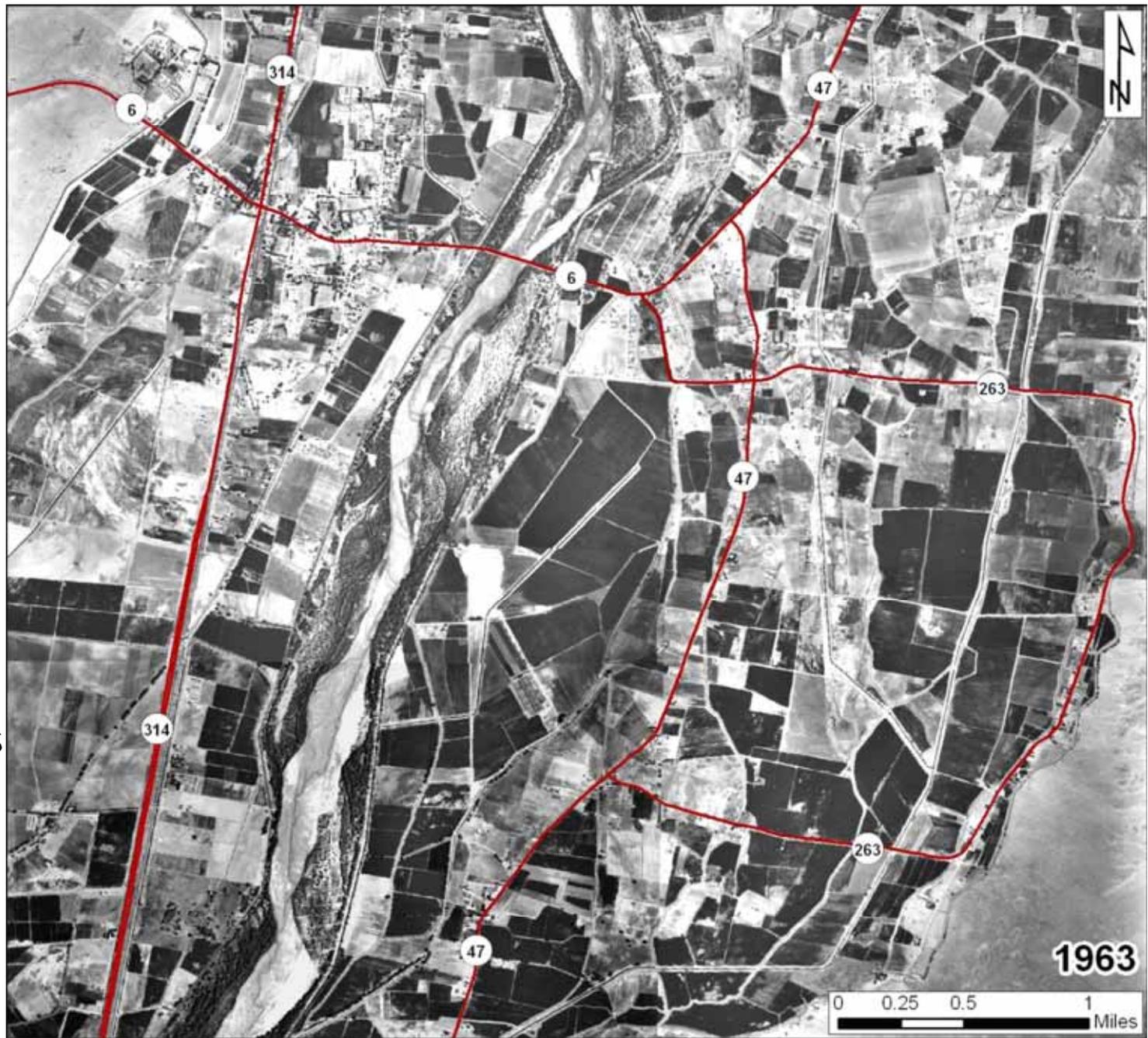
The population of Valencia County is increasing at a significant rate. The population was about **13,500** in 1950. By 1980, the population of the County doubled and was over 30,000. Today, Valencia County has about 77,500 residents. Within the next 20 years, the population is expected to exceed **115,000**.



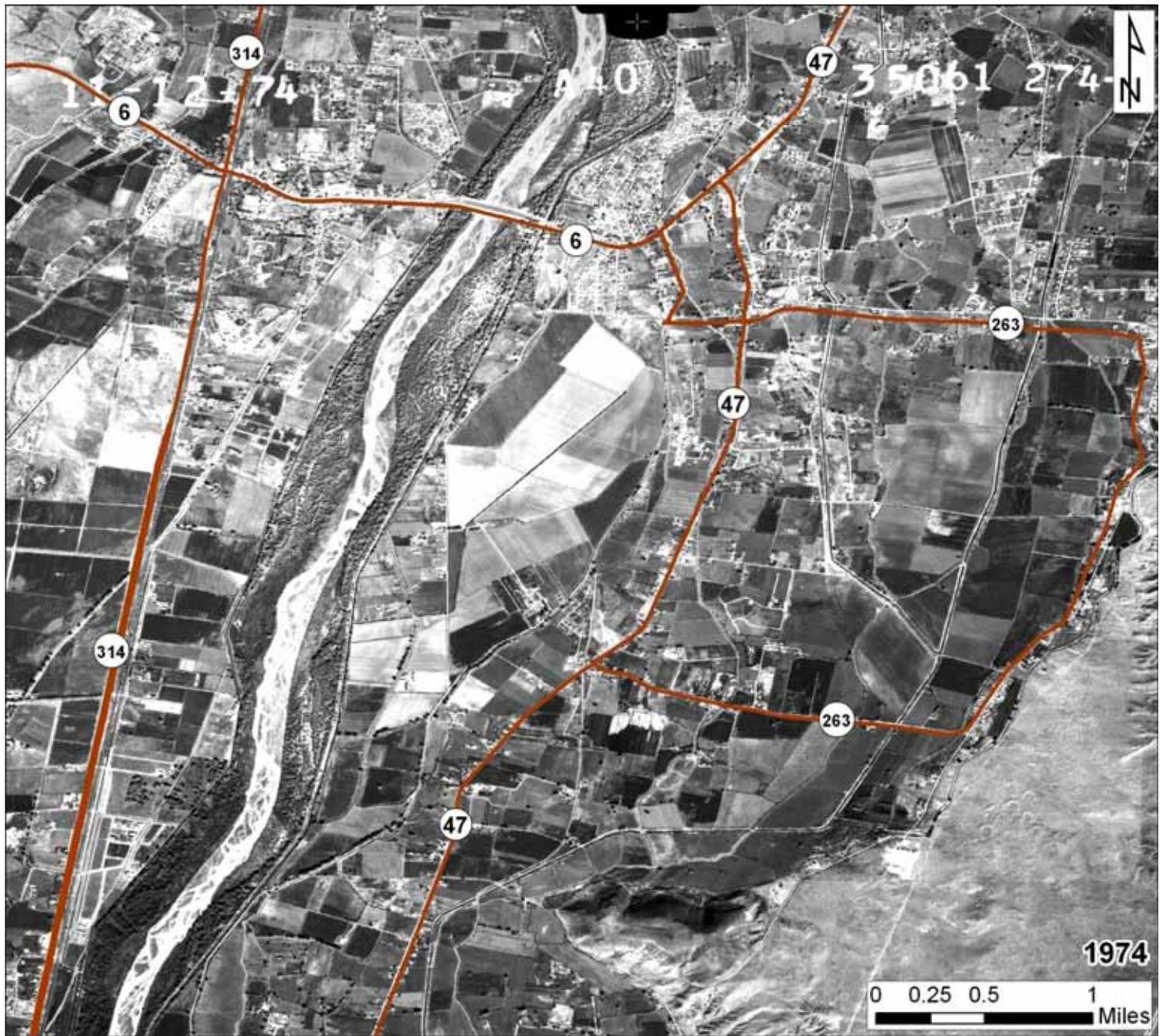
This aerial photo shows the area south of NM 6 in 1963.

Note how little development existed at that time.

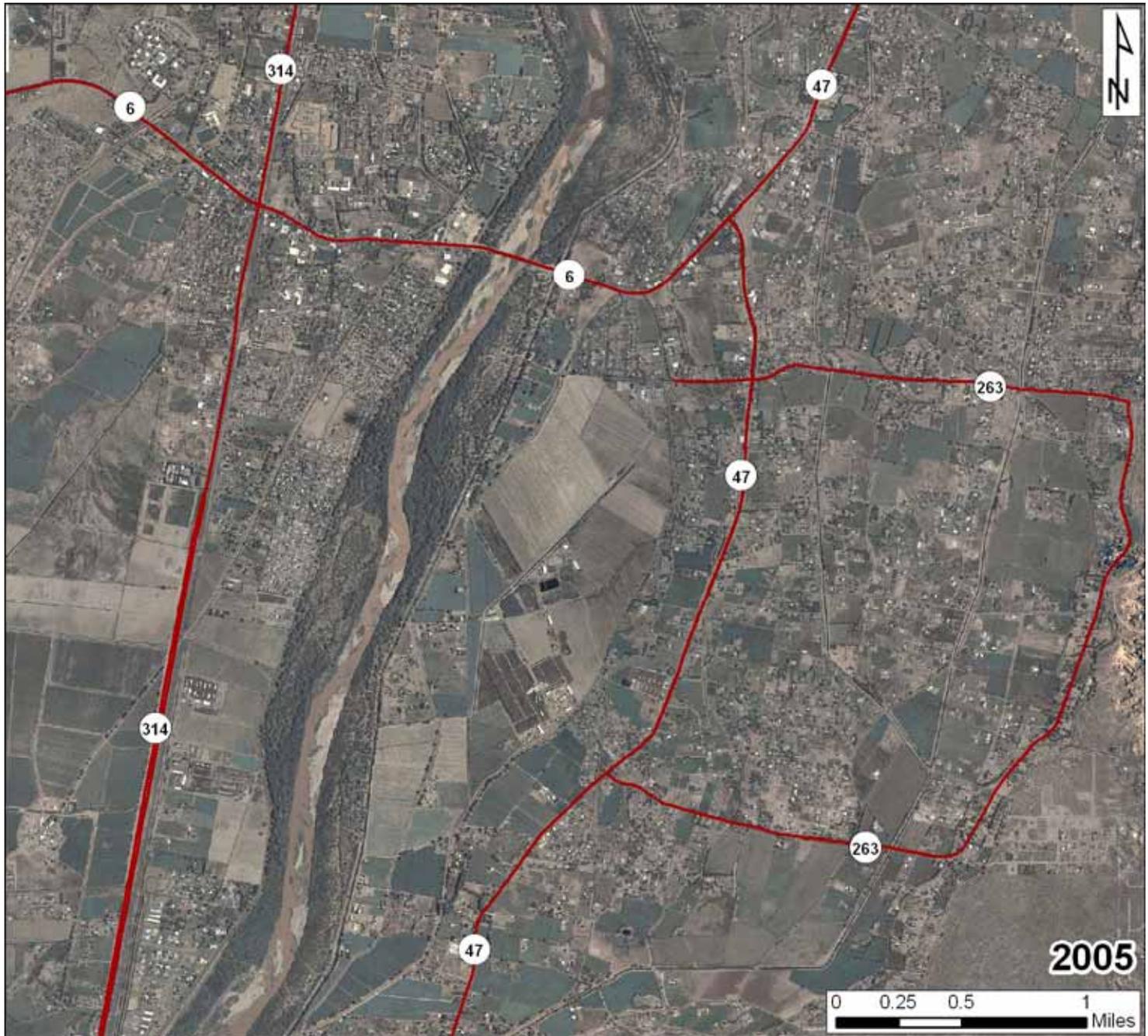
The Los Lunas area was mostly farmlands.



By 1975 the lands surrounding the Village to the south were still mostly agricultural. However, residential development is becoming apparent in Los Lunas Peralta and El Cerro.



By 2005 residential properties are spread throughout EL Cerro Loop, along NM 47, and between NM 314 and the river.



Much of the new growth is occurring in large master-planned communities and in smaller parcels across the Valley. While the largest master planned communities are west of the river, approved developments exist in the Valley area east of the river and on the East Mesa.



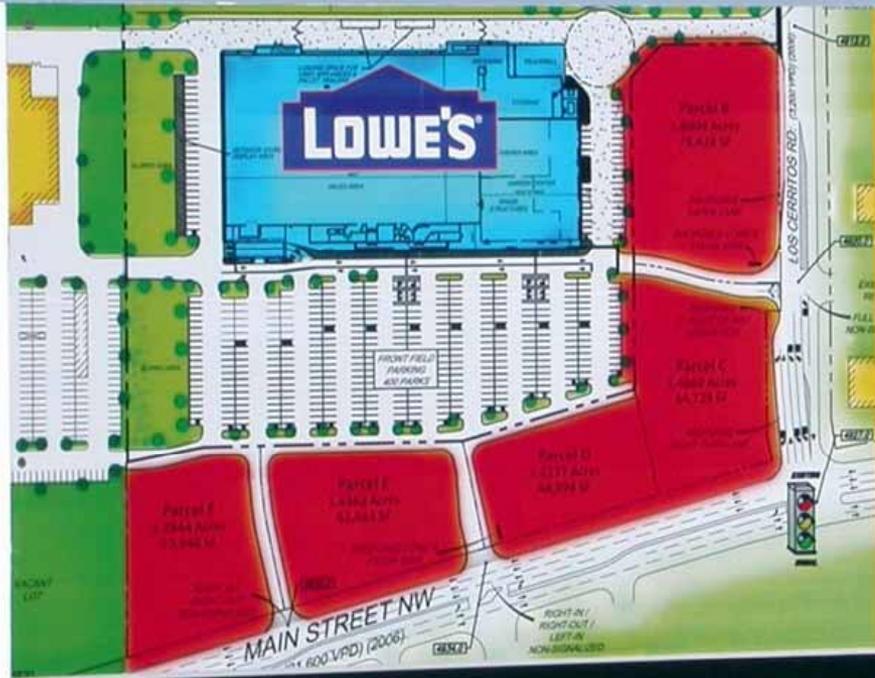
Development within and near Huning Ranch has already been substantial. The area surrounding the I-25/NM 6 Interchange has changed significantly over the last 10 years. While mostly vacant in the late 1990's, today this area is the economic hub of Los Lunas.











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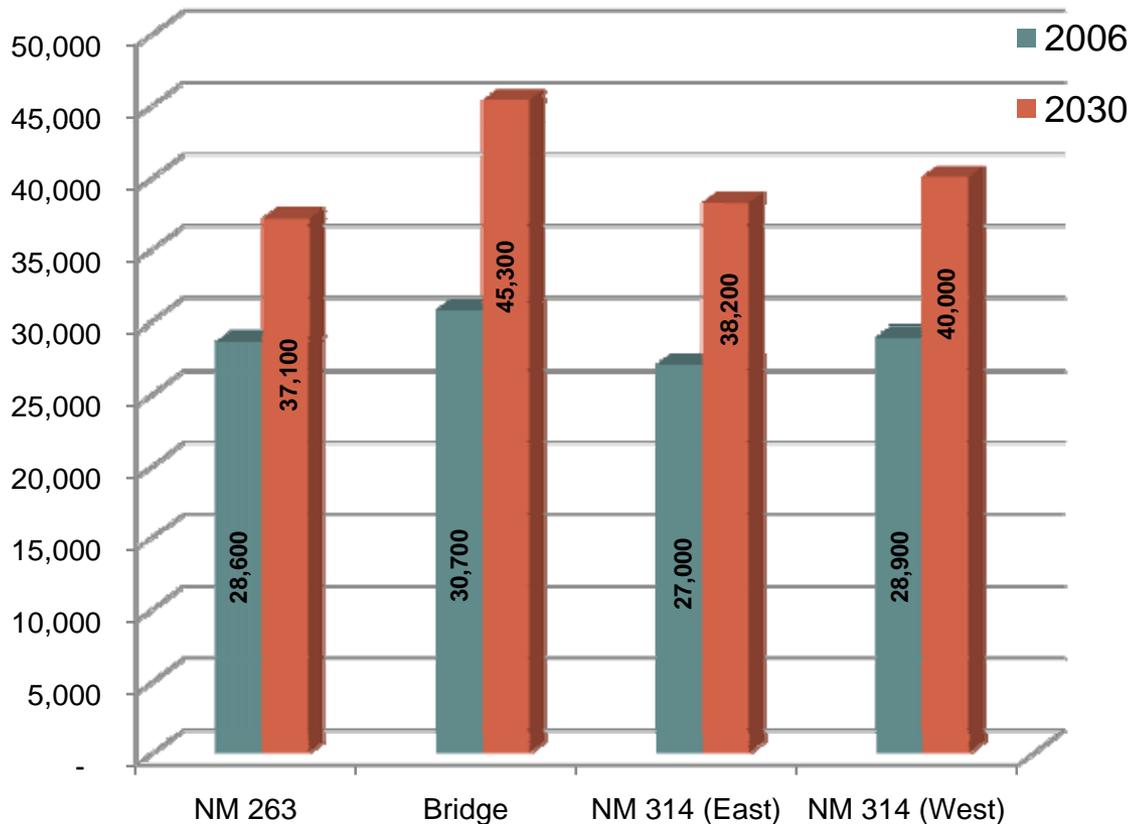
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The increase in population and location of new developments affects the amount of traffic as well as travel patterns. These bar charts show the amount of growth projected at four locations along Main Street.



As shown, traffic volumes on Main Street will grow to 37,000 to 45,000 vehicles per day within the next 20 years.

This is an increase over current traffic by 9,000 to 15,000 vehicles each day.

Growth within Los Lunas and in the nearby unincorporated areas has resulted in congestion on Main Street, as well as on other main roads serving Valencia County. The existing problems are expected to become much worse in the next 10 to 20 years.

Changes to the street and highway system are a necessary part of growth. The Los Lunas Corridor Study is part of the planning process to determine options for what can be done.



In addition to the delay caused by congestion, the ability to respond quickly to accidents and other emergencies can be affected by congestion. Fire trucks, police, and other emergency response vehicles are slowed by traffic blockages on NM 6 and NM 47.

Moreover, because accident and other medical emergency patients are driven to Albuquerque for emergency trauma treatment, their response and transport can be significantly delayed by congestion on NM 6 and NM 47.





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

Many options are available with regard to the type of roadway to consider. Based on the projected traffic flows and the semi-rural character of the study area, the project team recommends a 4-lane roadway with limited access. Montano Road in the Albuquerque North Valley is an example of this type of roadway.



In addition to the number of lanes, other roadway features are under consideration to increase access for bicycles and pedestrians and to minimize impacts to nearby lands. These include:

- ✓ Trails for bicycles, pedestrians, and horses
- ✓ Berms to reduce noise
- ✓ Trees and shrubs to shield the roadway from adjacent properties

Comments from the public are desired to help determine which of these (and others) corridor features are important.

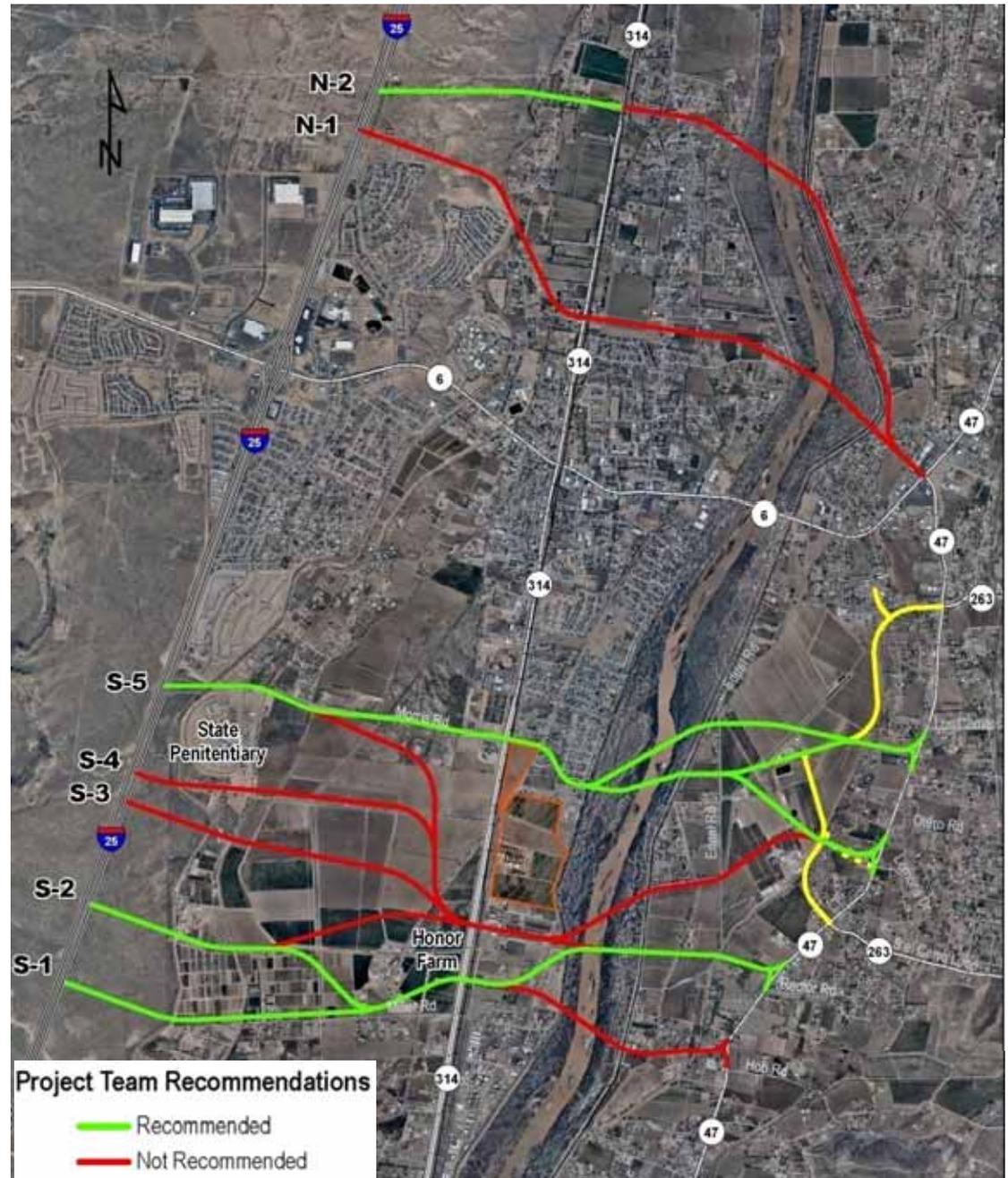


If a new roadway is implemented, where would it be located?

Seven potential alignments have been identified and evaluated for the study area from I-25 to NM 47.

- Two alignments north of NM 6
- Five alignments south of NM 6
- Seven options on how the alignments cross the area between the Rio Grande and NM 47

The red lines on this map are the alignments we think should be dropped from further consideration.



Other alternatives under consideration include:

- Doing Nothing – this approach would leave NM 6 in its current configuration and would not add new roadways to the street network in Valencia County.
- Widening NM 6 – This alternative would widen NM 6 in areas where bottlenecks and other similar constraints exist that affect traffic flow.





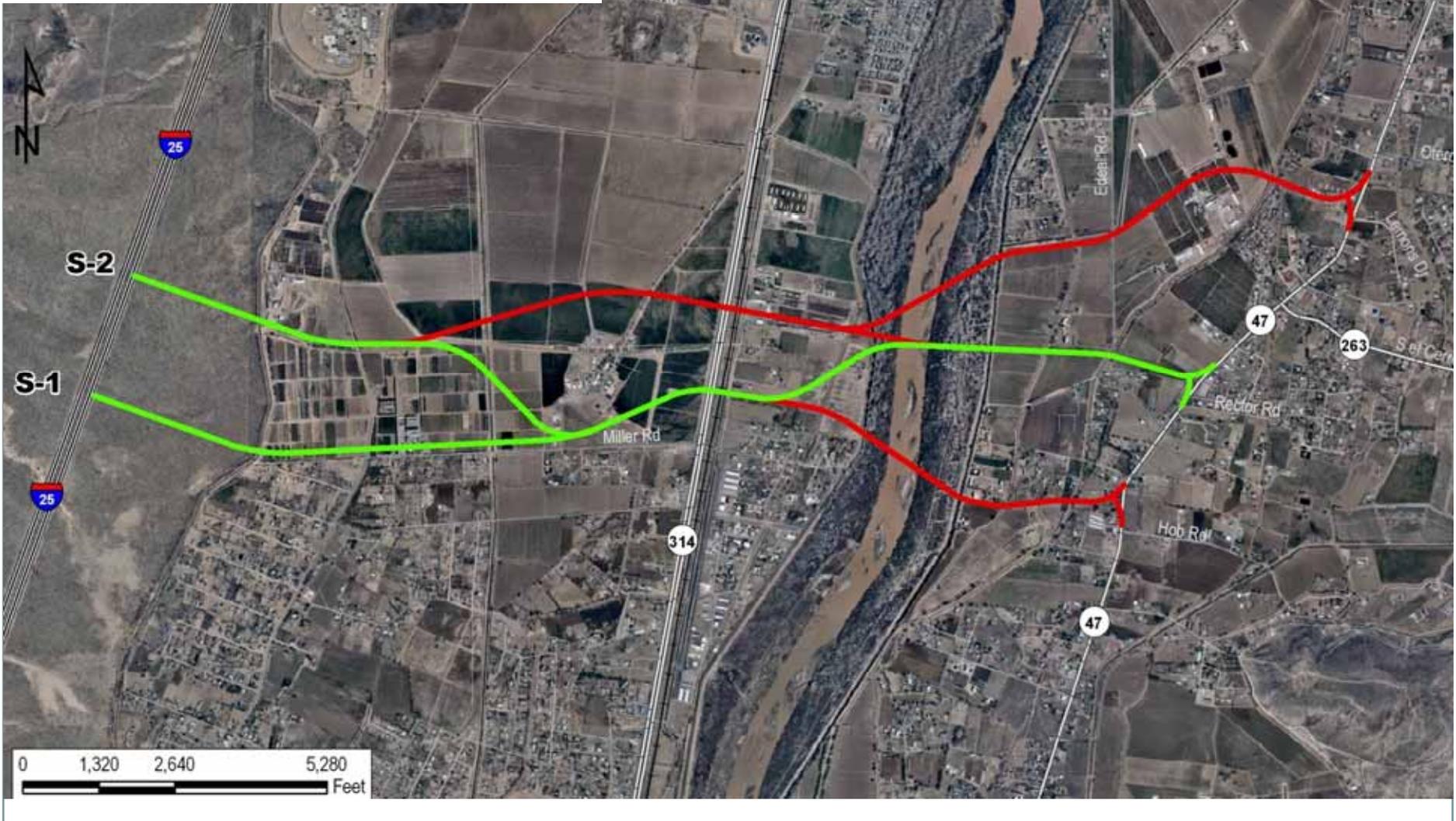
The N-1 and N-2 Alignments are north of NM 6. They begin at I-25 and would terminate at the intersection of NM 47 and NM 6.



The Project Team does not recommend the N-1 and N-2 Alignments because:

- They pass through several neighborhoods and would acquire up to 35 homes.
- They do not serve future growth areas well.

The S-1 and S-2 Alignments are south of NM 6 near Miller Road. They begin at I-25 and would terminate at NM 47 at one of three locations.



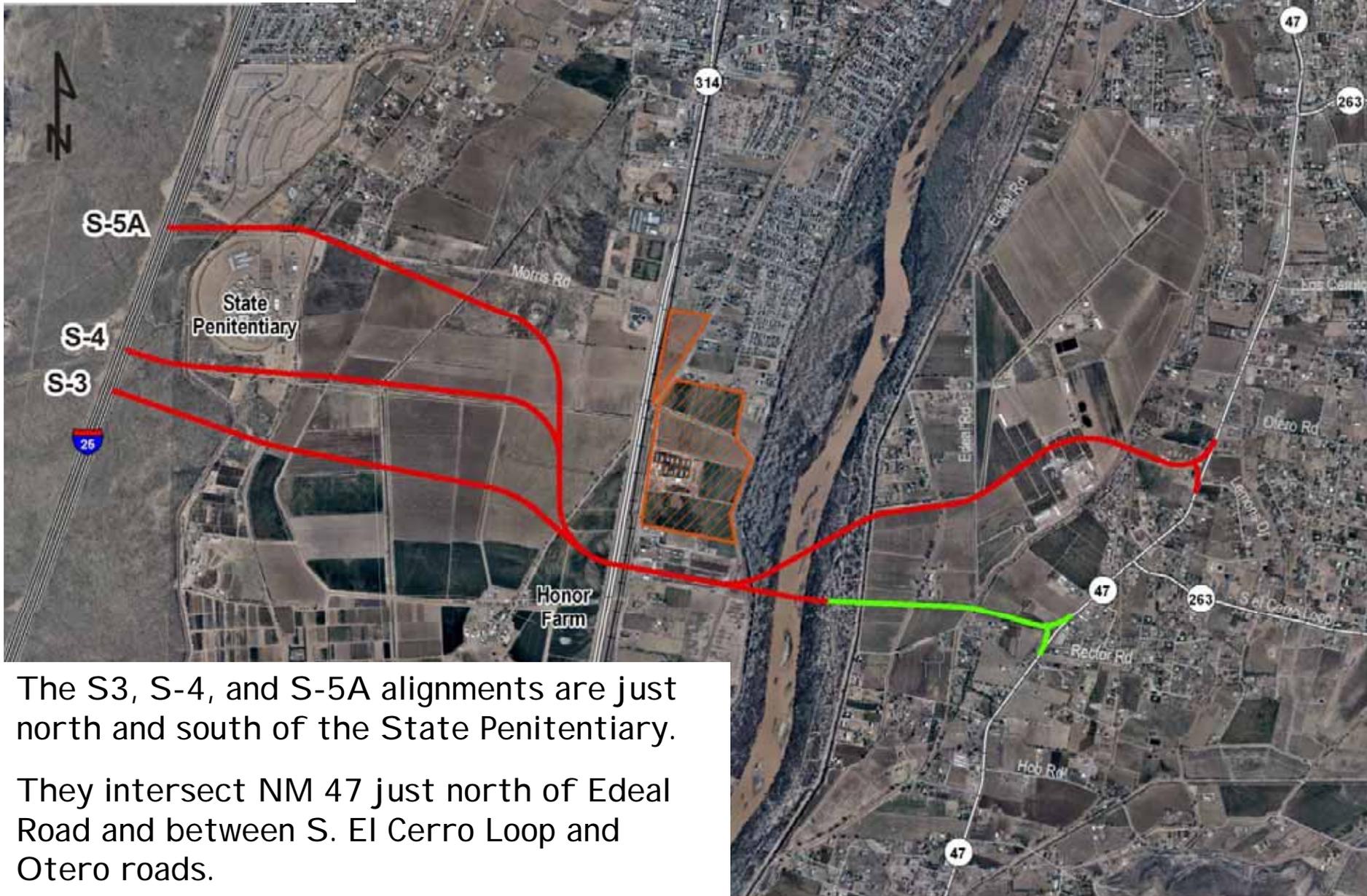
The Project Team recommends the S-1 and S-2 paths shown in green as one of the options to evaluate in further detail. The red alignments are not recommended because of their:

- Intrusion into Tomé
- Need to widen NM 47
- Disproportionate farmland takes



Project Team Recommendations

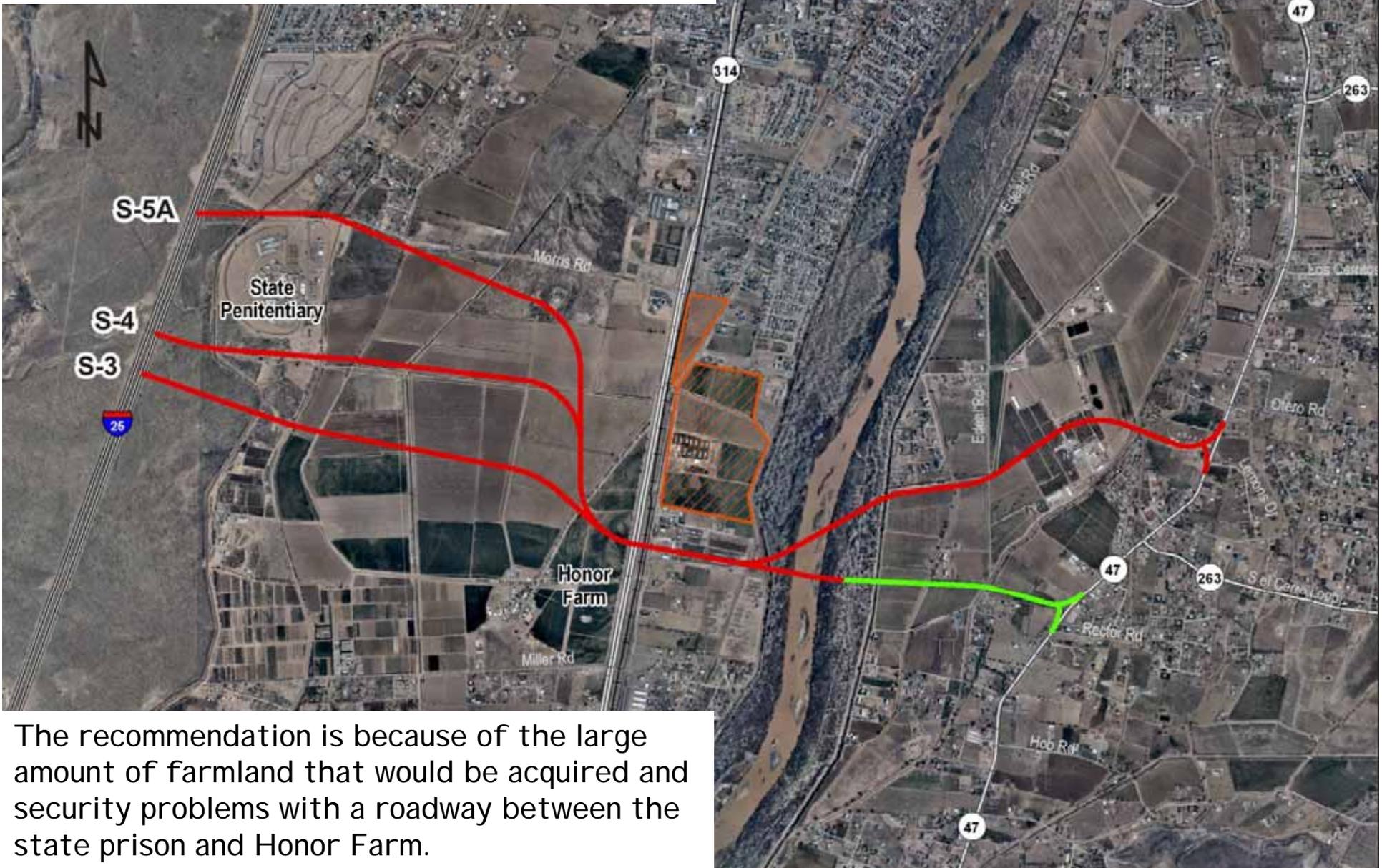
- Recommended
- Not Recommended



The S3, S-4, and S-5A alignments are just north and south of the State Penitentiary.

They intersect NM 47 just north of Edeal Road and between S. El Cerro Loop and Otero roads.

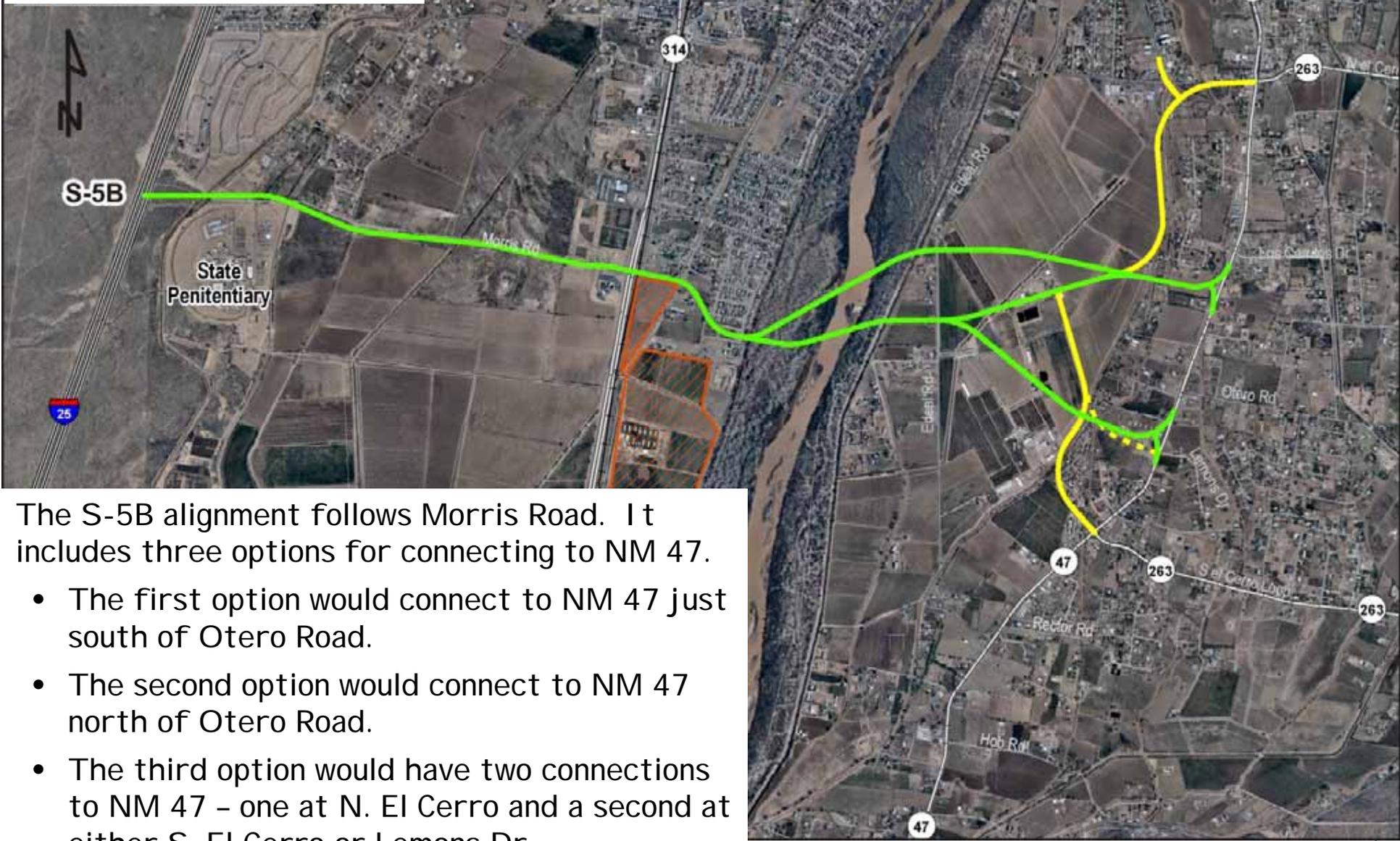
The Project Team does not recommend any of these alignments (except for the part shown in green that is part of the S-1/S-2 alignment).



The recommendation is because of the large amount of farmland that would be acquired and security problems with a roadway between the state prison and Honor Farm.

Project Team Recommendations

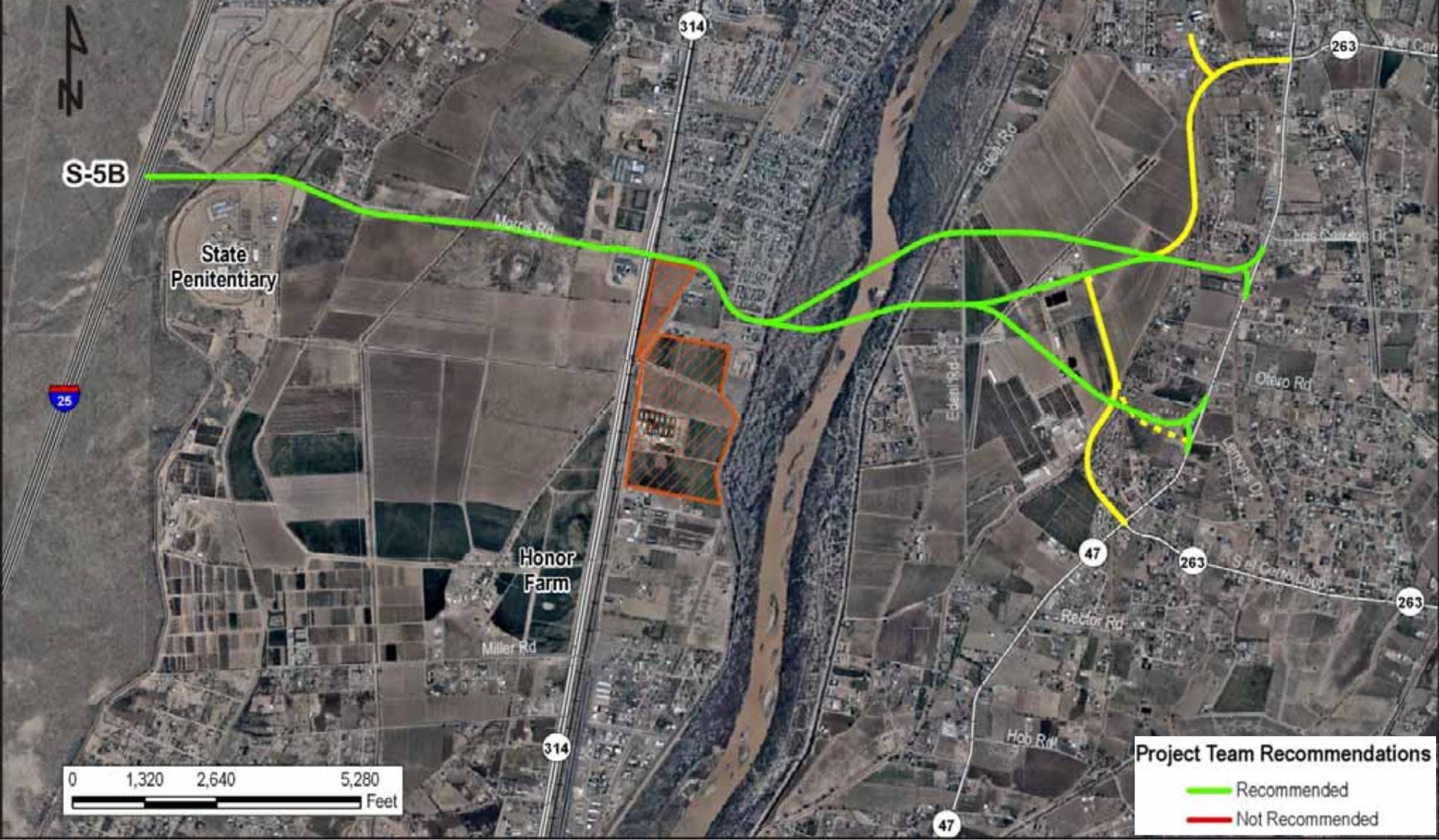
-  Recommended
-  Not Recommended



The S-5B alignment follows Morris Road. It includes three options for connecting to NM 47.

- The first option would connect to NM 47 just south of Otero Road.
- The second option would connect to NM 47 north of Otero Road.
- The third option would have two connections to NM 47 - one at N. El Cerro and a second at either S. El Cerro or Lemons Dr.

The Project Team recommends the S-5B alignments shown in green. Recommendations for the yellow lines have not yet been made.



Options to extend the alignments east to the Manzano Expressway have been identified, but are not recommended by the Project Team.

The Project Team recommends improving portions of NM 263 to a 3-lane section with shoulders to improve traffic flow and safety.



What Happens Next?

- Comments already received along with comments from this meeting will be used to:
 - I identify the alignments to advance for further analysis.
 - I identify the alignments that will be dropped from further consideration.
 - I identify issues that are important to the community and other stakeholders.

What Happens Next?

- All comments will be summarized and reviewed
- The Councils and Commissions of the County and municipal governments will be asked for their recommendations on which alignments...
 - To eliminate from further consideration
 - To evaluate in greater detail
- Based on the feedback and direction of the Councils and Commission, each of the recommended alignments will be assessed in more detail.
- The next phase of analyses and assessments will consist of a detailed evaluation of community, environmental, and community factors. Some of these factors include...

Consideration of impacts
to irrigation and farming
operations...





Consideration of impacts to neighborhoods and community facilities...



Consideration of cultural events
and historic properties and sites...



The rural lifestyle within the study corridor will be a consideration...



Impacts to businesses and local services is a consideration...





The effects on access to schools and community facilities...





The effects on unique land uses...



The effect on emergency response. This is particularly important for the “Do Nothing” option if emergency response times are affected by congestion



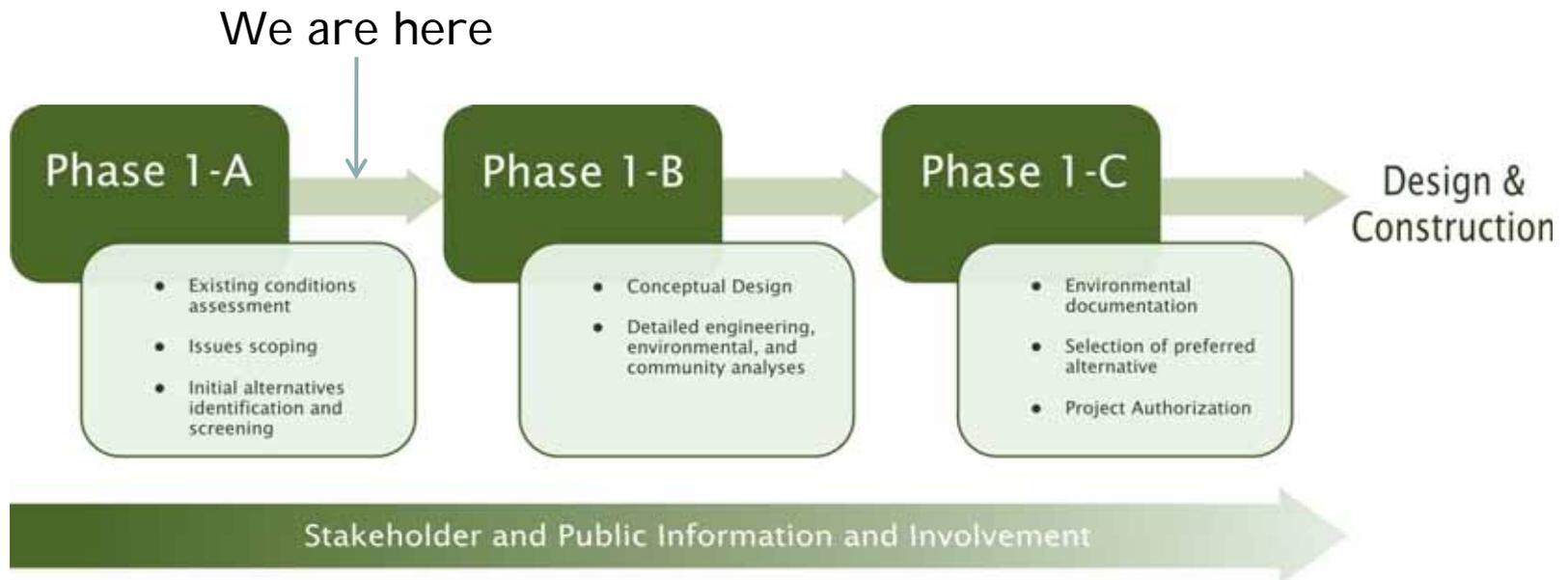


The effect on natural resources and protected plant and animal species.



When will a final alternative be selected?

- The corridor study process includes three major steps.
- We are nearing the end of Phase A
- Phase B -- the next step -- will be completed by late 2010
- Phase C will be completed in 2011.



Thanks for watching this slide show.

Please direct your questions to the Project Team representatives that are in the room.

You can submit comments by using one of the flip charts in the room or by mailing your comments to the Team.

If you want to mail your comments, please send them by February 12. The comment forms are return addressed.