



1.0 Introduction

The Mid-Region Council of Governments (MRCOG) and the Village of Los Lunas held the third public meeting for the Los Lunas Corridor Study (LLCS) on Tuesday, September 21, 2010. The objective of this meeting was to present updated information about the project, including the project purpose and need and revisions made to the alignment alternatives subsequent to the prior public meeting in January 2010, and to present the findings of the ongoing analysis process. The meeting was held at the Los Lunas Transportation Center in Los Lunas, New Mexico. This technical memorandum summarizes information about the meeting and provides a summary of comments received.

2.0 Meeting Overview

Notification of the public involvement meeting occurred through several methods. These included the following:

- Newspaper advertisements published in the *Valencia County News-Bulletin* on Wednesday, September 8, 2010 and on Saturday, September 11, 2010.
- Distribution of meeting announcement flyers. These were distributed via email (465) and US Postal mail (197) to all individuals who have attended previous meetings and/or who are included on the project contact list. The advertisements and flyer are attached to this document (Attachment A).
- Meeting notices placed on the MRCOG and Village of Los Lunas project websites.
- A newspaper article published in the *Valencia County News-Bulletin* on September 18, 2010. The article included information about the proposed project and the upcoming public meeting.

The meeting was held using an open house format with informational boards displayed throughout the meeting room. Project Team representatives were stationed at the displays to explain the information to meeting participants and to answer questions. The displays presented the following information:

- Data on how growth has affected Valencia County and the County's transportation system.
- Findings of the public opinion survey conducted in March 2010.
- Information on the features of the proposed roadway typical section and the other features of the roadway, such as landscaping and trails.
- Two sets of displays of each roadway alternative, including widening of NM 6; Miller A, B, and C Alternatives; and Morris A, B, C, and D Alternatives. These displays illustrated the alignments and summarized the major consequences of each.

In addition to the project displays, two other stations were used. The first station consisted of a large schematic map of the project area and surrounding communities/neighborhoods. Meeting attendees were asked to identify the place of their residence or business. This data was used to identify where meeting attendees came from and to gauge the extent of community interest by geographic location. The resulting map is provided as Attachment B.

The second station consisted of an area where attendees could write comments on large flip charts. A Project Team member was at this station to either write the comments for individuals or to observe the comments being recorded.



Approximately 184 people signed in at the registration tables located at the meeting entrances. It was observed that other people attended the meeting but did not sign in. The number of people who did not sign in was estimated to be small (10% or less). All meeting attendees were provided a packet with the same information included in the display boards, along with a return-addressed comment form. Comment forms were also available on the project websites. A copy of the handout and comment form is included as Attachment C.

Comments on the project were obtained using several methods:

- Comments forms and tables to fill out the forms were provided at the meeting. People who chose to submit comments at the meeting were able to deposit their forms in a comment box or to leave them at the sign-in table.
- As mentioned above, flip charts were used to voluntarily record comments from individuals at the meeting.
- Written comments using return-addressed comment forms, email, or letters were accepted until the end of October. While the comment forms requested return by October 8, all comments received up until October 29, 2010 are included in this summary and have been entered into the project record.

Forty-five people recorded their comments and statements on the flip charts at the meeting, 44 comment forms were returned at the meeting, and 29 additional comment forms and/or emails with comments were received following the meeting (up until October 29, 2010). All substantive comments received are summarized in this document. Readers should note that only the salient points of the comments are included in this summary and that the names of people who submitted comments are omitted to respect their privacy. Complete copies of all comments received are maintained in the project records.

The alphanumeric designation at the beginning of each comment represents each individual comment. The source of each comment is designated by the letters A, B, and C. Comments with the designation "A" are from flip charts. Comments designated as "B" are from comment forms, letters, and emails. Comments with a "C" designation are comments that were received since the last public meeting, which was held in January 2010. While not received in response to a specific public meeting, they are included as part of the public comment record.

3.0 Comments Received

3.1 Comments Written on Flip Charts

Forty-five people provided comments on flip charts at the meeting. All comments are included below as written on the flip charts.

- A1: **Morris Road** is important to Huning Ranch, a major population center, and right-of-way is available. 800+ houses are in Huning Ranch today.
- A2: Q: What has Los Lunas done to solve problem? (Timed lights only response.) Opposed to bridge and taking farmland. Q: What neighborhood has volunteered to have bridge?
- A3: Likes **NM 6 widening** alternative; businesses can relocate; businesses will be vacant from economy.



A4: Everybody should go back where they came from.

A5: This individual made several statements:

- The further north, the better, even north of NM 6. Concern over increased traffic on S. El Cerro Loop.
- Consider segmented approach to NM 314 and see if it helps. Re-doing Main Street would be a mess.
- Morris with 2 legs at Edeal land is best [**Morris D**].

A6: **Widening NM 6** should stay as an alternative.

A7: Prefer **widening NM 6**. Oppose middle valley access. Improve NM 47 for access north along with Manzano Expressway. Should have been done years ago.

A8: Keep **NM 6 widening** as an alternative. Could attract more businesses if better access and parking were available. Keeps local shoppers local.

A9: This individual made multiple statements:

- Show what intersection design looks like. How many traffic lights are we dealing with?
- Manzano Expressway should be 5 lanes (4 plus turn lane). Should be a big consideration of this study.
- Minimize number of street lights. Preserve our night skies; minimize lighting.
- Leave NM 6 alone. Not an option to widen this.
- Morris will be more expensive than Miller west of river due to frontage roads, and cost of land for Miller would be less if land trades are an option with public lands. Morris seems too close to NM 6 also. Congestion will increase more quickly (circulating traffic west of river).

A10: This individual made two statements:

- No reason to encourage more traffic and suburban sprawl.
- Climate change is happening; no need to deny it.

A11: No Build option makes no sense.

A12: Prefer **Miller A**.

A13: Prefer **Miller A**.

A14: Widening NM 6 is a bad idea. It would be a fiasco while under construction.

A15: Why can't it be done in segments? I-25 to NM 314, etc. Otherwise, it will take 20 years.

A16: Do NOT do Miller A.

A17: Agree with Morris with 2 legs through Edeal land [**Morris D**].



A18: More roads mean more sprawl. We can't continue to sprawl all over the landscape. There's not enough water to support more growth. Not to mention more roads means more oil use. More pollution means more climate change.

A19: Agree with comments under A18 above.

A20: As far north to join NM 47 as possible.

A21: Obviously need another bridge; can't leave it as is. Prefer **Miller** alignment.

A22: Agree, need another exit south of NM 6 that crosses the river. #1 choice is **Miller C**. #2 choice is Morris D.

A23: Definitely need another exit. #1 choice is **Morris D**. #2 choice is Miller C. Just build it.

A24: Prefer **Morris C** and **Miller C**. Consider future options further south. (2 more exits between NM 6 and North Belen exit.)

A25: **No Build** option is preferred. Building a bridge for unbuilt development in a time when no one is building makes no sense. A bridge induces sprawl and subsidizes developers. Encouraging sprawl at the cost of agricultural land destroys the culture of our community and is unacceptable.

A26: Agree with comments under A25 above [**No Build**].

A27: Agree with comments under A25 above [**No Build**].

A28: New bridge will not fix congestion on Main Street. All alternatives will not achieve the goal of relieving congestion on Main Street. Miller Alternative is too far south to capture trips. No one will go south to go north. Moved here to get away from the city. Large animals need rural environment. New road will make it too urban.

A29: This individual made several statements:

- Where is money for the hospital? Is it being used for the bridge?
- Consider an elevated, double decker road.
- The further north, the better, with overpass over railroad tracks. (Belen has an overpass.)

A30: Concern that road not be turned into a commercial strip. Less lighting (keep dark sky). Better to keep it north. (Tree lined arterial doesn't assure it won't turn commercial. Zone it appropriately.)

A31: This individual made two statements:

- Agree with Kurt Winker's letter [Letter from Mid-Valley Air Park – **Morris** Alignment].
- Prefer intersecting NM 47 as far north as possible, north of S. El Cerro Loop. Minimize out-of-direction travel.



A32: Los Lunas needs to do a better job of telling the community what they're doing to solve problem other than condemning farmland.

A33: Why not consider the growth on the east mesa? These alternatives won't help. Want connection east of NM 47, especially by UNM Valencia Campus.

A34: They're going to ramrod it down our throats—they'll do what they want.

A35: We desperately need it. Two bridges are even better. Congestion delays ambulances. Connect to N. El Cerro Loop to intercept traffic.

A36: Not comprehensive enough. More county-wide, not just Los Lunas.

A37: Rio Grande is a major flyway for migrating birds. Concern that birds need place to stop in water.

A38: This individual made two statements:

- Need a bridge. It's a mess now.
- Separated trails are preferable (as shown). Recommend separate bike path continue to the Rail Runner.

A39: Strongly in favor of **Morris** Road. 3 reasons:

- 1) Best relieves NM 6 without too much excess driving for new project housing developments.
- 2) Best accommodates access to Rail Runner from east side of river. In 5 years when gas is \$6/gallon, this will be even more important to people who work/school in ABQ.
- 3) Best "Natural Divide" between "city" (Los Lunas) and "country" (rural/farm areas south of Morris Road). Many in the south – Airpark and Los Chavez – are concerned about the encroachment of "city" into far areas.

A40: Widening NM 6 is not the answer. Second road is needed. Hopefully will go through State land (Honor Farm) but Morris provides better access to Rail Runner.

A41: Any other access across river south of NM 6 would enhance access to "new hospital."

A42: This individual made several statements:

- **Miller C** is my fave. Less length equals lower cost and less accidents.
- Miller A alternative is too curvy.
- Miller B alternative is too curvy.

A43: Suggest posting what changed from last meeting.

A44: Like the high walls between the road and residential areas. Maintains privacy and prevents crime.



A45: This individual made several statements:

- Problems at NM 47 and Edeal (safety issues) won't be resolved with the Morris Alternative.
- Should be further south. Why so close to NM 6?
- In hard times like this, it would be wiser to spend money on schools.

3.2 Written Comments

Returned comment forms and emails containing comments are summarized below. As mentioned before, the summary of written comments is limited to the salient points included on each form. Some forms contained numerous comments addressing multiple issues. All comments received via comment form or email are preceded by the letter "B."

B1: **Morris B** seems to be the most direct route with the fewest stoplights and the least negative impact to homes and businesses. By locating it at Morris rather than Miller, it seems that the folks using NM 6 will be more likely to use it as an alternate route.

B2: This form included several comments:

- Regardless of option chosen, effective lighting is crucial because so many of us are early morning commuters. Provide low profile lighting, lower to the road grade.
- Recommend **Morris D** because of the split and tie into S. El Cerro Loop.
- NM 6 from NM 314 west to I-25 still needs significant help; a turn lane is a must.

B3: Any **Morris** Alignment.

B4: Prefer **Morris D**. The closer to NM 6, the better.

B5: **Morris Road** is the preferred location for an I-25 connection and will best serve Huning Ranch.

B6: **Morris C**. Prefer intersection with NM 47 as far north as possible and north of S. El Cerro Loop.

B7: **Morris D** has access from the north and the south.

B8: This form included two comments:

- We are way behind in building a second bridge.
- **Morris D** would take the traffic from Meadowlake to the freeway and seems to have the best potential to take traffic off of Main Street.

B9: **Morris D** would be the most logical for businesses and residences on both sides of the river.

B10: This form included two comments:

- I'm hoping Valencia County will keep focused on the goal of better traffic access to our community. Please keep this project clean and honest. It is for the people, not the politicians.
- **Morris B or C**.



B11: Keep the alignment at **Morris Road (D)**. Do not use Miller Road; we need the airport.

B12: I prefer the **Morris D** Alternative. It makes the most relief of traffic flow now and in the future.

B13: This form included numerous comments:

- Keep the new road to the north. (Any **Morris** option.)
- Zone it so it does not turn into a commercial strip.
- Keep lighting to a minimum to preserve the night sky.
- Water taken out of the Rio Grande Basin will cause the bosque to die out. This is a major flyway for migrating birds.

B14: This form included two comments:

- If Miller Option is selected, what will the intersection with NM 47 and NM 263 be like? Hopefully, a stop light.
- **Miller C**.

B15: This form included two comments:

- Los Lunas must **widen NM 6** with no “historical” value excuses. The lack of planning by Los Lunas is the reason for this exercise.
- Otherwise, I choose the Morris D alternative. NM 263 (the north loop is slated to be widened) and would feed right into this Los Lunas Bypass. The smaller exit toward the South Loop should better satisfy the extremists there.

B16: Morris C would be the best alternative due to more impact on farm land and less on houses. Although I prefer the **No Build Option**.

B17: This form included two comments:

- A Miller Road extension would not work because it would infringe on Mid-Valley Airport.
- **Morris D** is the most logical.

B18: This form included two comments:

- I believe **Morris B or C** would have the least negative effect on many of us who live in the Valley.
- I recognize the need for the road.

B19: This form included two comments:

- I hope that we take the opportunity to not only relieve traffic congestion but to also make some quality of life improvements. This should include bike, walk, horse, paths, attractive lighting and landscape, and sound barriers.
- **Morris D**.

B20: This form included two comments:

- Miller Road is too far south. Keep this option as close to Los Lunas as possible.
- **Morris C**.



B21: **Morris C** is preference 1. **Morris D** is preference 2, if new roadway is connected to NM 47 along Wolfe Road, our northern boundary.

B22: **Any Morris option** would work. The widening of NM 6 would impact too many businesses/residences and historic sites.

B23: This form included numerous comments:

- Strongly concerned that this will open 2 more corridors for commercial development. Los Lunas has enough fast food and Wal-Mart.
- Prefer roads with set-back trails.
- Strongly concerned about light pollution. Area already has too much illegal lighting.
- **Miller C.**

B24: This form included two comments:

- Essential that zoning be addressed as soon as decision is final. Get it decided. We needed it 10 years ago!
- Either **Miller A or B.**

B25: My vote is for **Miller C**; however, it is really not the best but the best to vote on. Before any are finalized, other options should be looked at.

B26: **No build or widening NM 6** would be the best alternatives. The other options encourage more building, increase sprawl and congestion, and eventually increase the problem. We don't want to become another Albuquerque.

B27: This form included numerous comments:

- A bridge is a subsidy for developers.
- Those who are forced to sell their lands are the farmers, who are the heart of the communities and culture in the valley.
- To divide communities with a bridge and heavily trafficked road in order to bring in new residents is inexcusable. It is inequitable, racist, and ageist.
- Those who move here know what traffic is and need to live with it just as we do.
- No state or federal dollars should be expended on a wasteful project such as this during a financial crisis.
- Further, no one is building homes in these empty subdivisions that you are attempting to bolster.
- The subdivisions and the bridge are sprawl that contributes nothing economically or in quality of life to our communities while causing environmental degradation, pollution, and loss of habitat.
- **Do Nothing.**



B28: This form included two comments:

- Will Miller A access via the road along Luna and the drainage ditch? If so, it impacts me adversely.
- **Do Nothing.** Rank 2 is Morris A.

B29: This form included several comments:

- Stop this project. There is no money. We need to concentrate more on crime, poverty, and lack of jobs in Valencia County.
- Please remember that the “big” federal process will shed a different light on this project based on increased and educated public knowledge.
- **Do Nothing.**

B30: This form included numerous comments:

- I drive Main Street to work daily from east side to west side and traffic rarely is bothersome.
- If a new road is built, I would still be taking Main Street.
- Notice that projected residential growth is near 22,000 west of I-25 and less than 1,000 east of I-25. You could add an interchange without a road east.
- Widening Main Street is the only option to lessen congestion there. People on the east side don't want to go south to get to businesses near Main Street.
- If you must build a road, the closer it is to Main Street, the more it will get traffic off of Main Street.
- If it dumps traffic only, that creates unnecessary traffic on NM 47. Morris D is the only alternative which gets traffic to cross NM 47 (N. El Cerro Loop) without needing to turn on it, so that is the best option if a road must be built at all.
- First choice is **widen NM 6**; second choice is Morris D.

B31: This form included numerous comments:

- I've been against this project from the very beginning. This is a complete waste of taxpayers' money. Instead of doing this, why don't we balance our budget and improve the infrastructure already in place.
- This project will make a handful of people very rich at the expense of the hard working taxpayers.
- Stop the madness. Halt this project. Let us improve the infrastructure in place now.
- No Bridge – No Bridge – No Bridge.
- **Do Nothing.**

B32: This form included numerous comments:

- We would prefer that nothing be done since the El Cerro area where we live will be adversely affected by increased traffic on NM 47 and also on S. El Cerro Loop. We don't need to increase traffic on S. El Cerro Loop!
- We believe that an intersection with I-25 north of Los Lunas would be better.



- Of all the alternatives presented, Morris D seems to make the most sense since it will connect with Meadowlake Road and, therefore, Manzano Expressway.
- **Do Nothing.**

B33: **No build.** Widen NM 6 if you have to do something.

B34: This form included several comments:

- The only alternative that makes real sense, given the population and very heavy traffic from Meadowlake and El Cerro Mission, would be the northern branch of the Morris D alternative. It would require widening N. El Cerro Loop.
- The second best alternative would be the Morris C alternative, although it would be less disruptive of NM 47 to funnel the traffic directly to/from N. El Cerro Loop.
- First preference is **widen NM 6.**

B35: This form included several comments:

- No bridge! There is a fly zone for water fowl in the path the road is going. And birds live in the fields along this road.
- Belen put 3 offramps and it worked there. It would cost less and maybe that makes too much sense.
- **Widen NM 6.**

B36: This form included numerous comments:

- I think the project is unnecessary after you get to NM 314. After that, my first choice is **Do Nothing.**
- Place the project on hold until the economy in the state and nation improves.
- If you go ahead with this, than Morris C is the best, least damaging, and cost efficient. It is the pragmatic planning choice.
- I think the Miller alignments go too far south for most commuters who would have to backtrack north on NM 47 which seems illogical.

B37: This form included numerous comments:

- Sync the lights on Main Street.
- **Widen NM 6.** The fence at the Mansion isn't that old and there is plenty of space here.
- A bridge would destroy the rural parts of our valley.
- Just because Los Lunas sold itself off; we in the valley do not want it.

B38: This form included two comments:

- We don't need another bridge! Clearly, the powers that be really are not interested in anything except a new bridge across the Rio Grande.
- **Widen NM 6.** And: 1. Traffic light synchronization; 2. Off ramp north of Los Lunas on I-25; 3. Off ramp south of Los Lunas on I-25.



B39: This form included numerous comments:

- When have you presented to elected bodies?
- How has this upcoming event been published?
- Los Lunas has done nothing to solve its problems like real cities do.
- Make east/west streets north or south of Main carry more traffic.
- The businesses need to stop griping or have less traffic.
- See examples of Albuquerque on 1-way traffic flows downtown or on Lead/Coal. T or C did this 30 years ago.
- What neighborhood has volunteered to have a bridge?
- People from the rural county have no real input the way you are set up. Why?
- Your pictures of development are by major roads. Why are we promoting tax dollars for eastside developers? Just because there are areas for development doesn't mean they get built. What happened to the massive development that was to be Rio Communities?
- Where is the Citizens Advisory Committee comments?
- **No Nothing or widen NM 6.**

B40: This form included two comments:

- **No Build!** Stay away from Smith Loop!
- If you must, widen NM 6. It's the Village of Los Lunas' responsibility to widen NM 6.

B41: **No Build.**

B42: This form included several comments:

- What is wrong with widening NM 6? Los Lunas should assume responsibility for solving their own problems.
- If the economy gets worse, there will be even more vacant businesses in the strip malls along NM 6. There is nothing wrong with vacating already depressed businesses.
- **No Nothing** or widen NM 6.

B43: This form included two comments:

- No build—we live in a rural area—we can put up with slower traffic. Let's think of the planet—of our grandchildren. We cannot keep paving over the land, building everywhere. Global warming/climate change is happening.
- **No Nothing**, ie. No bridge. Do minor things on Main Street.

B44: This form included numerous comments:

- At this time of great uncertainties, economically, ecologically, there is no need to encourage the spread of suburbs—that fact has already been questioned and all your growth projections will probably never happen.
- To relieve Main Street traffic, a simple two lane road from I-25 to NM 314 is sufficient. The present bridge can accommodate existing traffic.



- As a resident of S. El Cerro, I would recommend a more direct path from Manzano Expressway to NM 47 to serve existing communities and make the whole El Cerro area more peaceful.
- Spend that money on more useful things.
- **Do Nothing.**

B45: This form included two comments:

- I have lived in Valencia County, the Los Lunas area, for the last 30+ years and I am very familiar with the growing traffic problems (and the extreme politics). The only crossing that makes any sense is the most **Southern Miller (A)** proposed alignment. Silly to build a second crossing any closer to the existing NM 6 crossing. That makes no sense. Traffic will still be confined to and concentrated on the same inadequate, insufficient existing roads. The only solution is to build a second crossing as far south as possible. This will allow rush hour traffic at least some chance of dispersing rather than allowing all the current bottlenecks to develop. The very best choice would have been to build even further south near Los Chavez, across the river to Patricio, and then up to the UNM Valencia County campus.
- I urge you to stand firm and do what is right. Most of the folks in Valencia County don't have a clue as to the real needs of a rapidly growing area. And will oppose any change simply because they are not sufficiently educated or sophisticated enough to even begin to understand the problem...much less a reasonable solution.

B46: The project looks excellent. Los Lunas needs a bridge in this area.

B47: This form included numerous comments:

- Top 3 preferences: **Miller C** or B or A, in that order.
- Cost of the project is an important consideration:
 - Net Present Value Cost. Project Cost, less future savings and increased business activity.
 - New tax revenue generated by property developed as a result of option selected, i.e., new development at I-25 interchange. Not much economic benefit can be gained by Morris Road intersection with I-25, as it is encumbered by already developed lots and prison facility. Only two viable corners of the interchange will have improved economic activity with Morris. All 4 corners of the intersection of Miller and I-25 will have positive economic activity greatly enhancing potential future tax revenue to offset the cost of construction.
 - Net Present Value Cost of project in terms of future savings should be considered, i.e., reduce the need or greatly prolong the need for another bridge crossing. It seems that a further south crossing (Miller) will relieve the County or the overall community the burden of another river crossing. This must be factored into the study.
 - Cost of building a parallel road to the new road, i.e., Morris localized road seems to add expense for no additional benefit in the greater good of the county.



- Straighter route seems less expensive in cost and in terms of it being safer, too. Miller C appears to be the best option because it has the fewest number of curves. Morris, all options has the most at 10 or more curves.
- Traffic congestion would appear to develop more quickly on the Morris options and makes the project less effective.
- Miller is preferred because it is closer to the UNM Valencia campus.
- Width of the roadway should probably take into account the land needed for a dedicated rapid ride bus lane to feed both sides of the county and feed people into the Rail Runner station.
- This project is sorely needed for the growing communities of Los Lunas, Belen, and Valencia County.

B48: In favor of **Morris D**.

B49: This form included numerous comments:

- Our concern is to ensure that the Corridor Study takes into account the important role that Mid-Valley Airport plays in the day-to-day life of our area and its economy. Our biggest concern is that the new crossing does not do anything to impede its safe operations and continued availability to the public. Similarly, we see the future of this airport as only growing in importance. Accordingly, it is important to our organization that your study takes into account not only our current role and situation but also the impact that your future plans will have on the airport going forward. Specifically, we are very concerned about the use of the Miller Road options, due to their likely impact on the airport and its future operations. Our concerns relate to the following:
- The growth of this corridor and use, wherever it is established, is inevitable. We would point to past development between Rio Rancho and Albuquerque and how development followed the bridge crossings. Even in the case of the Montano Bridge, which was specifically designated as only ever being one lane and primarily related to local residential traffic, development on both sides of that corridor and the expansion to two lanes has been inevitable and will undoubtedly continue into the future. Accordingly, it is our belief that we need to think not only ten years, but 30 to 50 years into the future!
- As this corridor develops and traffic increases, it is likely that sometime in the not-too-distant future, you will need to consider elevated crossings of the current railroad and NM 314. While there may be no immediate plans for this, it seems to us only prudent to at least have the option open in the future. This will be absolutely impossible to do and still maintain the runway due to Federal Aviation height restrictions in the vicinity of the airport. Those height restrictions are incompatible with the heights that would need to be made for an elevated crossing. Again this will not be an immediate development; however, it would certainly seem to be a possibility at some date in the future (as has happened on Paseo del Norte and Alameda Boulevard in Albuquerque). We would recommend a route that would not eliminate a possible long-term requirement.
- None of the **Morris** alternatives would conflict with airport operations, and we believe that this is a much more natural choice, especially given the commercial development that already surrounds Morris Road.



- As a close community of residents, we also believe the impact to our community, both from a noise and traffic standpoint, would be much less impact if an alternative other than Miller alignments were used. Accordingly, it would seem to our organization prudent that all Miller alternatives be eliminated from the choices.

B50: This form included two comments:

- I think the road through Edeal Road would be good. (**Morris**)
- There is so much development on the mesa off of Manzano Expressway that outlets become vital.

B51: This form included two comments:

- **Morris B** is a more direct route and relocates only 7 homes and 1 business and requires no widening of NM 47.
- Miller alternatives will disrupt, if not destroy, large habitats for wildlife and disrupt a lot of experiments at the Agricultural Center. It will destroy the quiet neighborhoods here.

B52: This form included numerous comments:

- **Morris B** is the least intrusive and will serve everyone better.
- It is close to the new courts.
- It saves money because you will not need to widen NM 47.
- It will also stop traffic from speeding on Otero. We have too much traffic on Otero. We have school bus stops and we cannot leave our driveway safely between 6:30 AM to 8 AM and afternoons from 4 PM to 6 PM.

B53: This form included several comments:

- **Morris D** looks like a great option. It appears to be the best for both the short term and the long term. The double access to NM 47 will be great in distributing traffic and may encourage some small business development.
- The Morris choice takes the least residential area.
- It is a natural divider between more congested residential areas and more agricultural areas.

B54: This form included two comments:

- Cutting a road through the Lee property while Idabelle Lee is still alive is not an option. She is 78 and in poor health. When the land passes to her heirs, a sale of all the land may be possible. Splitting the 10 acres will destroy the future appeal and value—an all or nothing acquisition purchase would be better for all.
- It seems logical to go as far south as possible (**Miller C**) for the first road—later go in between for a second road.



B55: This form included two comments:

- **Miller C:** direct straight route, no curves; shortest distance in Miller alternatives; does not relocate 3 residences; does not relocate 4 buildings on the NMSU Research Center site; does not impact residential setting currently on Miller Road; less environmental noise.
- **Morris B:** direct straight route, no curves; relocates 7 residences and 1 business, compared to 15 residences and 2 businesses (D); does not include as many intersections with other roadways and NM 47.

B56: This form included several comments:

- My choice is **Miller A**. It seems that it is the greatest distance from NM 6 and, therefore, provides greater service of the area and developing areas.
- I would be in favor of roadside or linear collection to take care of drainage. While we do not see a great amount of rain, it seems that this type of drainage is not as unsightly and should take care of the drainage.
- I am not in favor of earth berms along the roadway, primarily because of the added ROW and maintenance required.

B57: **Morris B** appears the best. I travel all roads in the county as an active realtor. The additional access to all roads and the improved free flow will make my job easier, and it will help the total population.

B58: **Morris B**.

B59: **Morris B** looks best to me.

B60: **Morris B**.

B61: This form included several comments:

- **Morris D** is 1st choice. Miller C is 2nd choice. Miller A is very bad—will have a negative impact on NMSU Agricultural Station.
- NM 6 widening alternative is not a solution. It will have a negative impact on too many businesses. We can't afford to have this kind of impact on businesses in a down economy. Enabling NM 6 to handle more traffic is not the solution. Solution is to get traffic off of Main Street.
- The very worst thing to do is to do nothing!!! This is not a solution but a way to perpetuate the problem and make it worse. Public safety is enhanced by building another I-25 interchange south of Los Lunas and extending it to NM 47.

B62: This form included numerous comments and the individual asked that they not be summarized:

- I do not support any of the alternatives proposed at the public meeting for the following reasons:
- Planning/Infrastructure: The rapid urban development adjacent to I-25 within the last 8 years (west side of the Rio Grande along the I-25 corridor), unaccompanied by proper infrastructure to support this growth, is clear evidence of the lack of professional and



proper community planning. What discussions occurred between community leaders and the developers about the necessary infrastructure to support this growth before the frantic building (private and commercial) took place? It is reactive to discuss transportation corridors to support this growth now. I'm sure the developers are smiling all the way to the bank, while citizens are being faced with assuming the financial burden of developing this infrastructure. Shame on community leaders if they continue to support private and commercial development without having the developers own the financial burden of the necessary infrastructure.

- **Comprehensive Study:** The alternatives being considered are narrow in scope. Community leaders who are serious about community planning will make many other considerations in addition to transportation needs such as water supply, bicycling/equestrian/walking corridors, greenbelts, parks, community facilities (schools, recreation center, senior centers, fitness centers), purchasing key private parcels for public use (greenbelts), strategic placement of private and commercial developments and utilities. **START OVER** (look beyond and communicate with adjacent counties and the Isleta Tribe). If such planning has been completed, bring it forward and explain how this focused transportation planning effort will complement that plan! A transportation study should begin at I-25 (at the Hard Rock Café Casino) and extend south to the junction of Hwy 60. The currently proposed are an attempt to address one perceived traffic issue; a couple of hundred yards along NM 6 where there is no center turn lane. Think outside "the box." Focus should be on travel corridors around Los Lunas not through Los Lunas. None of the alternatives currently proposed address the opportunity. Rather all the alternatives are proposed through town. – Before the east mesa is developed, improve the Manzano Express. Buy the land or obtain a right-of-way. Updating and developing this bypass will improve current and future north/south traffic flow east of the river from I-25 to Hwy 60. – Consider some strategically placed corridors to connect I-25 to NM 314. This planning should begin at I-25 and at least south to Hwy 60. Review transportation improvements completed in Flagstaff, AZ which addressed issues surrounding a community divided by heavy railroad traffic. Has serious consideration been given to putting an overpass at the rail tracks at the junction of NM 6 and NM 314? - Evaluate options to change key streets from two-way to one-way. – To relieve school traffic have students ride the school bus, a bike, or walk. This would be a cheap alternative to spending tax dollars to build multi million or billion dollar roads. I do not believe this "peak" traffic period should be considered, the mitigation is already available. – What communications have taken place with Isleta Tribe relative to transportation planning? This needs to be brought forward to the public. – Public transportation: Has the community really given thought to having public transportation (buses, incentives for car pooling)? Millions of people in large cities use public transportation to commute, and only use their vehicles for weekend activities.
- **Current and Future Water Supply to Support Projected Population Growth and Development:** Water is essential to future development in the greater Rio Grande Valley. I recommend our tax dollars focus on a better understanding of our current and future water resources first. Once the current and future water supply and condition of water tables have been assessed, growth projections and sustainability for future development in the greater Los Lunas area can be justified. If this study and results are available, they



need to be provided to the public and included in all future discussions on growth projections and transportation needs.

- Irrigation and Water Rights: How will this project sustain valuable water rights that will be affected by constructing roads, road right-of-ways and road banks through the complex and historical network of irrigation ditches and water channels?
- City Limits: The city of Los Lunas may have traffic problems. The congestion resulting from rapid growth (private and commercial) with little to no transportation corridor planning is unfortunate and frustrating for all that live in the greater Los Lunas area. The city of Los Lunas will need to work together to develop realistic solutions. Don't transfer the responsibility to the county without thoughtful and informed considerations of a comprehensive planning effort that would include Valencia County, Bernalillo County, Socorro County, and the Isleta Tribe. This approach may result in leveraging funding opportunities, and serve the long-term needs (20-50 years).
- Quality of Life: The currently proposed alternatives will not significantly change the outcome however they will destroy people's livelihoods, culture, and the land. I do not support them. The public officials who have engaged in this planning effort without timely and direct notification of landowners whose land and lifestyles will be severely affected through the implementation of any of these alternatives have compromised trust. I recommend that in the future discussion or development of alternatives, you make contact directly with those who will be affected in a timely manner, preferably by telephone rather than the landowner finding out at a public meeting looking at a poster board! No one likes to be surprised! Please include my comments as part of the official public record as documented above, without summarizing.

B63: This form included numerous comments:

- After reviewing the alignments I don't think any of these are well-thought out alternatives. If the development continues in the next 10-20 years as it has in the past 10 years, the alignments being proposed are reactive and not proactive. A study needs to be done to make alternate loops/routes around the problems and not through them.
- This study also needs to incorporate current water studies. At the current rate, the water is going to be the big problem for new and current subdivisions. Soon what little water left in the valley will be bought up by either Albuquerque or areas on the west side. And in the drier years, the water in the Rio Grande will not get past Isleta.
- Los Lunas problems are not everyone's.
- For the future, consider directing traffic to the Manzano Expressway. Make 4 lanes, dropping back on NM 47 as far north as possible and dropping out in Belen south. Would work as a bypass like a lot of cities utilize now.
- Developing access roads between NM 314 and I-25 would take several to take care of future buildup.
- Building a ramp or bridge over railroad track on NM 6 with access lanes from NM 314 would help traffic congestion during rush hour on NM 6.
- Utilizing loops and access roads to the interstate would take care of future problems as well as those that are being addressed now and take a lot less farmlands and residences.



- There is a problem that needs to be addressed but it needs to be well-thought out. And not just keep throwing roads in that will be outdated before they are complete.

B64: This form included numerous comments:

- Miller A and B will have a direct impact on the Los Lunas NMSU Agricultural Science Center.
- Option A has the greatest impact: Removal of 10 to 30 acres of land along Miller Road which results in an adverse effect on the remaining land as to its suitable use for future research. Loss of 4 (or 6?) buildings (residence, IPM Lab, Greenhouse/Head House, Storage Building, and possibly the Office and Seed Barn). Relocation of one domestic water well, septic systems, utilities, buildings, and parking areas. The relocation of these items will use additional farmland currently being used for research projects.
- Concerns for Option A: What will happen to the water rights? Will they be transferred or condemned? Where will the funds come from for replacement and relocation of buildings and infrastructure?
- Miller B: Loss of land is not as great, but gaining access to the land north of the new road is a concern; it is possible we may not have any access at all. This could result in losing even more usable acreage. The east irrigation well may need to be relocated, and the underground irrigation lines (15" PVC) would need to be redirected; these lines feed the east side of the ASC.
- Both options have an impact on the long- and short-term research being conducted by the NMSU Agricultural Science Center and the USDA-NRCS Plant Materials Center.

B65: **Morris C.** The growth has made Main Street almost a parking lot at times during the week. We have to be proactive and do something now. It will take some time for any option to become a reality. Once it is, most of those opposed to it will come to appreciate the new option and all of its benefits.

B66: Our opinions are the same as B54—**Miller C.**

B67: I support the **Morris Road Alignment**. I have property on both sides of Morris Road in the area from I-25 to NM 314. It is currently agricultural and is not developed at this point; therefore, the road would have minimum impact on the physical nature of my property. The alignment would help serve future needs of the immediate area, as well as remove some of the pressure from the NM 6 corridor. This alignment impacts the least amount of private property. This alignment appears to be the most efficient and cost effective alternative of the options offered.

B68: We both would like to recommend **Morris D**. This version directs traffic to both ends of El Cerro Loop and would help alleviate traffic on both Main St. and on NM 47. To select any other option will only delay what is critically needed—relief from NM 263 and south NM 47 traffic.

B69: This form included two comments:

- Strong support for the roadway.
- Use funds from the County waste management costs for roadway and proposed hospital.



B70: This form included numerous comments:

- We need a bridge across the river more than ever before. Anyone who has to drive in rush hour or school traffic knows how congested Main Street is. Then there are the times the bridge is closed for parades or construction.
- It would also make business in Belen more accessible.
- “Do Nothing” shouldn’t even be an option.
- **Miller C.**
- Morris A.

B71: This form included several comments:

- **Miller C.**
- For the proposal: One bridge construction concept – using I-10 on S. El Paso freeway model, commencing west of NM 314 going east to Rio Grande. River site location at Miller Road from NM 314 on the east to I-25 intersection on the west. Using ROW on the north property which belongs to the state, saving money for building one bridge concept. Savings on signage and carry for construction materials.
- Against the proposal: Construction of bridges over NM 314, railroad, drainage system, irrigation ditch, and Rio Grande are required. One bridge concept will save funding for construction and signage and security. Road construction materials not easily available on Morris Road and longer carry. Security, recovery and disposal of.

B72: This form included two comments:

- This is something we needed ten years ago.
- Concerned about the hospital funding moving money from the roadway project. Dump the hospital and the trash pickup schemes and use the money for the roadway project.

B73: Declared water rights. The application may not be finalized until perhaps August 2011. Requested an update on the Miller alignment and/or any decisions on the Morris alignment.

3.3 Comments Received Between Public Meetings

The following comments were received after the public meeting held in January 2010 and before the September 21, 2010 public involvement meeting:

C1: A number of folks ride the train with me—people from Tome, several from Los Chavez, and Valencia (north of 263)—and all of them like the S1 or S2 options [**Miller options**]. They feel the S5 [Morris option] and more northern options are too close to NM 6 and wouldn’t provide as much relief as S1 or S2. Those who live in Tome said they would definitely use the new roadway instead of NM 6 as well as NM 47. They also said it would be just as easy to take the new roadway to NM 314 to get to the Rail Runner station. As it is now, they go north on NM 47 and then have to come back south to reach the station.

C2: North-South frontage road on I-25. All cars on I-25 that would normally use Main St. East, would get on the frontage road. Problem solved. No cars on Main Street. Now we just need a magic wand to make the cars on the frontage road disappear.



C3: This form included two comments:

- A roundabout is a possible solution to the traffic concerns at the NM 314 and NM 6 intersection. They really work to relieve backups caused by having to come to a complete stop at a light.
- A walking bridge on NM 6 at Luna Road would help reduce the congestion caused by the constant disruption of traffic when there are school children crossing NM 6.

C4: This form included numerous comments:

- To me, the **No Build** option means solving actual traffic problems while benefitting valley farmers and residents. Building bridges across the river will only send Valencia County in the wrong direction.
- While recent demographic projections show growth on the east side of the river curtailed and growth on the west side increasing, now with the solar plant in Belen cancelled and Rancho Cielo in doubt, even west side growth south of Los Lunas seems questionable. The Corridor Study ought to undertake new demographic studies and a fresh approach to Valencia County needs and desires.
- With actual growth centered around the I-25 interchange in Los Lunas, the need for a Main Street bypass or loop is obvious. Now the N1 and N2 option [north of NM 6] extended west beyond I-25 and reaching to NM 314 and a new one labeled S6 north of Morris Road would provide alternative routes for residents on either side of Main Street and open up emergency routes to the freeway. In addition, these routes would enable Los Lunas (instead of county residents) to solve its traffic problem.
- MRCOG has recently added an Agriculture Collaborative to its website, showing the desire of valley resident to keep the valley agricultural. The Corridor Study should take the local food movement into consideration in designing a transportation system that will preserve the rural nature of Valencia County, give slow-moving farm traffic priority on area roads, and encourage water conservation and aquifer recharge through increased farming, decreased commuter traffic, and limit residential development. The role of MRCOG in water planning should also be integrated into the Corridor Study.

C5: The Village does not support the widening of NM 6, a traffic circle at the intersection of NM 6 and NM 314, or any other option that would negatively impact historic resources and businesses along NM 6.

C6: This form included numerous comments:

- As far as the roadway for any proposed route, I would like to see a median wide enough to support vegetation, not just for its aesthetic value but for its ability to grow tall enough that it acts as a light barrier for traffic coming from the other direction at night. These might have to be watered on a regular basis. Have they ever been built in a “V” formation, so that water pools in the center, making plant sustainability more likely?
- The 15’ landscape areas bordering the roadway could obtain some of its water needs from the ditches that were proposed, assuming the water from those ditches was fed into the rechargers.



- The **Morris Road** alternative has several advantages over the Miller Road alternative: It would face less opposition from Los Chavez. It would have the least impact on NM 47. The south end of Camelot can connect to Morris, providing a good outlet for people from the Rancho Valencia development and those living even further north off of Camelot. It would allow people in those areas to easily get to I-25 to commute to ABQ or to go east to shopping areas in eastern parts of the village or to go south on NM 314.
- The western interchange on I-25 at Morris could connect to Huning Ranch, giving residents the ability to bypass Main Street to cross over to NM 314 or to continue east to NM 47 or go north to shop at the “Y.”
- Improvements to Main Street would face political opposition, not to mention the high cost of the affected real estate. The fundamental problem with extensive lane additions to Main Street is that it would still leave only one east/west route across the northern part of the county. This is unacceptable for emergency vehicle access. The county needs an alternate east/west roadway across the river.

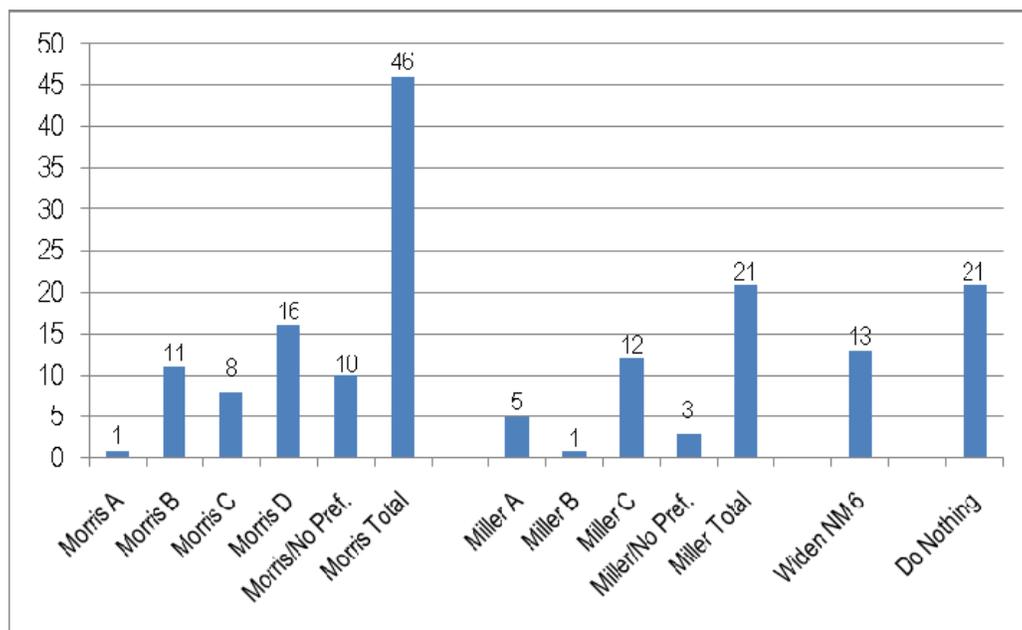
C7: I have just one question: Why does it take so bloody long to get anything done? Do the study and get the project completed.

4.0 Overview of Comments Received

All of the comments received were reviewed to identify: (1) opinions on the preference for specific alternatives; (2) suggestions about the proposed alternatives; (3) comments about issues of importance; and (4) additional points raised by the public. Each of these four categories is summarized below:

4.1 Alternative Preference

The bar chart below provides an overview of the number of comments received that state or imply a preference for a particular alternative. The data shown is based on the Project Team’s interpretation of comments. Because the position being advocated is not readily apparent in some of the comments





received, the data presented in the chart should not be interpreted as an exact tally. Rather, it provides a general comparison of the comments received and an indication of the sentiment of the people who chose to indicate which alternative they prefer.

The labels along the bottom row in the bar chart are defined as follows:

- *Morris A, Morris B, Morris C, Morris D* – responses that specifically preferred one of the Morris alignments.
- *Morris/No Pref.* – responses that stated they preferred a Morris alignment, but did not indicate which one (A, B, C, or D)
- *Miller A, Miller B, Miller C* – responses that specifically preferred one of the Miller alignments.
- *Miller/No Pref.* – responses that stated they preferred a Miller alignment, but did not indicate which one (A, B, or C)
- *Widen NM 6* – responses that specifically supported widening of NM 6.
- *Do Nothing* – responses that specifically stated that no new roadway should be built (same as the No Build alternative).

4.2 Suggestions About the Proposed Alternatives

- Complete the project in segments.
- Limit lighting to preserve night skies.
- Roadway lighting should be effective.
- Move the roadway as north as possible.
- Move the roadway as south as possible.
- Quality of life improvements can be achieved with bike, walk, horse paths; attractive lighting and landscaping; and sound barriers.
- Trails should be separate and set back from the new roadway.
- Install high walls for privacy and crime prevention.
- Minimize traffic lights.
- Improve NM 6 west of NM 314 to I-25; install a turn lane.
- Install a roundabout at the intersection of NM 6 and NM 314.
- Place a walking bridge over NM 6 for school children.
- Provide landscaping within medians and along the new roadway.

4.3 Issues of Importance

- Maintaining an agricultural lifestyle within the Valley and avoid taking farmland.
- Additional traffic on S. El Cerro Loop.
- Concern roadway might become a commercial strip; zone it appropriately.
- Concern over ability to respond in an emergency (public safety).
- Avoiding the NMSU Agricultural Center.
- Avoiding the Mid-Valley Airpark.
- Roadway will encourage sprawl.



- Roadway will contribute to climate change.
- Concern for migratory birds.

4.4 Additional Points

- Improve the Manzano Expressway and connect it to the new roadway.
- The new hospital's funding and access to it by the new roadway.
- The Village of Los Lunas should solve its congestion problems and not push it to the rest of the County.
- Consider growth on the east mesa and provide a connection east of NM 47.
- None of the proposed alternatives will relieve congestion on Main Street.
- Improve existing infrastructure rather than build a new roadway.
- Build a bridge over the railroad tracks at NM 6/NM 314.
- The need for comprehensive community and transportation planning which considers current/future water supply, irrigation and water rights, city limits, and quality of life.
- Businesses along NM 6 can relocate.
- The project should be halted until the economy improves; money is better spent elsewhere.
- Install more interchanges along I-25 rather than build a new roadway.



Attachments

Attachment A

Newspaper Advertisement
Flyer

Attachment B

Attendee Location Map

Attachment C

Public Meeting Handout
Comment Form



Attachment A
Newspaper Advertisement
Flyer



Notice of Public Involvement Meeting for the Los Lunas Corridor Study

Valencia County, New Mexico



The Mid-Region Council of Governments (MRCOG) and the Village of Los Lunas, in cooperation with the New Mexico Department of Transportation, are holding a public meeting to provide current information and gather public input about the Los Lunas Corridor Study. The meeting will provide the public an opportunity to comment on proposed project alternatives, findings, and recommendations. The meeting will be an open house format with project information displayed for review and project staff available to answer questions. The public may come anytime between 4:00 pm and 8:00 pm. The meeting date, time, and location are:

Date and Time: Tuesday, September 21, 2010, 4:00 pm to 8:00 pm

**Meeting Location: Los Lunas Transportation Center
751 Juan Perea Road SE, Los Lunas, New Mexico**

The Los Lunas Corridor Study is a transportation study of travel, traffic, and accessibility problems and needs that affect NM 6 (Main Street) and the surrounding area. Based on findings so far, the study is focused on potential routes for a new east-east roadway that would start at I-25 and end at NM 47. All of the proposed routes that remain under consideration are located south of NM 6 between Miller and Morris Roads. The possibility of improving NM 6 as an alternative to a new roadway and the Do Nothing option are also under consideration.

An initial assessment of the remaining alternatives has been completed. The findings of this assessment will be presented at the public meeting on September 21. Public comments on the project and the latest findings are being sought to help identify which alignments will continue forward for more detailed analysis. In addition, the Project Team is seeking community input on the design features to be included in the proposed roadway including access points, pathways, drainage options, lighting, wall barriers, and other similar features.

Please come at anytime during the open house to learn more about the study and to provide your ideas and input. Comments on the project will be accepted until October 8, 2010.

For more information about the open house meeting and/or Los Lunas Corridor Study, please contact the following persons or link to the project website from www.loslunasnm.gov.

- Loretta Tollefson, MRCOG, (505) 724-3611
- David Pennington, D. Pennington & Associates, (505) 884-0667

Persons with disabilities that require special accommodations for the meeting should call Dawn Tibbetts, D. Pennington & Associates, (505) 884-0667 at least three days in advance of the meeting.



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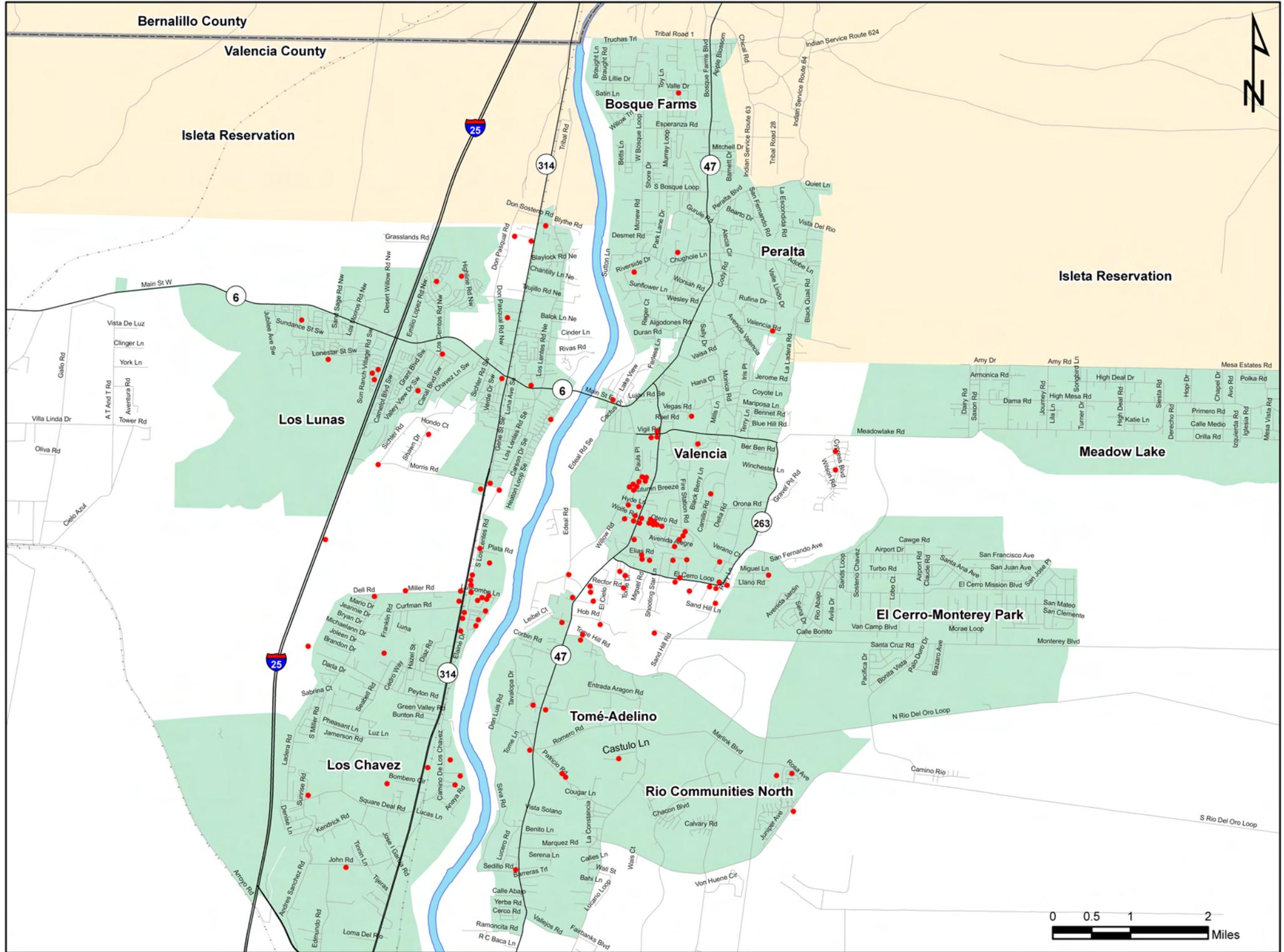
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Attachment B
Attendee Location Map



Bernalillo County

Valencia County

Isleta Reservation

Los Lunas

Bosque Farms

Peralta

Isleta Reservation

Meadow Lake

Valencia

El Cerro-Monterey Park

Tomé-Adelino

Los Chavez

Castulo Ln

Rio Communities North





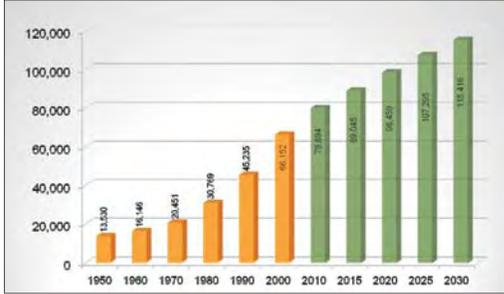
Attachment C
Public Meeting Handout
Comment Form



Los Lunas Corridor Study

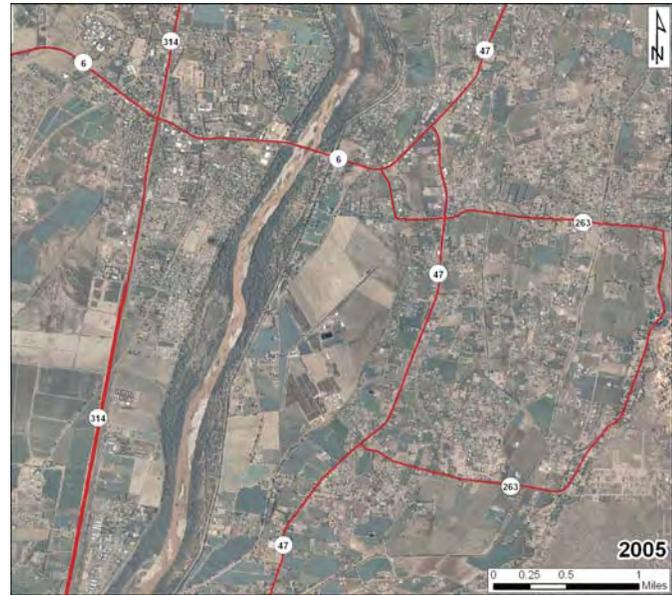


How has growth affected Valencia County?

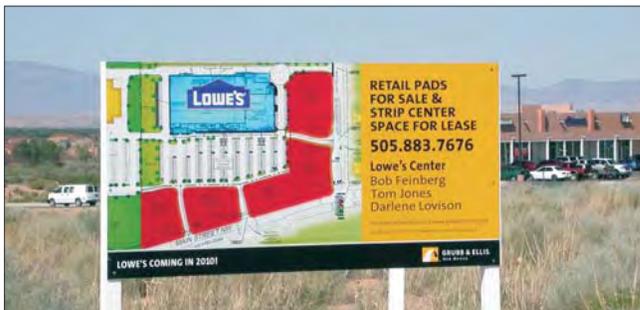


The traffic problems on NM 6 are, in part, a result of the substantial growth that has occurred within Valencia County. The county's current population of around 77,500 has more than doubled since the mid-1980s when the county-wide population was approximately 35,000. Projections show a county population approaching >140,000 within the next 25 years.

Much of the growth has been on both the west and east mesas. During the last decade much of the growth has occurred along I-25 in Huning Ranch and other subdivisions north and south of NM 6. Considerable development within the greenbelt has also occurred over the last several decades (shown by these two photographs) and is still occurring today.

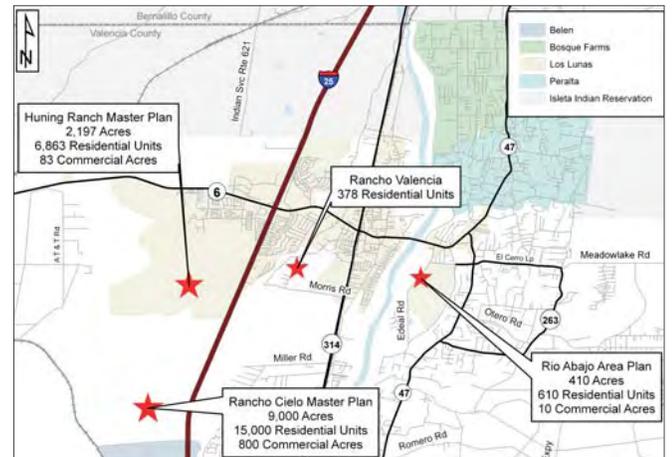


Commercial development southwest of the I-25/NM 6 interchange



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

Even though the county population has increased dramatically, few changes to the road network have been made. Other than the widening of NM 47 south to Otero Road, no new major roadways have been implemented in the past 20 years.



Areas of planned development



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.



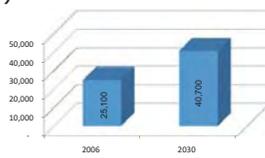
These services, as well as the subdivisions west of NM 314, are affecting traffic volumes and travel patterns. Jobs located within Valencia County will help offset commute travel into Bernalillo County. However, cross-valley traffic will increase as people travel between residential areas east of the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



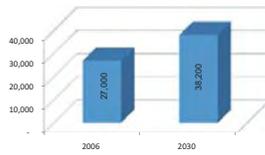
Commercial development west of I-25

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. This data is based on 2030 projections; projections for 2035 are under development.

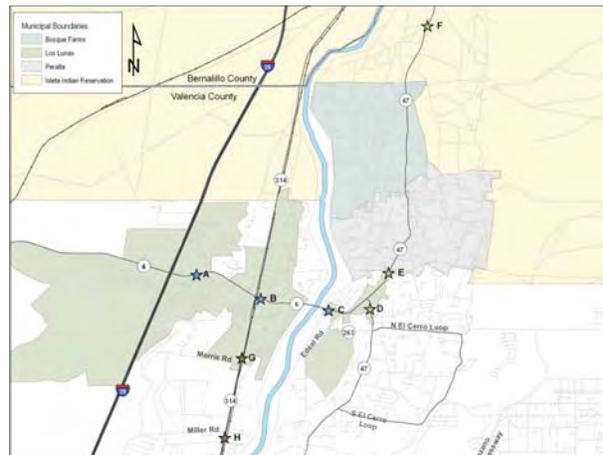
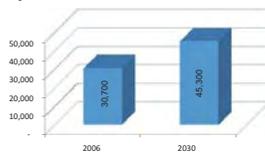
A) NM 6 East of I-25 (Los Cerritos)



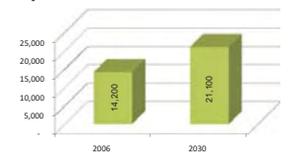
B) NM 6 East of NM 314



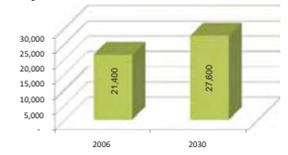
C) NM 6 at Rio Grande Bridge



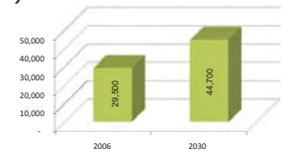
D) NM 47 South of the Y



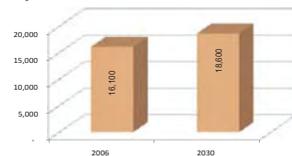
E) NM 47 in Peralta



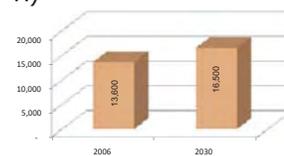
F) NM 47 North of Bosque Farms



G) NM 314 North of Morris Road



H) NM 314 South of Miller Road



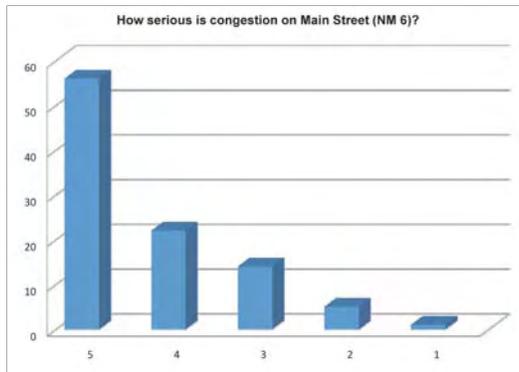
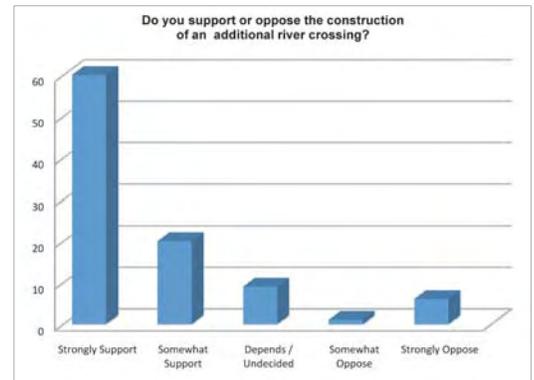
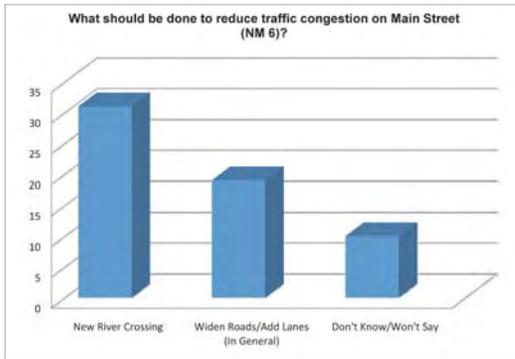
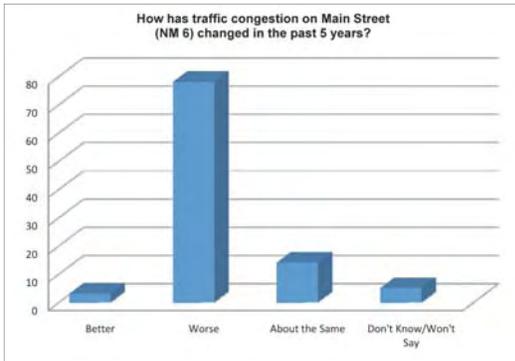


Los Lunas Corridor Study

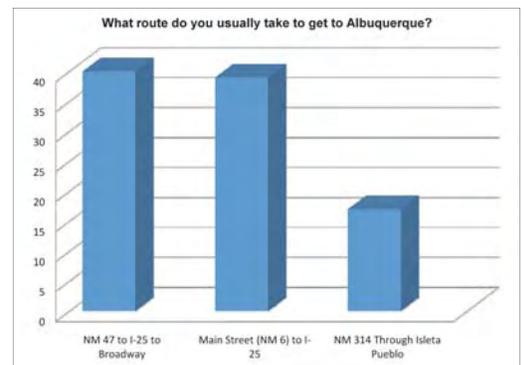


Public Opinion Survey

A public opinion survey was conducted in March 2010 to gauge community sentiment about traffic congestion and the need for a new roadway to relieve NM 6. The survey was designed and conducted by Research & Polling, Inc. — a professional public opinion survey company. The survey consisted of a random telephone interview of 354 people. In theory, in 95 out of 100 cases, the results based on a sample of 354 will differ by no more than 5.2 percentage points in either direction from what would have been obtained by interviewing all adult residents in the selected Los Lunas area. Major findings of the survey are as follows:



Rated on a scale of 1 to 5 with **1** being **Not a Problem At All** and **5** being **Very Serious**





Los Lunas Corridor Study



What Type of Roadway is Proposed?

The proposed roadway is intended to be an arterial street. This type of street is used to provide access to neighborhoods and communities but will not have driveways to individual businesses or residences. As an arterial street, it is intended to carry traffic across the valley and connect to other major roadways. Intersecting streets would include I-25, NM 314, Los Lentos, Edeal Road, and NM 47. A few other street intersections would also be allowed.

A 4-lane roadway is proposed to serve existing traffic as well as projected traffic growth over the next 25 years. In addition to the traffic lanes, the roadway could include other features to serve pedestrians and bicyclists and to help minimize impacts to adjacent properties, neighborhoods, and the environment. While the added features have overall benefits, they also have a downside. The pros and cons of each major feature are discussed below and on the next display.



This photo-based simulation illustrates what the roadway cross section could look like right after construction. In this example, the landscaping is immature. The trail and walls along the alignment are visible.



After 10 years, the trees along the road are larger and provide a buffer between the roadway and adjacent properties. Including this type of landscaping requires adequate right-of-way width.



The exhibits above are based on a roadway **right-of-way width of approximately 165 feet**. This width is adequate to include a roadway median, setback buffers, landscaping, trails, and wall barriers. Linear drainage ponds can also be accommodated in this width.

The photograph to the left shows Montañó Road in Albuquerque just west of 4th Street. While this is a good example of the type of roadway being proposed for the Los Lunas Corridor Study, it has a narrower right-of-way (about 106 feet) and does not include setback buffers or drainage ponds. The trail is also more narrow.



Los Lunas Corridor Study



What Will the Proposed Roadway Look Like?

Other roadway features - and their positive and negative aspects - are as follows. Which of these features would you like to see included in this project?



Trails parallel to the roadway serve bicycles, pedestrians, and people riding horses. The trails would serve to provide access to the Bosque and to cross the river. Including trails requires a wider right-of-way section.

Sidewalks can be provided instead of trails or in addition to trails. Sidewalks represent a more urban setting and may not fit the rural setting of the project area.

The photograph to the left is of Alameda Boulevard in Albuquerque east of Rio Grande Avenue.

Wall barriers at the edge of the right-of-way help block noise and provide privacy for the properties adjacent to the road. Walls can be designed to look like adobe or other materials.

Wall barriers are a relatively low-cost feature and do not require additional right-of-way. However, they do require room for maintenance, usually in the form of a maintenance easement on the wall back-side.

Graffiti can be a problem in some areas. Special surfacing treatments can be used to make graffiti easy to remove.



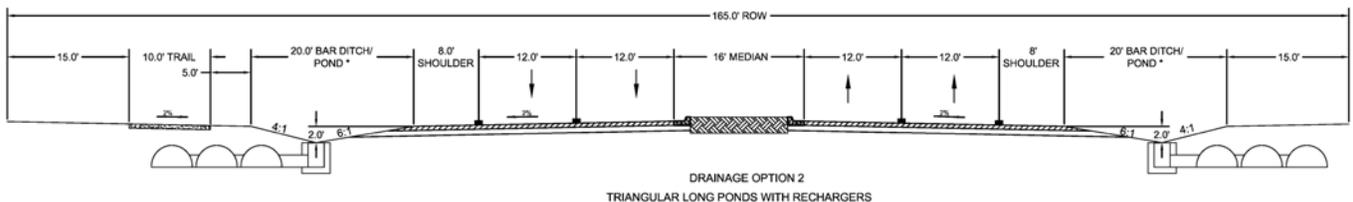
Street lighting

helps delineate intersections and improve safety for pedestrians.

However, they can interfere with night sky views. State law requires special lighting to address this issue.



Roadway drainage is usually collected in large detention ponds. If they are not maintained frequently, they can collect trash and weeds and can contribute to mosquito problems. Alternatives are available such as using the roadside as a linear collection system combined with underground infiltration systems (similar to drain fields for septic tanks but without the odor!). This approach requires wider right-of-way.





Los Lunas Corridor Study

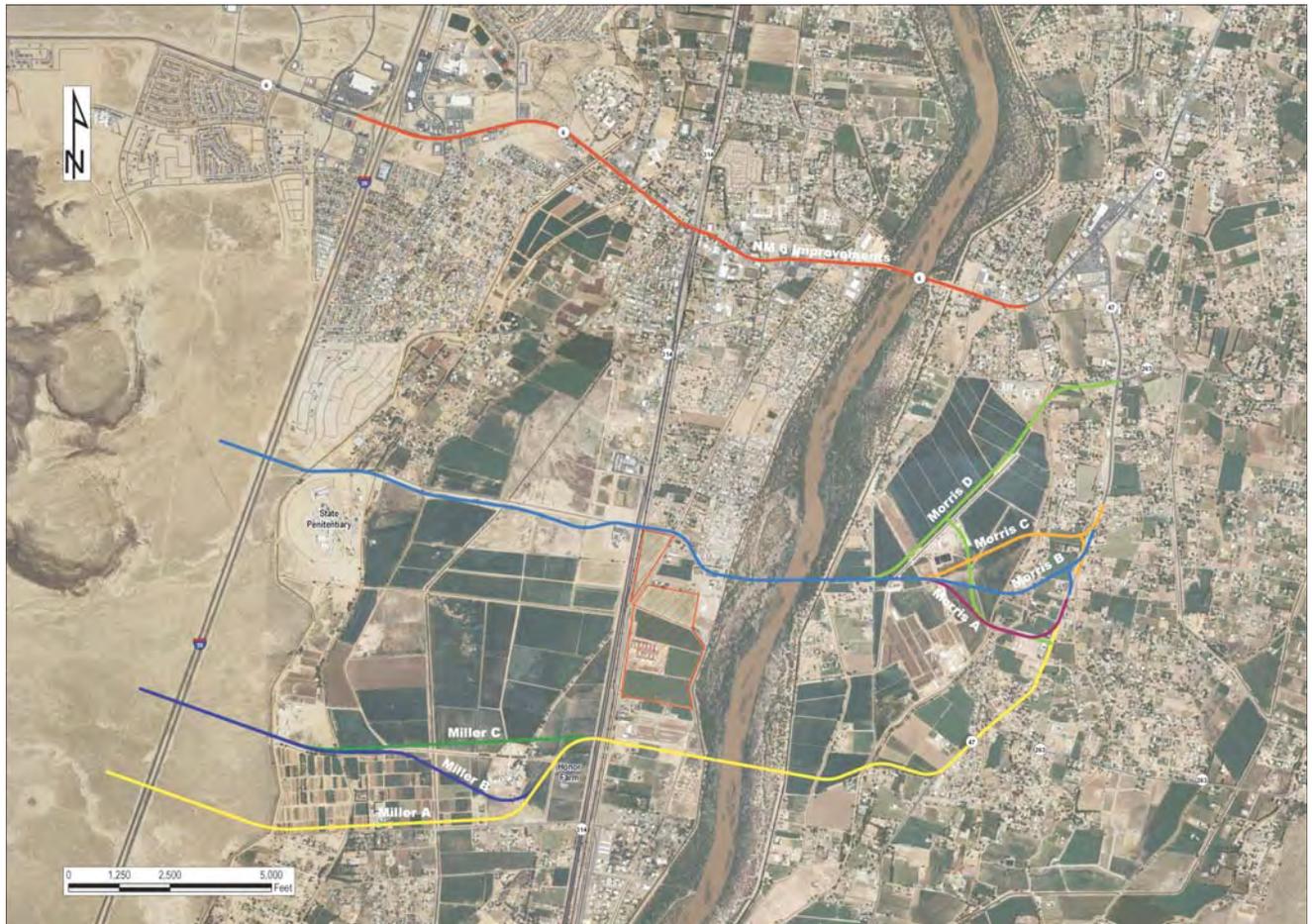


Welcome to the third public information meeting for the Los Lunas Corridor Study. The MRCOG Project Team appreciates your participation and desires your feedback.

This meeting is part of the ongoing process to identify a preferred alternative for a proposed new roadway and river crossing extending from I-25 to NM 47. As an alternative to a new roadway, the widening of NM 6 is also under consideration.

Since the last public meeting earlier this year, several alignment alternatives were eliminated from further consideration. The elimination of alternatives was based on community feedback, input from the various elected councils and commission, and the findings of the Project Team. The three remaining alternatives have been developed to include greater detail and have been refined to avoid and minimize impacts to the extent feasible.

The remaining alternatives include an alignment parallel to Morris Road, a route parallel to Miller Road, and an alternative that focuses on widening NM 6 in lieu of building a new roadway. The Morris Alternative includes four options for where and how it would intersect with NM 47. The Miller Alternative includes three options for how it could cross the state lands at the Honor Farm and the NMSU Agricultural Research Center.



Next Steps

The MRCOG Project Team intends to select two final alternatives following this meeting. These two final alternatives will be developed in greater detail. The selection of a preferred alternative will be made later this year and will be presented to local councils and the County Commission for adoption in early 2011.

Community feedback is an important part of the selection process, so please review the information about each alternative/option, ask questions, and let us know what you think.

Thank you for participating.



Los Lunas Corridor Study



NM 6 Widening Alternative



- Assumes NM 6 is widened to 6 lanes plus a center turn lane between Huning Ranch Road and NM 263
- Acquires 28+ businesses and residences along NM 6 between Don Pasqual and the Rio Grande
- Takes frontage from most properties between Emilio Lopez and NM 263
- Meets projected traffic capacity east of I-25, but roadway would continue to have marginal congestion due to the high number of access drives along this route
- Does not meet capacity needs west of I-25
- Does not significantly improve access to developing areas west of I-25
- Does not provide alternative route across the valley for emergency response

• Partial Acquisition
▲ Building Acquisition (entire parcel take)

Project Team Recommendation: Drop from further consideration due to excessive impacts to Main Street businesses, poor ability to improve access, and marginal improvement to NM 6 congestion.

Miller A Alternative



- 4-lane roadway with at-grade intersections; interchange is 3.25 miles south of NM 6 interchange
- Includes new roadway plus widening of NM 47 from Edeal Road to Otero Road
- Overall length of approximately 5.1 miles
- Includes 6 to 8 intersections with other roadways
- Acquires approximately 109 acres of property, most of which are farmland
- Would relocate 4 buildings on NMSU Research Center site, 3 residences on new roadway, and 9 to 11 residences along NM 47
- Meets capacity needs both east and west of I-25
- Improves access to developing areas
- Provides alternative route for emergency response

▲ Building Acquisition (entire parcel take)



Los Lunas Corridor Study



Miller B Alternative



- 4-lane roadway with at-grade intersections; interchange is approximately 2.9 miles south of NM 6 interchange
- Includes new roadway plus widening of NM 47 from Edeal Road to Otero Road
- Overall length of approximately 4.9 miles
- Includes 6 to 8 intersections with other roadways
- Acquires approximately 100 acres of property, most of which are farmland
- Would relocate 3 residences on new roadway and 9 to 11 residences along NM 47
- Meets capacity needs both east and west of I-25
- Improves access to developing areas
- Provides alternative route for emergency response

▲ Building Acquisition (entire parcel take)

Miller C Alternative



- 4-lane roadway with at-grade intersections; interchange is approximately 2.9 miles south of NM 6 interchange
- Includes new roadway plus widening of NM 47 from Edeal Road to Otero Road
- Overall length of approximately 4.8 miles
- Includes 6 to 8 intersections with other roadways
- Acquires approximately 103 acres of property, most of which are farmland
- Would relocate 3 residences on new roadway and 9 to 11 residences along NM 47
- Separates the Honor Farm facilities from the farmlands operated by the State Penitentiary
- Meets capacity needs both east and west of I-25
- Improves access to developing areas
- Provides alternative route for emergency response

▲ Building Acquisition (entire parcel take)



Los Lunas Corridor Study



Morris A Alternative



- 4-lane roadway with at-grade intersections; interchange is approximately 1.6 miles south of NM 6 interchange
- Does not require widening of NM 47
- Overall length of approximately 4.2 miles with 6 or 7 intersections with other roadways
- Acquires approximately 102 acres of property, most of which are fallow lands or farmlands zoned for future residential use
- Would relocate 9 residences and 2 businesses
- Meets capacity needs both east and west of I-25
- Improves access to developing areas
- Provides alternative route for emergency response

▲ Building Acquisition (entire parcel take)

Morris B Alternative



- 4-lane roadway with at-grade intersections; interchange is approximately 1.6 miles south of NM 6 interchange
- Does not require widening of NM 47
- Overall length of approximately 4.2 miles with 6 or 7 intersections with other roadways
- Acquires approximately 100 acres of property, most of which are fallow lands or farmlands zoned for future residential use
- Would relocate 7 residences and 1 business
- Meets capacity needs both east and west of I-25
- Improves access to developing areas
- Provides alternative route for emergency response

▲ Building Acquisition (entire parcel take)



Los Lunas Corridor Study



Morris C Alternative



- 4-lane roadway with at-grade intersections; interchange is approximately 1.6 miles south of NM 6 interchange
- Does not require widening of NM 47
- Overall length of approximately 4.3 miles with 6 or 7 intersections with other roadways
- Acquires approximately 102 acres of property, most of which are fallow lands or farmlands zoned for future residential use
- Would relocate 9 residences and 1 business
- Meets capacity needs both east and west of I-25
- Improves access to developing areas
- Provides alternative route for emergency response

▲ Building Acquisition (entire parcel take)

Morris D Alternative



- 4-lane roadway with at-grade intersections; interchange is approximately 1.6 miles south of NM 6 interchange
- Does not require widening of NM 47
- Overall length of approximately 5.6 miles with 8 or 9 intersections with other roadways
- Includes two intersections with NM 47
- Acquires approximately 122 acres of property, most of which are fallow lands or farmlands zoned for future residential use
- Would relocate as many as 15 residences and 2 businesses
- Meets capacity needs both east and west of I-25
- Improves access to developing areas
- Provides alternative route for emergency response

▲ Building Acquisition (entire parcel take)

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D Pennington & Associates Inc
Attn Los Lunas Corridor Study
6605 Uptown Boulevard NE Suite 240
Albuquerque NM 87110

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