

City of Albuquerque

Juan Tabo Boulevard Connectivity Study

February 9, 2021



City of Albuquerque

Juan Tabo Boulevard Connectivity Study

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February 9, 2021

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Introduction

Project Area and Background

This project's goal is to identify a more direct connection between the Juan Tabo Hills neighborhood and Eubank Boulevard. Many residents of this growing neighborhood need to access Eubank Boulevard as they work for Kirtland Air Force Base (KAFB) or at Sandia National Laboratories. Yet currently, there are no direct east-west connections between Juan Tabo Boulevard and Eubank Boulevard south of Southern Boulevard. The lack of a direct east-west connection between the neighborhood and Eubank Boulevard requires residents to take a circuitous route along main roadways or leads many of them to cut-through other residential neighborhoods, such as the Willow Wood neighborhood, that are located between Juan Tabo Boulevard and Eubank Boulevard. The resulting traffic patterns are thought to contribute to congestion on the main roads, such as Juan Tabo Boulevard and Southern Boulevard, or contribute to speeding and high volumes along residential roads within the corridor. The problems are likely to worsen in the near future when the additional homes are completed as part of the Juan Tabo Hills West development, located west of the current subdivision, and the expanded National Nuclear Security Administration (NNSA) facility.

This study will document the existing traffic conditions resulting from commuting patterns of Juan Tabo Hills residents and evaluate potential alternative connections to improve these conditions. Challenges to developing such a connection include constraints such as existing development (including the South Pointe Village and Willow Wood neighborhoods), topographical and hydrological challenges related to Tijeras Arroyo, the former landfill and the boundaries of KAFB.

To fully understand the issues and opportunities available, the project team analyzed conditions within a Study Area that includes the Juan Tabo Hills neighborhood and the roads that currently facilitate connections between the neighborhood and the Eubank Gate of KAFB, see [Figure 1](#). The Study Area extends from Eubank Boulevard and the KAFB boundary in the west to Juan Tabo Boulevard and the Juan Tabo Hills neighborhood in the east. North-to-south, the Study Area extends from Southern Boulevard to the southern edge of Juan Tabo Hills and the KAFB boundary.

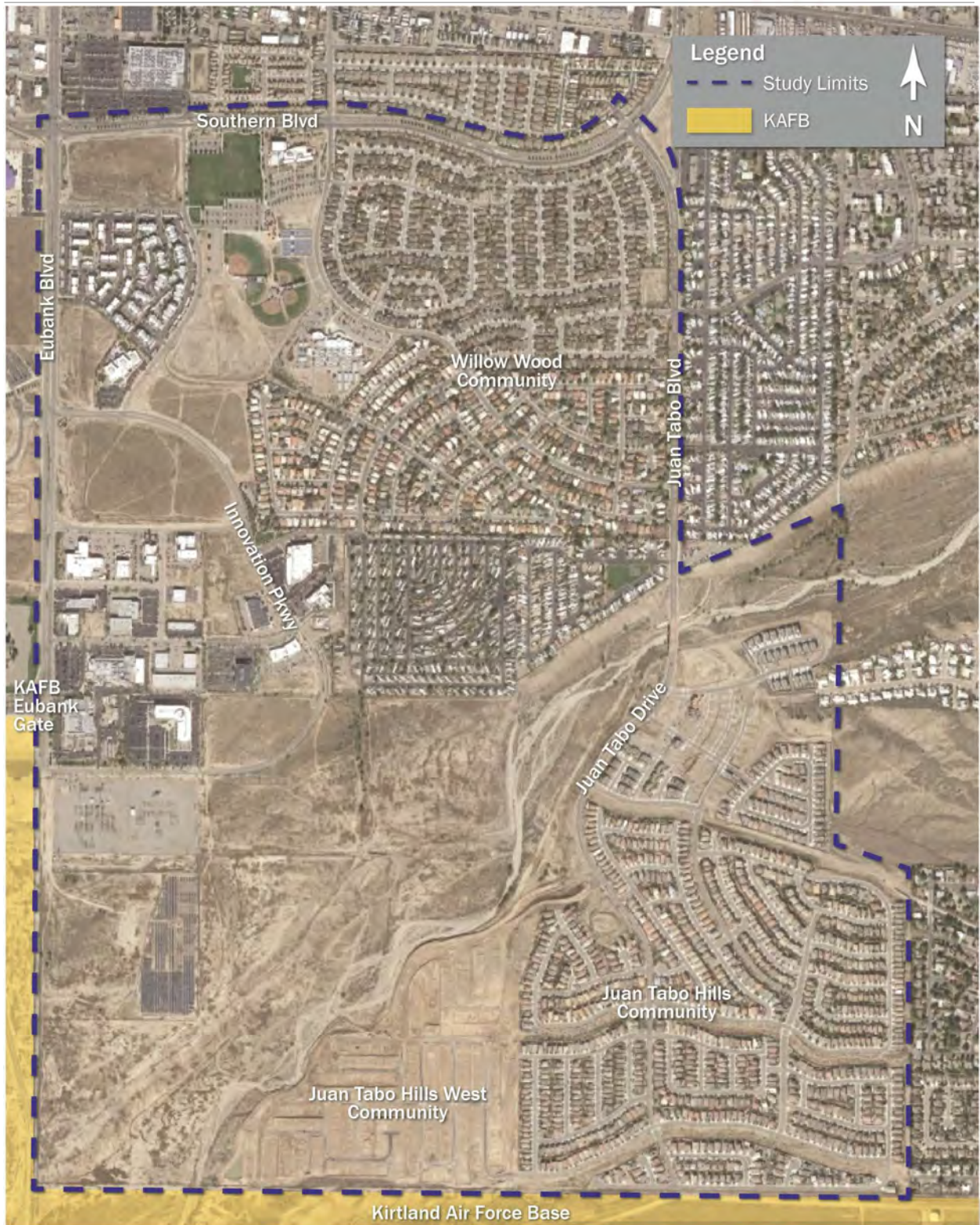


Figure 1: Study Area

Existing Conditions

Existing Alignment and Right-of-Way Characteristics

Figure 2 illustrates the different roadway sections within the Study Area. They are described in detail in the following sections.

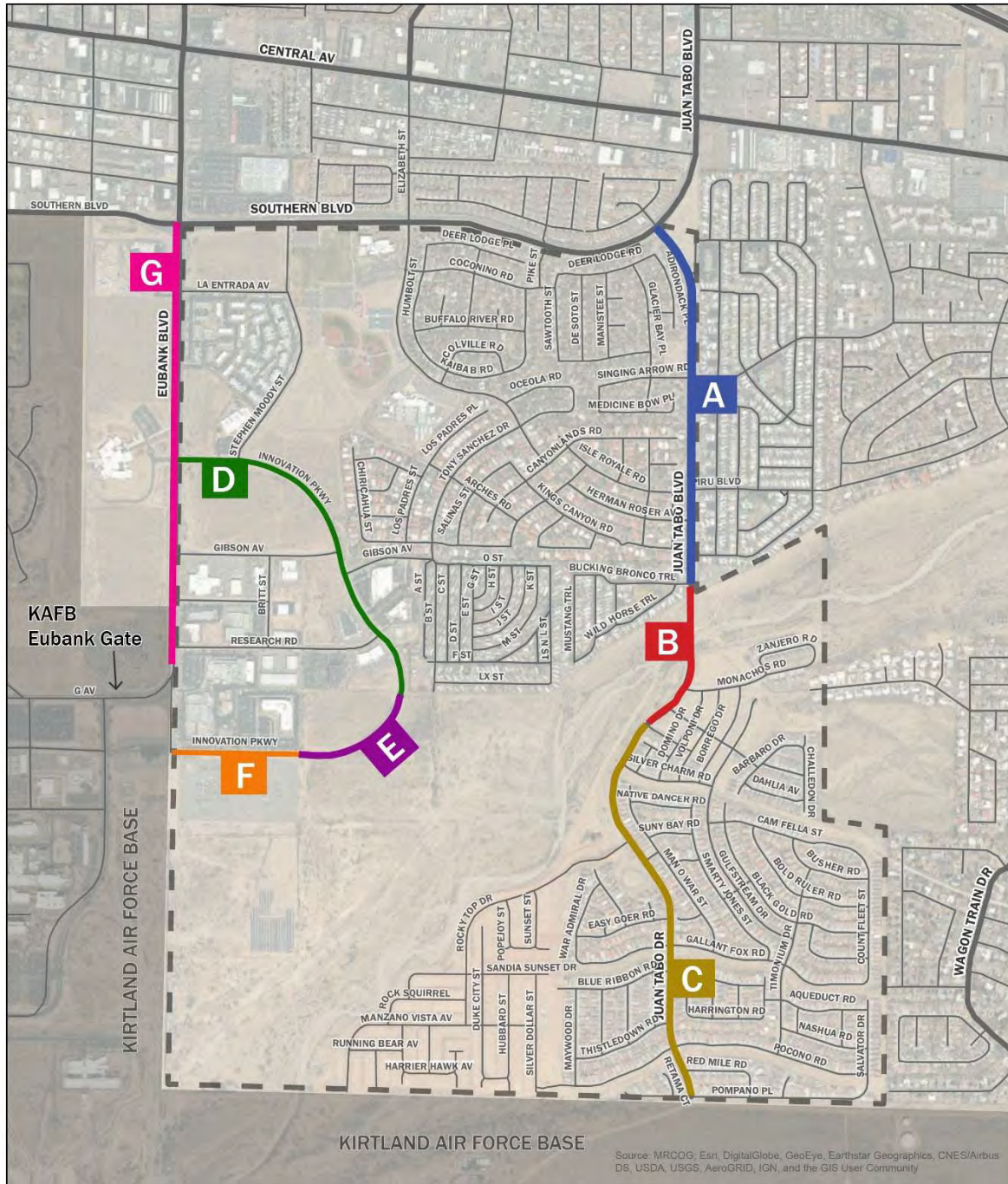


Figure 2: Key Roadway Cross Sections

Juan Tabo Boulevard

Juan Tabo Boulevard is a north-south thoroughfare through the project area. Beyond the Study Area, the roadway is a key arterial route serving the east side of Albuquerque, and generally follows a straight north-south alignment. Juan Tabo Boulevard is one of the main commercial corridors in the city, with a functional classification of Community Principal Arterial.

South of Central Avenue, the adjacent land use transitions to a fully residential makeup, and at this point, Juan Tabo Boulevard begins to curve to the west until it meets Southern Boulevard, which runs east-west.

The junction between Juan Tabo Boulevard and Southern Boulevard is such that a motorist driving south on Juan Tabo Boulevard who follows the through lanes will end up joining Southern Boulevard. In order to continue on Juan Tabo Boulevard, the motorist would need to turn left at the signalized intersection. South of the intersection, Juan Tabo Boulevard then resumes a straight north-south alignment. The roadway transitions to a parkway-style cross section, befitting the residential character of the adjacent area, and the functional classification changes to Minor Collector.

Three main typical sections exist on Juan Tabo Boulevard through the Study Area, see [Figure 2](#). As shown in [Figure 3](#), Segment A is made up of two through-lanes and a bike lane in each direction. The bike lanes are three feet wide (not including 2-foot gutter) in the southbound direction and two feet wide (not including 2-foot gutter) in the southbound direction. The travel lanes are separated by a 16-foot landscaped median, into which left-turn lanes are incorporated at certain side street intersections. A 5-foot attached sidewalk runs the length of the roadway on the east side. On the west side of the roadway, a 10-foot wide multiuse path exists from Southern Boulevard to approximately 450 feet south of Singing Arrow Road, where it transitions to a 5-foot wide sidewalk. The alignments of the multiuse path and sidewalk meander, but the facility is generally buffered from the roadway by at least five feet of landscaping. This segment has 103-foot of right-of-way, and there is significant landscaped space between the roadway and right-of-way limit of each side of the road (approximately 26 feet on the west side and seven feet on the east).



Figure 3: Segment A Cross Section

Segment B includes the bridge across the Tijeras Arroyo, see [Figure 4](#). Essentially, the space devoted to landscaping in Segment A is eliminated and the travel lanes and bicycle/pedestrian facilities are consolidated. The bridge is 79 feet wide. There are two 12-foot travel lanes and a 5-foot bike lane in each direction. Concrete jersey barrier separates the roadway from 5-foot sidewalk on each side of the bridge. The sidewalk narrows to 4 feet at points to accommodate bridge piers. The sidewalk narrows to 4 feet at points to accommodate bridge piers.

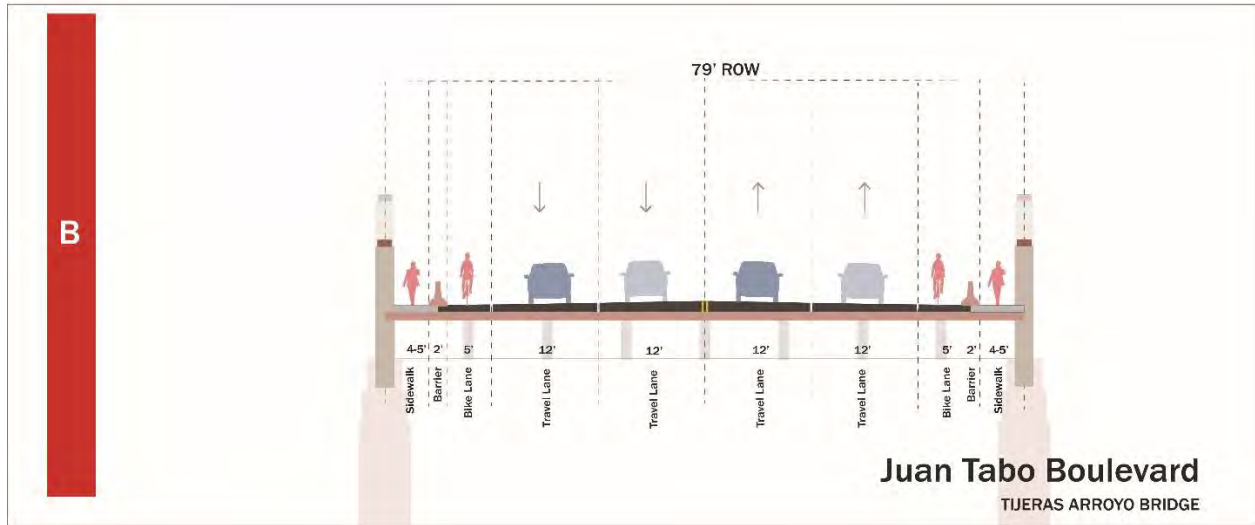


Figure 4: Segment B Cross Section

Segment C encompasses the rest of the corridor south of the bridge, where the roadway becomes Juan Tabo Drive. Along this segment there is one 11.5-foot through lane in each direction, separated by a 13-foot continuous center left-turn lane. There is a 4-foot bike lane in each direction, plus 2.5 feet of curb and gutter. An approximately 5-foot landscape buffer lines each side of the roadway, along with a 6-foot sidewalk, see [Figure 5](#). Parts of the walls at the right-of-way lines extend into the sidewalk that narrows it to 5-foot at points. These elements take up the entirety of the right-of-way, which measures 72 feet along this segment.

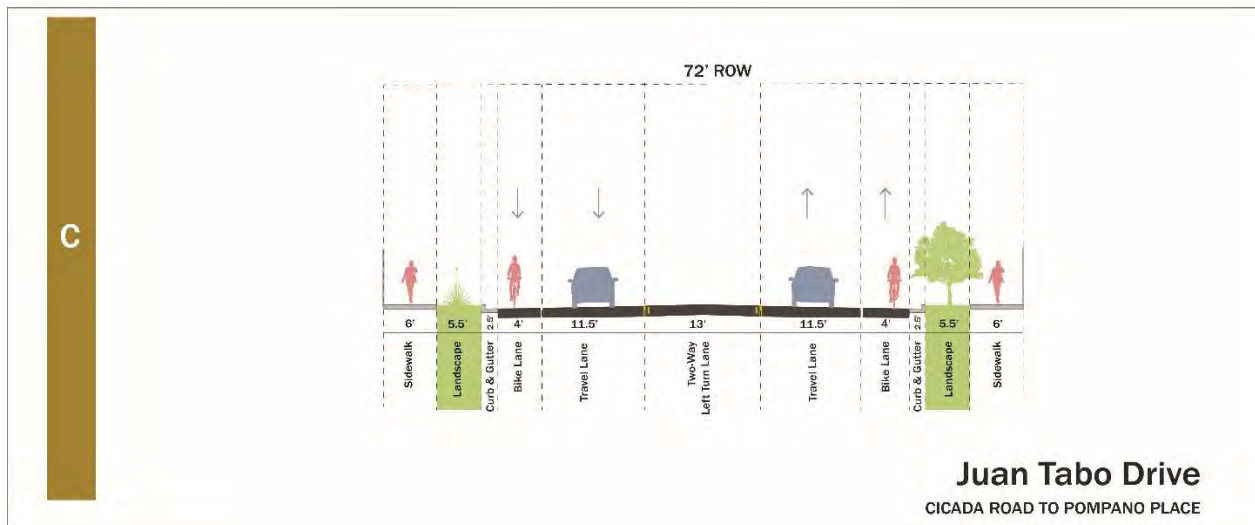


Figure 5: Segment C Cross Section

Innovation Parkway

Innovation Parkway is a loop road serving the Sandia Science and Technology Park. It begins in the north at Eubank Boulevard and then rejoins Eubank Boulevard south of the KAFB gate. It is functionally classified as a local street. Much of the land adjacent to the roadway is not yet developed, but master plans for the area envision office development along the entire corridor in future.

Three typical sections exist along Innovation Parkway. The first encompasses the northern half of the roadway. The cross section is a parkway style roadway characteristic of many office parks. One 11.5-foot lane runs in each direction, separated by a nearly 20-foot landscaped median with turn lanes. Bike lanes – four feet wide – follow the travel lanes on each side of the roadway. Meandering multiuse paths are present on each side, measuring 10 feet wide on the south/west side of the roadway and 6 feet wide on the north/east side. Both paths appear to meander beyond the right-of-way limits.

The right-of-way along Segment D is 70-72 feet wide, see [Figure 6](#).

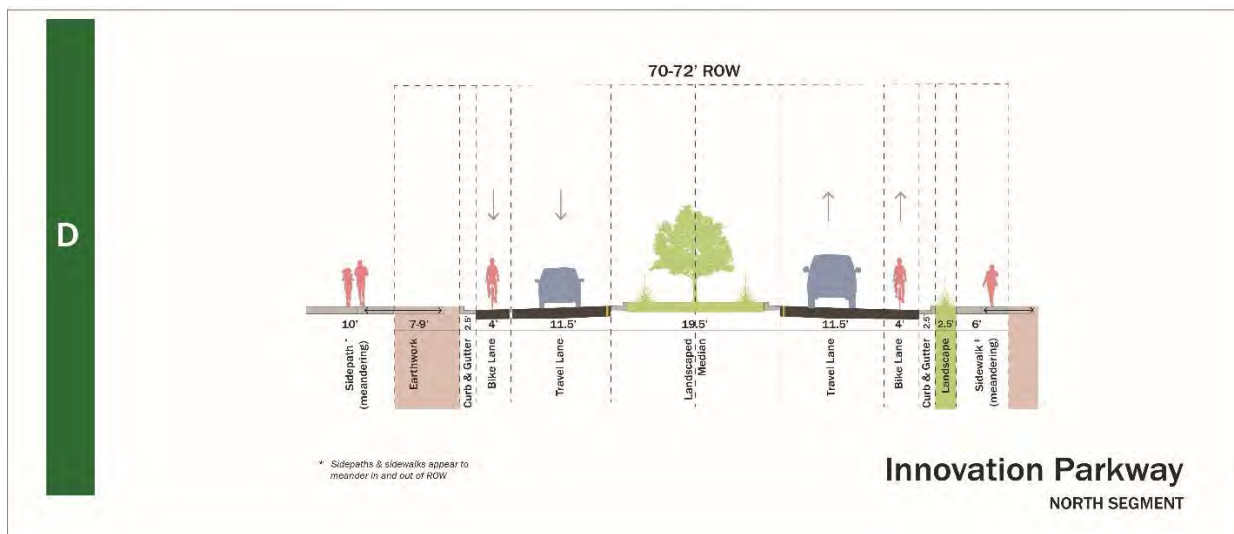


Figure 6: Segment D Cross Section

Segment E makes up a relatively unimproved portion of Innovation Parkway, see [Figure 7](#). From Segment D, this segment curves to the southwest. It has a 12-foot travel lane and a 5-foot bike lane in each direction, with no curb and gutter present. The rest of the right-of-way is unimproved. The right-of-way varies from 70 feet to 77 feet wide.

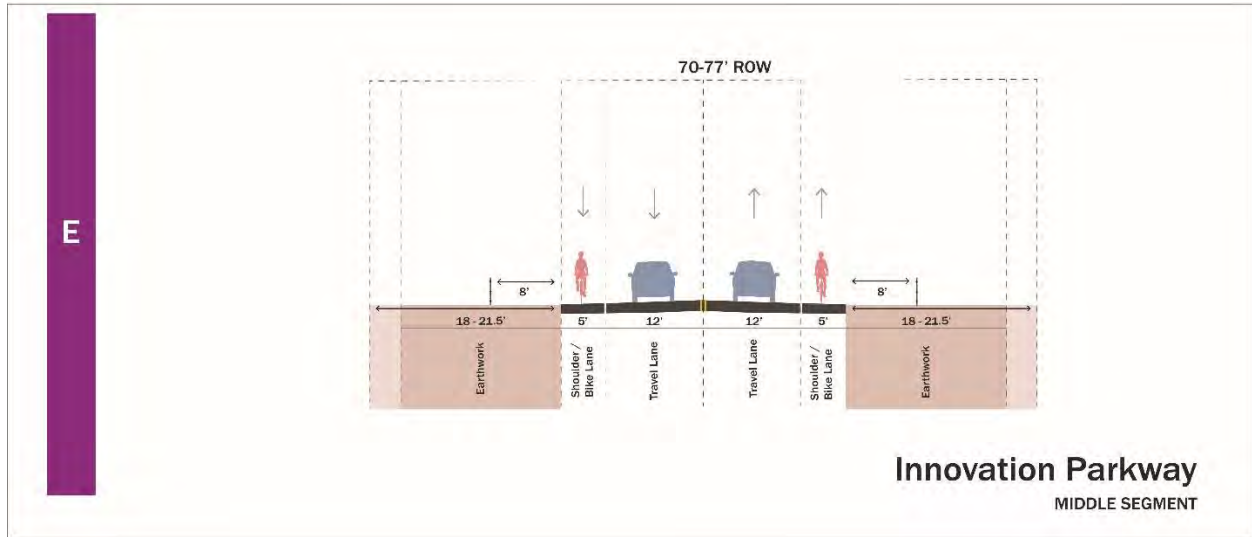


Figure 7: Segment E Cross Section

Segment F is the southernmost portion of Innovation Parkway that intersects with Eubank Boulevard south of the Eubank Gate. Segment F, which runs straight east-to-west, is lined by office buildings to the north and a large PNM electric substation to the south, see [Figure 8](#). The segment terminates opposite the contractor gate for Sandia National Laboratories. The right-of-way is 60-foot wide along this segment. The roadway has a 12-foot travel lane and a 4-foot bike lane in each direction. Curb and gutter line both sides of the road. The right-of-way to the south of the roadway is unimproved and is paralleled by powerlines on wooden utility poles that connect to the PNM substation. The northern side of the roadway is lined by a 7-foot landscape buffer, the 12-foot wide Eubank Bike and Pedestrian Path, and a few additional feet of landscaping before the right-of-way line. Beyond the right-of-way lines are drainage and landscaping features lining the parking lots of the office buildings.

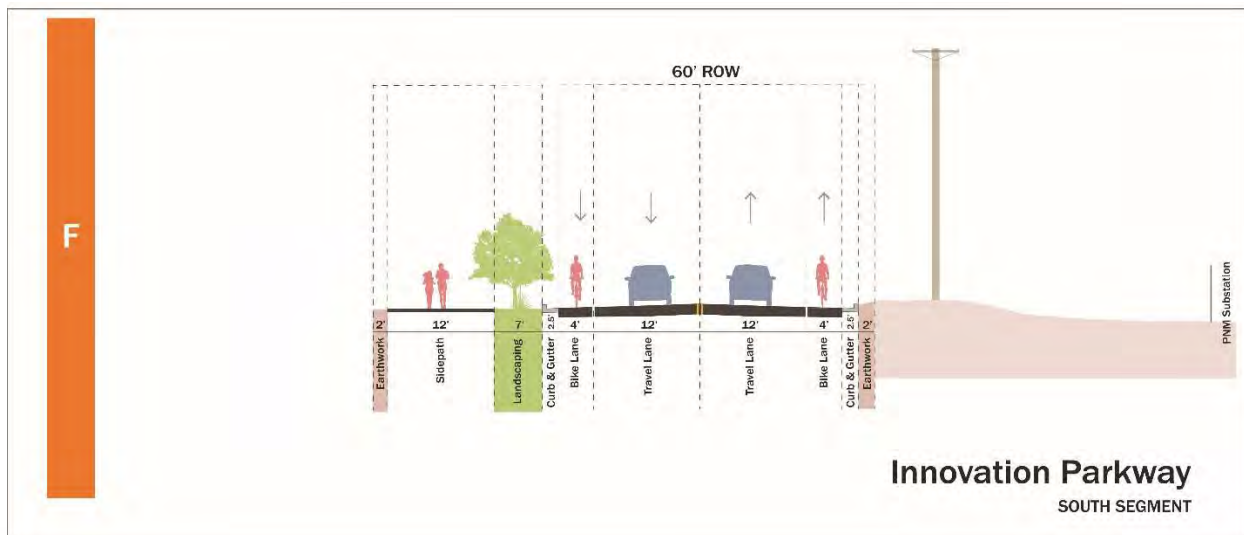


Figure 8: Segment F Cross Section

Eubank Boulevard

Eubank Boulevard runs in a straight north-south alignment within the Study Area. Eubank Boulevard is a Regional Principal Arterial, the highest non-Interstate functional classification. The roadway accommodates a high volume of daily traffic that accesses the Eubank Gate of Kirtland Air Force Base. Segment G has a right-of-way of 122-foot wide, see [Figure 9](#). The roadway has three through lanes and a 4.5-foot bike lane in each direction. An approximately 18-foot center median separates each direction of travel lanes. On the east side of the roadway, a 4.5-foot landscape strip separates the roadway from a 9.5-foot multiuse path, the Eubank Bike and Pedestrian Path. On the west side of the roadway, there is backfill with no improvement such as sidewalk or landscaping.

As Eubank Boulevard approaches the KAFB Eubank Gate, the roadway splits: three lanes funnel traffic to the gate, while two signalized left-turn lanes permit traffic to continue south on Eubank Boulevard. From this point Eubank Boulevard continues south for approximately 600 feet until it terminates at the intersection with Innovation Parkway and the KAFB contractor’s gate. A gated dirt access road for the Eubank Landfill Solar Array extends south from this intersection. The 122-foot right-of-way continues along the access road south of the intersection for nearly 700 feet along the edge of the PNM substation.

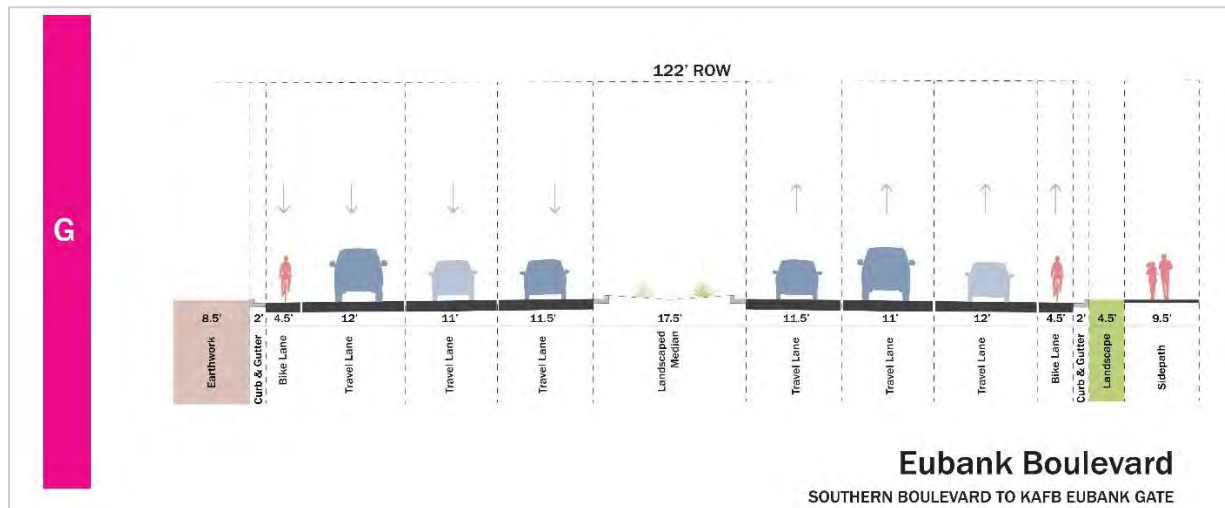


Figure 9: Segment G Cross Section

Property Ownership

The project team reviewed parcel ownership in the Study Area, particularly in a focus area between the Juan Tabo Hills neighborhood and Innovation Parkway. This focus area is where a new connection may be constructed, see [Figure 10](#). Understanding property ownership builds a further understanding of constraints; for instance, the land to the south and west of the Juan Tabo Hills is Kirtland Air Force Base, making a future connection through that land highly unlikely due to jurisdictional and security concerns.

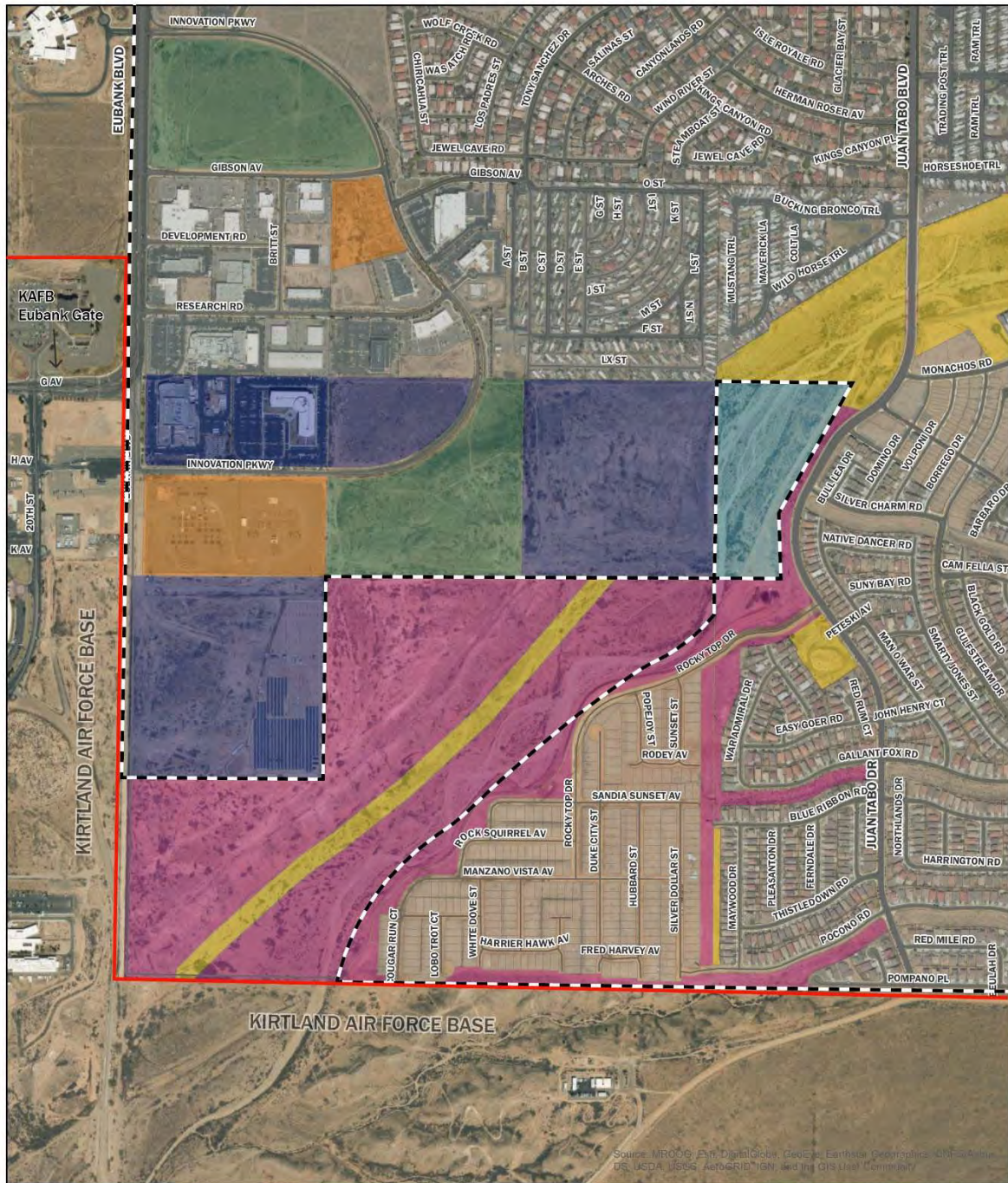
A key initial finding was that much of the land in this focus area lies outside of Albuquerque city limits. This could have implications for funding and ownership of a new roadway facility in this area.

The largest landowner in the focus area is Eastside Development, LLC, the developer of the Juan Tabo Hills subdivisions. The company owns the land contiguous to the subdivisions to the west and along the Tijeras Arroyo, though the City of Albuquerque owns a narrow strip of land along the Tijeras Arroyo channel between Eastside Development's two largest parcels.

Though Eastside Development is the largest single landowner, most of the acreage in the focus areas is owned by public entities, including the City of Albuquerque, the State of New Mexico, the Albuquerque Board of Education, and Albuquerque Metropolitan Area Flood Control Agency (AMAFCA).

PNM owns a 17-acre parcel south of the southernmost intersection of Eubank Boulevard and Innovation Parkway that is occupied by a large electrical substation.

The City of Albuquerque Open Space division is in the process of acquiring land within the Tijeras Arroyo. This is discussed in further detail in the Tijeras Arroyo Bio-Zone section of this report.

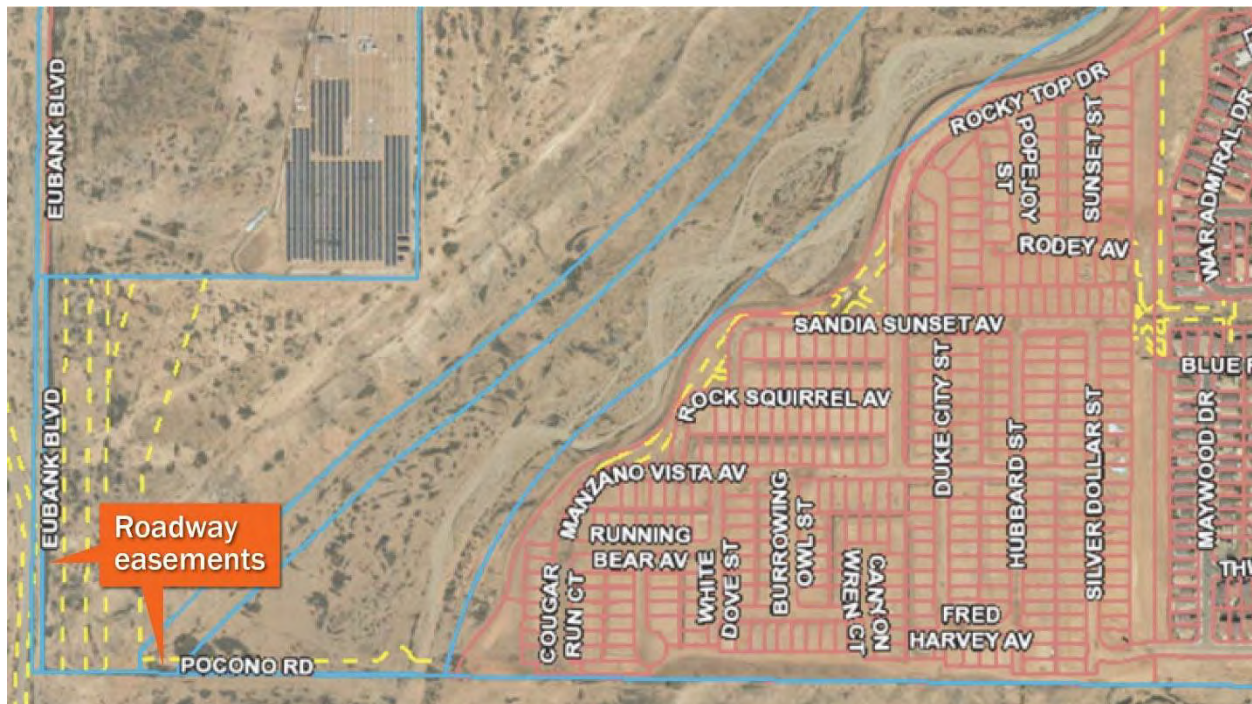


Ownership	
	CABQ City Limits
	KAFB
	Eastside Dev.
	CABQ
	State of NM
	Board of Edu.
	AMAFCA
	PNM
	Other Private

Figure 10: Key Property Owners

Roadway Easements

Within the Study Area there are two roadway easements that have been identified. The first is a north-south 156-foot wide right-of-way reserve easement for Eubank Boulevard. It extends from the existing Eubank Boulevard south, to the Kirtland Air Force Base property line. The second is a private access easement that is identified in the Bernalillo County GIS. The 50-foot wide easement is Pocono Road that runs east-west, just north of the Kirtland Air Force Base property line. The Pocono Road intersects existing PNM utility easements to the west and ends at the Juan Tabo Hills West community to the east. See [Figure 11](#) for the roadway easement location.



Source: Bernalillo County GIS

Figure 11: Bernalillo County Roadway Easements

Traffic

Due to COVID, the current traffic volumes are not accurate since many businesses are operating at lower capacities and more people are working from home. Instead, recent traffic volumes were obtained from the Mid-Region Council of Governments (MRCOG) Transportation Analysis and Querying Application (TAQA). Traffic volumes were collected in 2017 on Juan Tabo Boulevard and Juan Tabo Drive and in 2019 on Southern Boulevard and Eubank Boulevard. [Figure 12](#) shows the average daily traffic (ADT) for these corridors and the AM and PM peak-hour traffic volume.

Average Daily Traffic

Juan Tabo Boulevard collects traffic from the Juan Tabo Hills, Willow Wood, Mirabella, and Four Hills Mobile Home Park communities. Traffic volumes south of the Tijeras Arroyo Bridge are approximately 11,900 vehicles per day for the Juan Tabo Hills community. Just north of the bridge, the traffic volumes only increase to approximately 13,250 vehicles per day. Based on this data, it appears that north of the bridge, drivers are finding alternate routes through the communities rather than using Juan Tabo Boulevard to Southern Boulevard.

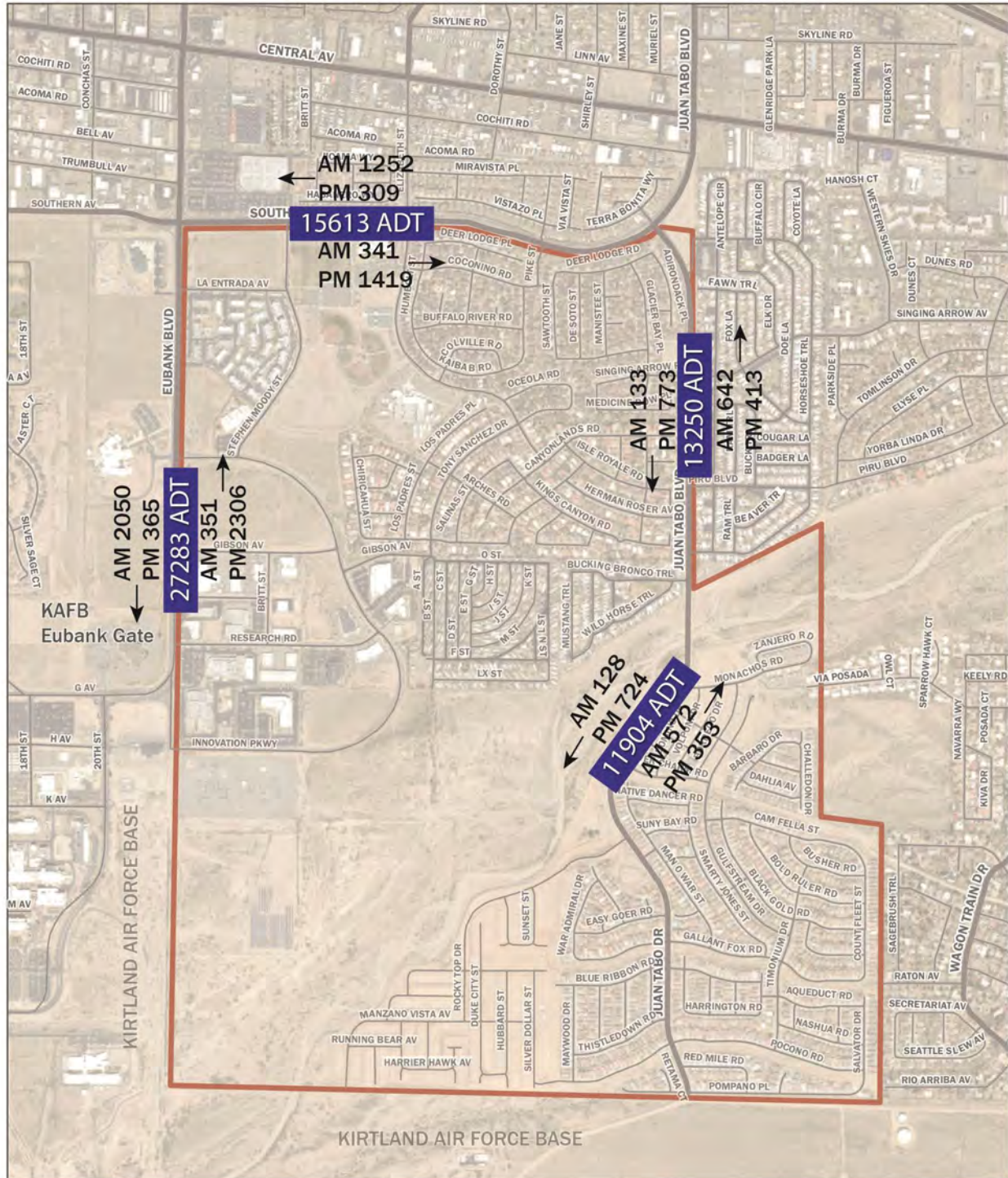


Figure 12: Existing MRCOG Traffic Volumes

Volume-to-Capacity Ratio

The volume-to-capacity (v/c) ratio is a measurement of roadway congestion that is determined by dividing the volume of the roadway by the capacity of that roadway. A v/c ratio that is 1.0 or higher means that the volume is at or exceeds the capacity of the roadway. In the MRCOG TAQA, there are set capacities of the roadways, which are summarized in [Table 1](#).

Table 1: MRCOG Roadway Capacity

Roadway	Peak-Hour Roadway Capacity			
	Northbound	Southbound	Eastbound	Westbound
Juan Tabo Drive – south of bridge	600	600	--	--
Juan Tabo Boulevard – north of bridge	1,275	1,275	--	--
Southern Boulevard			1,467	1,467
Eubank Boulevard	3,020	3,020	--	--

The peak-hour volumes shown in [Figure 12](#) were divided by these capacities to determine the v/c ratios, which are summarized in [Figure 13](#). The v/c ratios that are approaching 1.0 or higher are shown in red. Shown in yellow are ratios that are 0.5 to 0.75 or higher and anything under 0.5 is shown in green.

Juan Tabo Drive has a v/c ratio of 1.21 for the southbound PM peak-hour. The v/c ratio is 0.95 for the northbound AM peak-hour. Southern Boulevard has a v/c ratio of 0.85 for the westbound AM peak-hour and 0.97 for the eastbound PM peak-hour. This means both of these roadways are approaching or over capacity during the peak-hours.

Traffic Impact Studies

Traffic Impact Studies (TIS) that were conducted within the Study Area were requested from the City of Albuquerque. Two TIS were obtained, the Juan Tabo Hill West TIS and the Sandia Science and Technology Park TIS.

The Juan Tabo Hills West TIS was completed in 2011. The report documented the impact of the 409-lot residential subdivision of the Juan Tabo Hills West community. This is in addition to the 1,180 dwellings within the Juan Tabo Hills community. The development had an anticipated build-out year of 2015. The intersections of Juan Tabo Boulevard and Southern Boulevard, Southern Boulevard and Elizabeth Street, and Southern Boulevard and Eubank Boulevard were all anticipated to operate at an acceptable level of service (LOS) D or better in the build-out year.

The Sandia Science and Technology Park TIS was completed in 2001. The report documented the impact of the Sandia Science and Technology Park Development Master Plan, which covers a 219-acre tract located off Eubank Boulevard and Stephen Moody Street. The development had an anticipated build-out year of 2006. The TIS recommended that a regional transportation study be conducted that evaluates possible connections to Juan Tabo Boulevard and Tramway Boulevard along the Tijeras Arroyo. The TIS also recommended that a transportation management association be developed to encourage transit ridership or carpool usage.

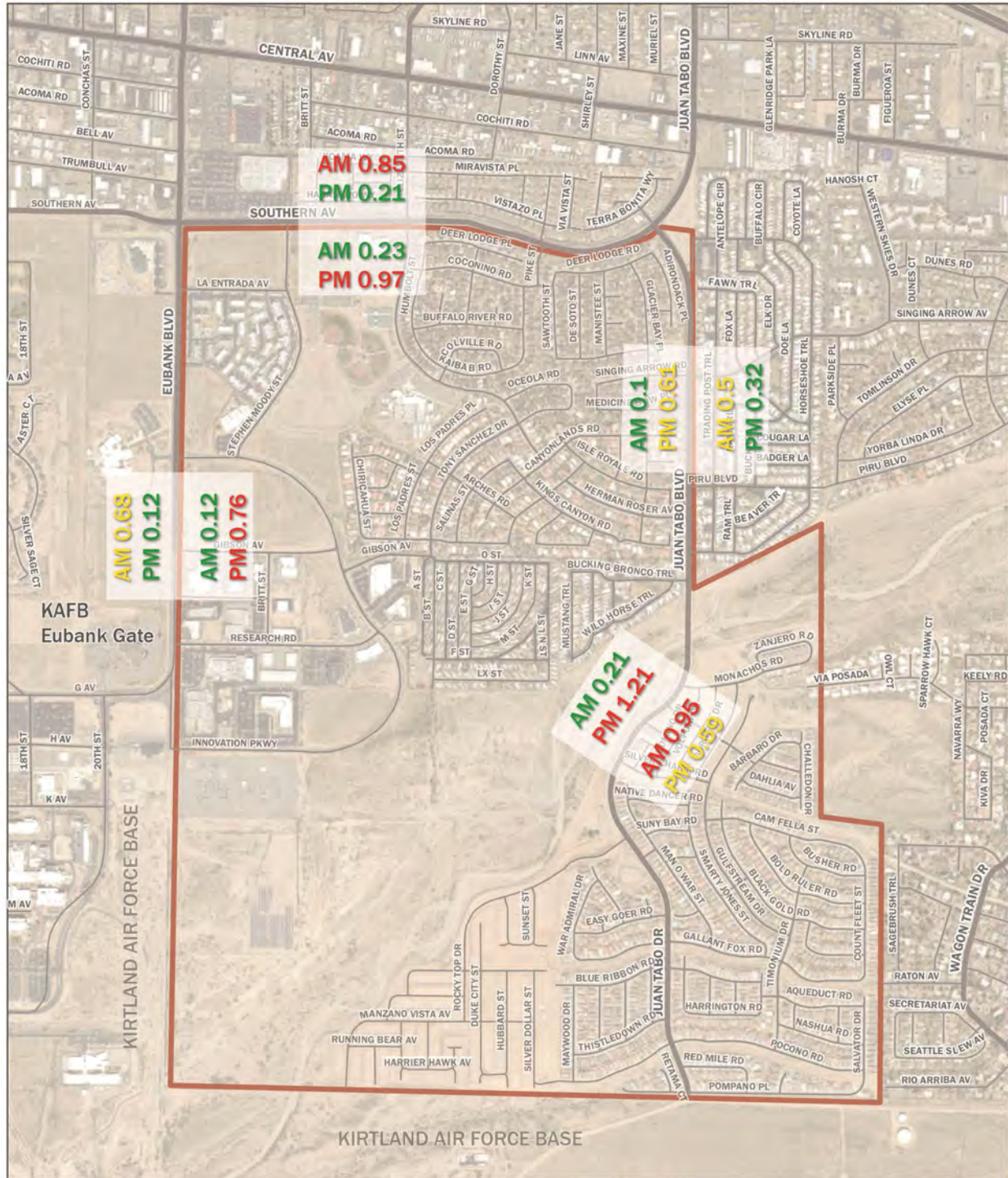


Figure 13: Existing Volume-to-Capacity Ratio

Cut-Through Traffic

Cut-through traffic has been an on-going issue for the Willow Wood community for years. Drivers from other neighborhoods have been observed using the residential streets of Willow Wood as a shortcut in order to access Kirtland Air Force Base more quickly. The City of Albuquerque Traffic Engineering Division conducted a cut-through study on December 19, 2019, and January 30, 2020. The study was done for one hour during the AM peak-hour at the following three intersections:

1. Tony Sanchez Drive and Herman Roser Avenue
2. Tony Sanchez Drive and Jewel Cave Road
3. Herman Roser Avenue and Glacier Bay Street

The colors, makes, and models of vehicles passing these locations were documented to determine what vehicles drove through the Willow Wood community without stopping. It was determined that approximately 60% of vehicles that passed through the Tony Sanchez Drive and Jewel Cave Road intersection were cut-through traffic. **Figure 14** illustrates the cut-through routes that drivers took from Juan Tabo Boulevard and the cut-through route from Herman Roser Avenue. Traffic Engineering also observed that traffic was steady throughout the peak-hour, which is unusual for a residential street.



Figure 14: Cut-Through Routes

Safety

MRCOG crash data for five years from 2014-2018 was analyzed to identify crash hot spots in the Study Area where a high number of crashes are occurring.

A total of 298 crashes were recorded in the Study Area in that period. See [Figure 15](#) for the location of crashes in the period studied. The intersection of Eubank Boulevard and Southern Boulevard had the highest number of crashes in the Study Area. Ninety (90) crashes, almost a third of the total number of crashes in the area, were recorded there in the five-year period.

These following other intersections also had a notable number of crashes:

- Elizabeth Street and Southern Boulevard (23 crashes)
- Eubank Boulevard and Gibson Boulevard (18 crashes)
- Eubank Boulevard and Innovation Parkway (16 crashes)

Forty-six (46) crashes along Juan Tabo Boulevard were reported. This makes up 15.4 percent of the total crashes in the Study Area. Seventy (70) percent (33 crashes) of crashes on Juan Tabo Boulevard occurred north of Tijeras Arroyo. Notably, the intersection of Southern Boulevard and Juan Tabo Boulevard, while a high-volume intersection, saw only four (4) crashes in the period studied.

There were 86 injury crashes in the Study Area in the five years studied. See [Figure 16](#) for the locations of injury crashes. Approximately 41 percent of injury crashes occurred at the intersection of Eubank Boulevard and Southern Boulevard. Fourteen (14) injury crashes occurred on Juan Tabo Boulevard, accounting for 16 percent of total injury crashes in the Study Area, similar to the roadway's share of total crashes.

There were no fatal crashes in the period studied, and there were four (4) serious injury crashes in this time, each occurring at separate locations as follow:

- Eubank Boulevard and Southern Boulevard
- Eubank Boulevard and La Entrada
- Juan Tabo Boulevard and Herman Roser Avenue
- Juan Tabo Drive and Pompano Place

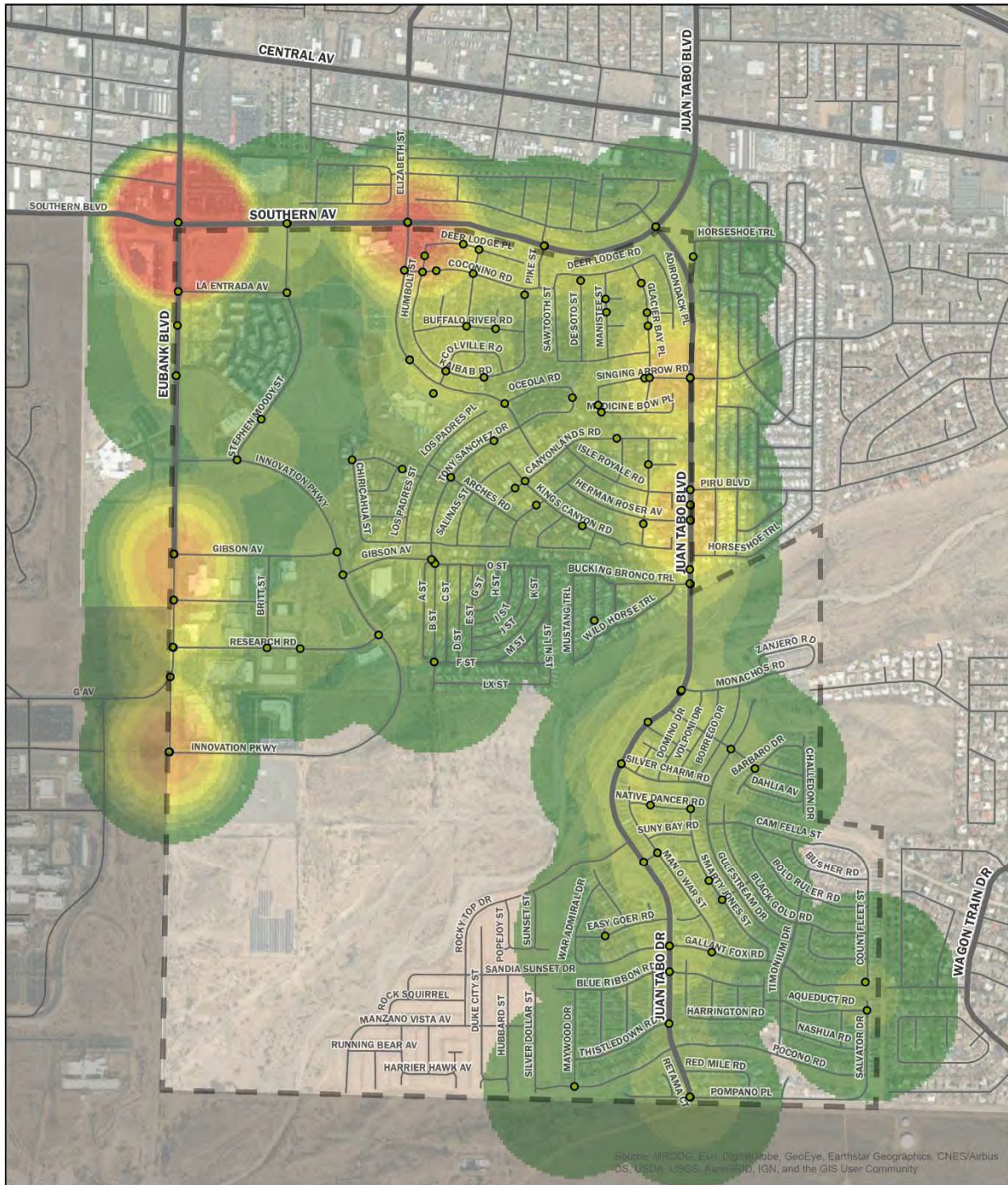


Figure 15: Crash Density (All Crashes 2014-2018)

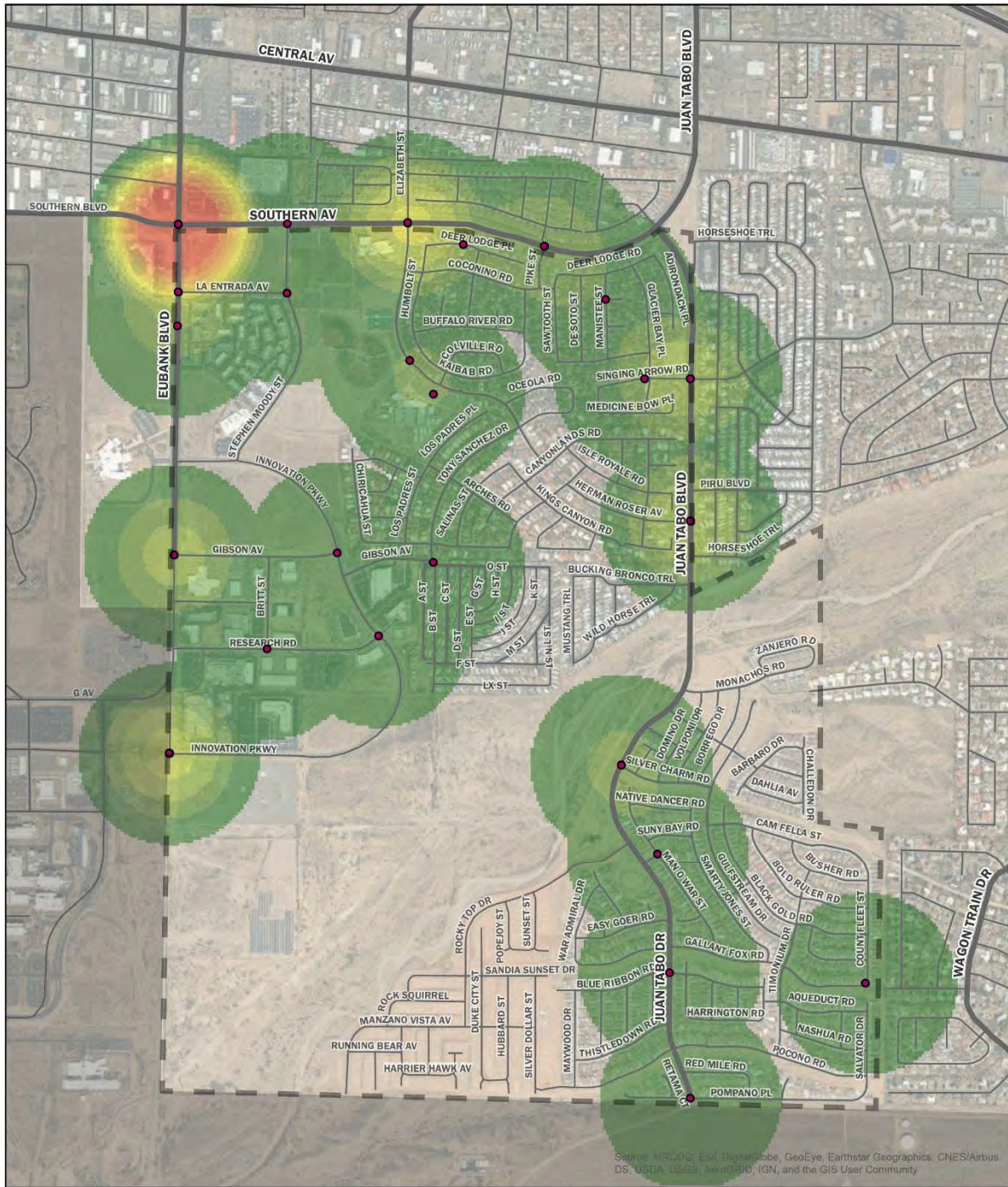


Figure 16: Injury Crash Density (Injury Crashes 2014-2018)

Tijeras Arroyo

The Tijeras Arroyo, or Tijeras Creek, is one of the largest arroyos in Albuquerque. This waterway conveys snow melt and rain flows from Tijeras Canyon. The Tijeras Arroyo has surface and subsurface flows that allow water to infiltrate the aquifer. It creates a habitat for local wildlife and migratory birds.

In 2014, the City of Albuquerque adopted the *Resource Management Plan (RMP) for Tijeras Arroyo Biological Zone* to conserve vegetation, wildlife, and cultural resources, and to recharge the aquifer. A bio-zone is an area of high concentration of natural resources that are protected and preserved. The Tijeras Arroyo Bio-Zone (TABZ) stretches 3.7-miles long and approximately 1,000 feet wide, see [Figure 17](#). It begins east of the Study Area, crosses west under Juan Tabo Boulevard, and ends at the Kirtland Air Force Base property lines to the west and the south. A portion of the Juan Tabo Hills West community currently under construction, is being built within the identified TABZ area.

The plan recommends restricting development within the 2013 TABZ 100-year floodplain in order to preserve biological and cultural resources. An obstacle to implementing the RMP is that the City of Albuquerque does not own all of the land within the TABZ, and the plan recommends that the City Open Space Division acquires these parcels. The City of Albuquerque has already begun purchasing land outside of the Study Area, near Interstate 40.

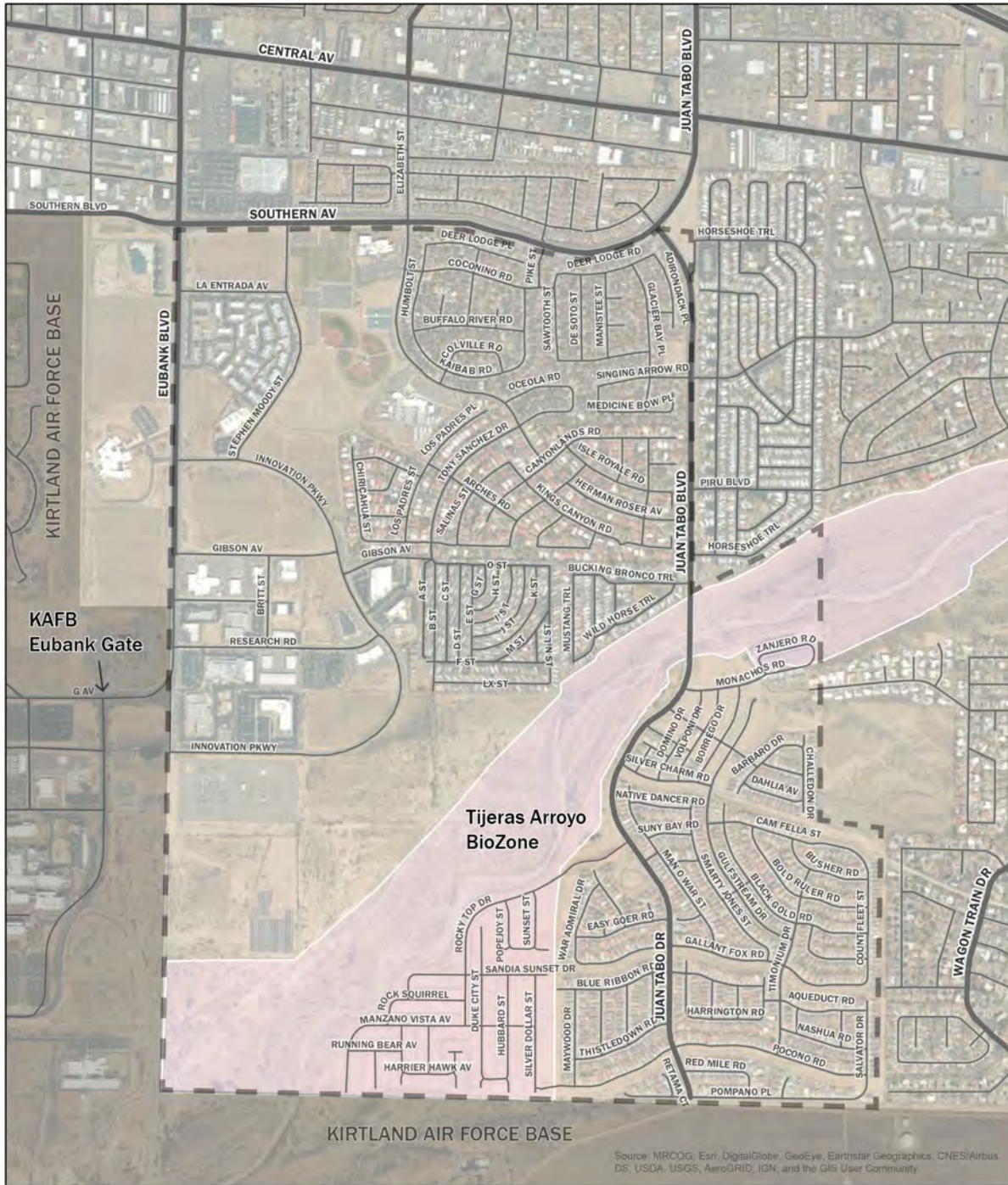
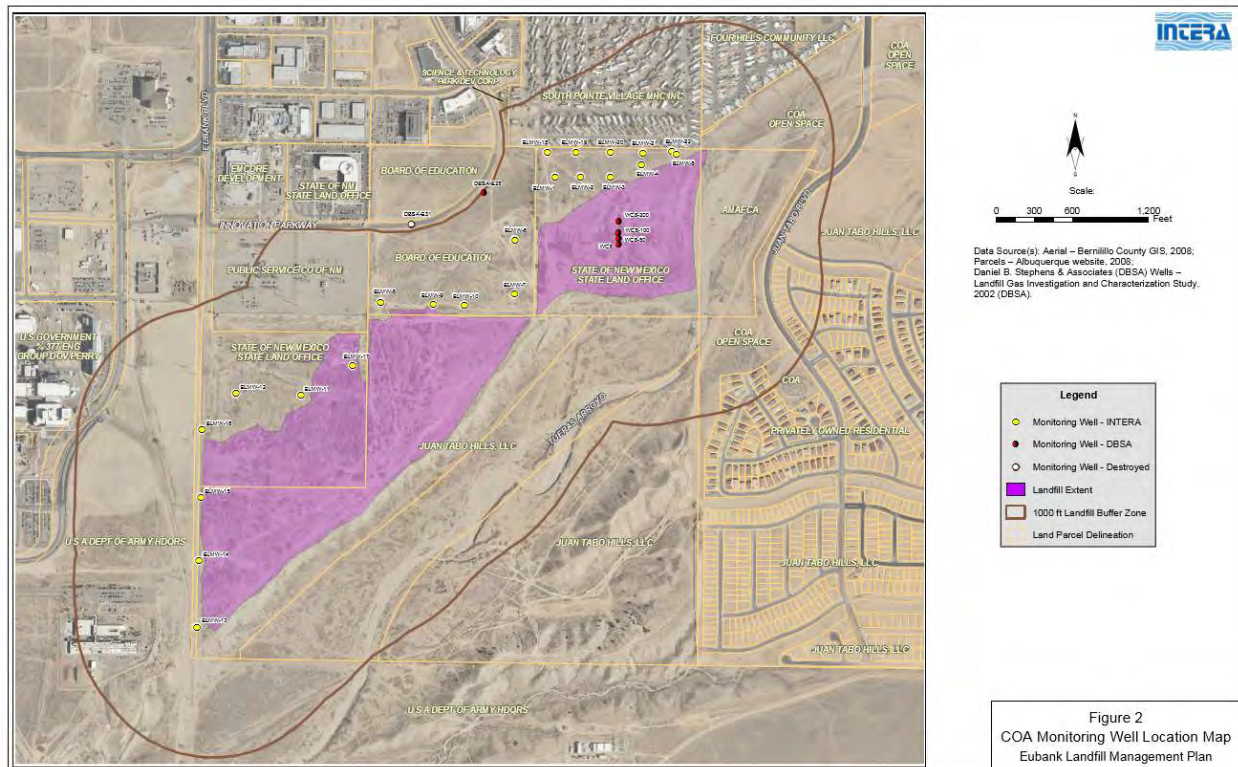


Figure 17: Tijeras Arroyo Bio-Zone Area

Former Eubank Landfill

The former City of Albuquerque Eubank Landfill is located within the Study Area. The unlined former landfill is located south of Eubank Boulevard, east of Kirtland Air Force Base, and north of the Tijeras Arroyo, see [Figure 18](#). In 2009, INTERA Incorporated produced the *Landfill Management Plan Former Eubank Landfill* for the City of Albuquerque to monitor and control landfill gas (LFG). The document described the northeast fill area as approximately 21-acres and extends to approximately 27-feet below ground surface. The southwest fill area is approximately 60-acres and extends to approximately 36 to 40 feet below ground surface.

The 2004 City of Albuquerque Environmental Health Department (AEHD) *Interim Guidelines for Development within City Designated Landfill Buffer Zones* provides the requirements to develop on a landfill and/or within the buffer zone.



Source: COA Landfill Management Plan Former Eubank Landfill
Figure 18: Former Eubank Landfill

Utilities

There are several above-ground utilities throughout the Study Area. Power poles line the west side of Juan Tabo Boulevard from Southern Boulevard to just north of the Tijeras Arroyo. They then veer west and run along the south side of the South Pointe Village and Four Hills mobile home parks and north of the Tijeras Arroyo. Transmission poles also line the north side of Monachos Road and then cross Juan Tabo Drive, where they run along the west side until Rocky Top Drive. At this point, there is a series of power poles that cross the Tijeras Arroyo and connect to the PNM Substation at Eubank Boulevard and Innovation Parkway. There are a series of north-south transmission lines located along the east side of the Kirtland Air Force Base property and connect to the PNM Substation.

[Figure 18](#) was obtained from the Bernalillo County GIS. Some of the utility easements are shown as the yellow dotted lines.

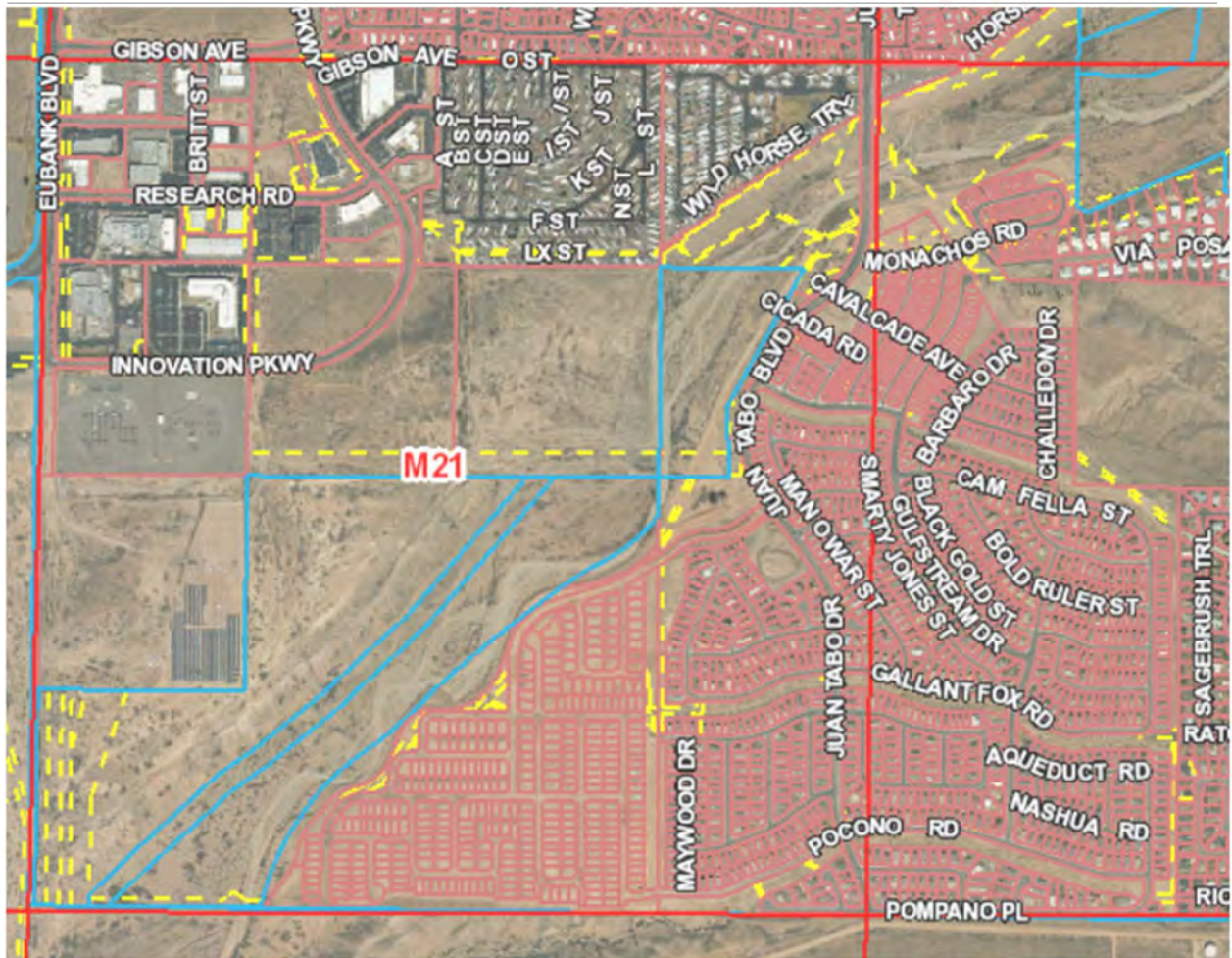


Figure 19: Utility Easements

Public Involvement

Public involvement and consideration of the project setting and context are important components of any study.

Public Meeting #1

The first public meeting to present the existing conditions and initial alternatives was held virtually on December 1, 2020, from 6:00 pm to 7:00 pm. The purpose of this meeting was to present the project and proposed alternatives to the community and stakeholders. The meeting was held virtually via the GoToMeeting webinar platform to comply with ongoing meeting restrictions and public health advice related to the Covid-19 pandemic. The meeting consisted of a Powerpoint presentation by the project team, followed by a question-and-answer session. After the presentation, a survey was provided to all attendees in order to get feedback on the alternatives that were presented.

Approximately 76 members of the public registered for the meeting and 56 members attended. Questions from attendees covered topics such as project timeline, intended outcomes of the alternatives, impacts on the Tijeras Arroyo Bio-Zone, and impacts to nearby development, such as Sandia Science & Technology Park. Attendees did not clearly express support for or opposition to any of the alternatives at this time. The full public meeting summary can be found in [Appendix A](#).

Public Meeting Survey

Upon exiting the webinar, participants were prompted to answer a short survey about the preliminary alternatives. Participants were asked to select their preferred alternative, their least favorite alternative, and to explain their reasoning for each choice. The no-build alternative was not among the options. In addition, Alternative E was not among the options as it had not been identified at this point in time. Participants were also permitted to share open-ended comments.

A detailed summary of survey results is provided in [Appendix A](#); however, in general Alternative D was least favored option in the survey results. The alternative received the least number of favorable votes and comments and the greatest number of unfavorable votes and comments. Overall, the other alternatives received similar numbers of positive and negative votes, although Alternative B received just one unfavorable vote, notably fewer than any of the other options.

Post Meeting Comments

Public comments were accepted via email for two weeks after the December 1st meeting. There were eight comments from six parties. (The full comments are provided in [Appendix A](#)). The comments were evenly split between those specifically opposing Alternative A (but not opposing all connection options) and those opposing all alternatives. Each of these categories of feedback was expressed by three separate parties.

Public Meeting #2

The second public meeting to present the preferred alternative was held virtually on January 19, 2021, from 6:00 pm to 7:00 pm. The purpose of this meeting was to present the proposed alternatives analyses and the preferred alternative to the community and stakeholders. The meeting was held virtually via the GoToMeeting webinar platform to comply with ongoing meeting restrictions and public health advice related to the Covid-19 pandemic. The meeting consisted of a Powerpoint presentation by the project team, followed by a question-and-answer session. After the presentation, a survey was provided to all attendees in order to get feedback on the alternatives that were presented.

Approximately 117 members of the public registered for the meeting and 82 members attended. Questions and comments that were received are summarized below. The questions and comments from attendees pertained to the study's methodology, alternative ranking, and next steps should one of the connection alternatives move forward in future (though the report recommends the no-build alternative for the near term).

Public Meeting Survey

The post-meeting survey displayed automatically after the end of the public meeting. Attendees were asked an open-ended question about their thoughts on the study results. Twenty-one responses were received. The most common themes of these responses are as follow:

- Opposition to the no-build alternative, saying the option does not address traffic issues.
- Concerns that the alternatives presented do not address traffic issues in the Willow Wood neighborhood
- Questions about whether other alternatives could be viable (particularly Alternative A)
- Questions about study methodology

Post Meeting Comments

Public comments were accepted via email for two weeks after the January 19th meeting. Nineteen emailed comments were received. The no-build alternative received the most supportive comments (6). Respondents felt the other alternatives would be disruptive or ineffective. Alternatives C and B received the next most positive comments (3 and 2, respectively). Alternatives A and D each received two comments against. The no-build alternative and Alternative B received one comment opposing them. Three comments expressed support for a multimodal connection between Juan Tabo Boulevard and Eubank Boulevard.

The full public meeting summary can be found in [Appendix A](#).

Stakeholders

The project team held meetings or had correspondence with several stakeholders likely to be impacted by the proposed alternatives. The following are the identified stakeholders:

- Kirtland Air Force Base
- Sandia National Laboratory
- Sandia Science and Tech Park
- Albuquerque Public Schools
- State Land Office
- Eastside Developers, Inc.
- Four Hills Community LLC
- South Pointe Village MHC Inc
- Albuquerque Metropolitan Flood Control Authority (AMAFCA)
- City of Albuquerque Open Space
- Sage Land Consultants
- Mid-Region Council of Governments
- Public Service Company of New Mexico (PNM)

A summary of the stakeholder meetings can be found in [Appendix B](#).

Description of Alternatives

No-Build Alternative

The No-Build Alternative will be considered in the evaluation process in order to compare the build alternatives to existing conditions. This alternative assumes that Juan Tabo Boulevard will remain in its existing configuration and improvements would be limited to routine maintenance.

Alternative A

Alternative A consists of two roadways that run along the Kirtland Air Force Base property, see [Figure 19](#). Eubank Boulevard would be extended south to the southern Kirtland Air Force Base property line, where it would intersect the future Pocono Road. Pocono Road would run east-west and tie into Cougar Run Court, within the Juan Tabo Hills West community. This alternative would use the existing roadway easements that are shown in [Figure 11](#). The proposed roadways would cross the Tijeras Arroyo Bio-Zone (TABZ).

Alternative B

Alternative B consists of a roadway that would connect Juan Tabo Drive to Innovation Parkway, see [Figure 19](#). The roadway would intersect Juan Tabo Drive to the west and would cross the Tijeras Arroyo via a bridge. It would intersect the southern side of Innovation Parkway. The proposed crossing would be within the TABZ.

Alternative C

Alternative C consists of a roadway that would connect Juan Tabo Boulevard to Innovation Parkway, see [Figure 19](#). The roadway would intersect the west side of Juan Tabo Boulevard, just north of the Tijeras Arroyo. It would run along the south side of the mobile home parks and north of the Tijeras Arroyo. The roadway would tie into the east side of Innovation Parkway.

Alternative D

Alternative D consists of a roadway that would connect Juan Tabo Boulevard to Gibson Boulevard, see [Figure 19](#). The roadway would intersect the west side of Juan Tabo Boulevard, just south of the Willow Wood community. It would run through the existing South Pointe Village and Four Hills mobile home parks and would tie into Gibson Boulevard at Tony Sanchez Drive. This alternative will be analyzed, but due to the context sensitivity it does not appear to be a feasible option.

Alternative E

Alternative E consists of a roadway that would connect Juan Tabo Boulevard to Innovation Parkway, see [Figure 19](#). The roadway would intersect the west side of Juan Tabo Drive, south of the Tijeras Arroyo bridge. It would cross the Tijeras Arroyo via a bridge and continue along the southside of the South Pointe Village mobile home park. The roadway would tie into the east side of Innovation Parkway.

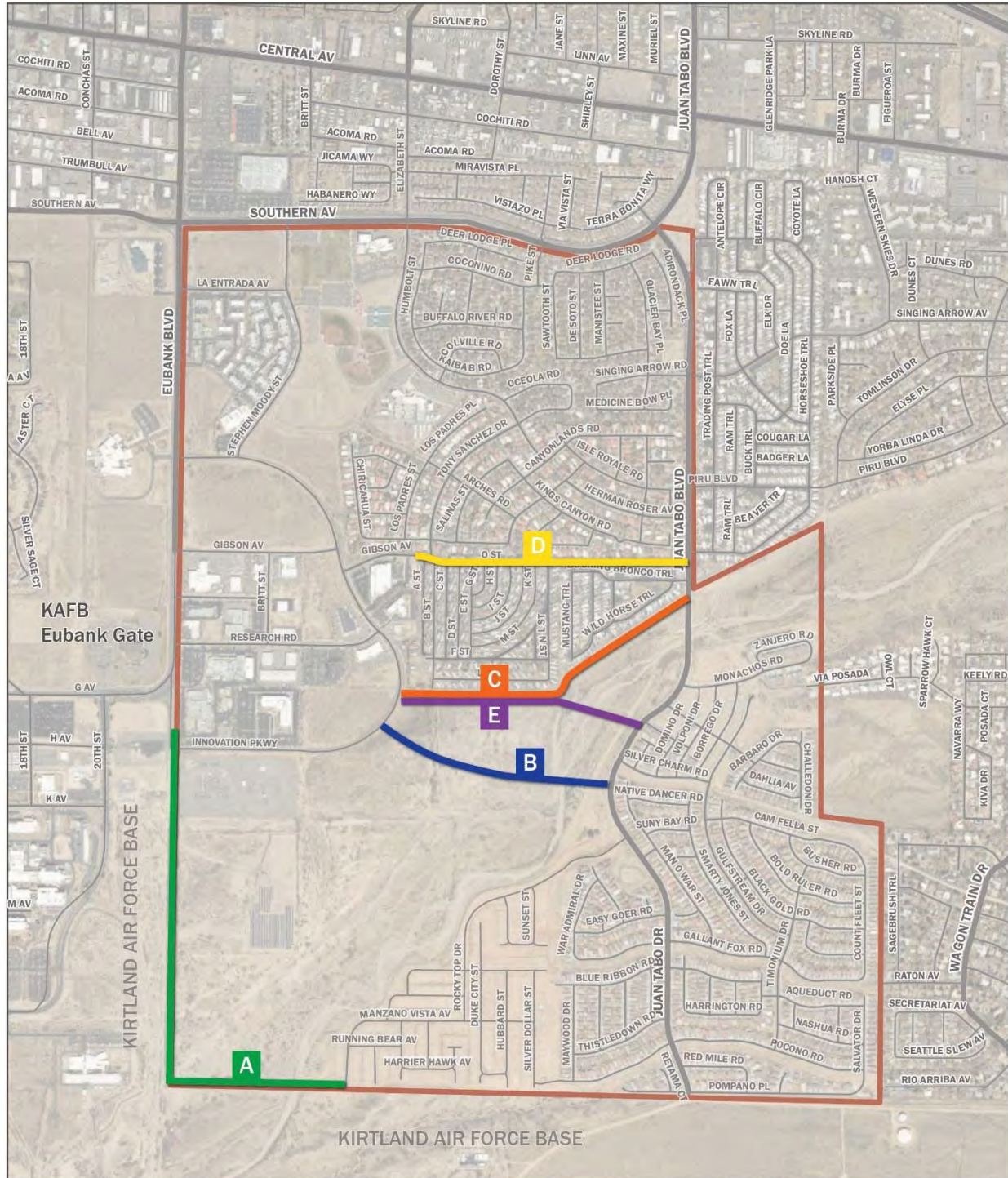


Figure 20: Conceptual Alternatives

Impact of Alternatives

Traffic

No-Build Alternative

The No-Build Alternative would not address any existing traffic issues that occur within the Study Area. Existing traffic issues, including high volume-to-capacity ratios and queueing from Eubank Gate at Kirtland Air Force Base, would worsen if this alternative were selected.

Alternative A

Alternative A would provide an additional ingress/egress for the Juan Tabo Hills communities. This alternative may reduce the amount of traffic at the Southern Boulevard and Juan Tabo Boulevard intersection. It is anticipated that the Juan Tabo Hills residents that access Eubank Boulevard, would use this alternative roadway. This alternative may reduce traffic volumes in the southbound AM peak and in the northbound PM peak on Eubank Boulevard. It is anticipated that residents north of the Tijeras Arroyo bridge will still use the Southern Boulevard and Juan Tabo Boulevard intersection.

Alternatives B, C, D and E

Alternatives B, C, D, and E would provide an additional ingress/egress for the communities along Juan Tabo Boulevard, south of Southern Boulevard. These alternatives may reduce the amount of traffic at the Southern Boulevard and Juan Tabo Boulevard intersection. It is anticipated that the residents that access Eubank Boulevard would use this alternative roadway. This alternative may reduce traffic volumes in the southbound AM peak and in the northbound PM peak on Eubank Boulevard, but would increase the traffic volumes on Innovation Parkway.

Cut-Through

No-Build Alternative

The No-Build Alternative would not address the existing cut-through traffic in the Willow Wood neighborhood. The alternative would not cause cut-through traffic through the Juan Tabo Hills neighborhood that would likely be seen with Alternative A.

Alternative A

Alternative A would partly address the cut-through traffic in the Willow Wood neighborhood; however, it would also likely create a new cut-through issue in the Juan Tabo Hills neighborhood. The location of the connection so far south and west in the Juan Tabo Hills neighborhood may limit its effectiveness to attract neighborhood-based traffic. Many residents in the original Juan Tabo Hills subdivision or the northern part of the neighborhood may still choose to travel north on Juan Tabo Boulevard.

The alternative would likely cause new cut-through traffic through Juan Tabo Hills West, as the most direct path to the connection for many residents would be to use other neighborhood streets. Cut-through traffic is likely to occur on streets such as the existing segment of Pocono Road west of Juan Tabo Drive, Cougar Run Court and on Manzano Vista Avenue.

Alternative B, C, D, and E

Alternatives B, C, D, and E would likely address the main cut-through issues in the study area. The alternative provides a faster and more direct option than the cut-through route through Willow Wood neighborhood that many drivers use. The alternative would not cause cut-through traffic through the Juan Tabo Hills neighborhood that would likely be seen with Alternative A.

Safety

No-Build Alternative

The No-Build Alternative would not address any existing safety issues within the Study Area. The crash rate at the existing intersections may remain the same without a reduction of traffic volumes or modifications to the existing intersections.

Alternative A

Alternative A may reduce the crash rate at the existing intersections within the Study Area, by decreasing the traffic volumes at those intersections. There is potential for crashes at the new alternative intersections since vehicles will divert to the new roadways.

Kirtland Air Force Base expressed their concern for the Base safety since Alternative A would be adjacent to their perimeter fencing.

Alternative B, D, and E

Alternatives B, D, and E may reduce the crash rate at the existing intersections within the Study Area, by decreasing the traffic volumes at those intersections. There is potential for crashes at the new alternative intersections since vehicles will divert to the new roadways.

Alternative C

Alternative C may reduce the crash rate at the existing intersections within the Study Area, by decreasing the traffic volumes at those intersections. There is potential for crashes at the new alternative intersections since vehicles will divert to the new roadways.

There are sight distance concerns at the intersection of Alternative C and Juan Tabo Boulevard. There is a vertical curve at this location that may hinder the sight of on-coming traffic.

Right-of-Way

All proposed alternatives would require establishment of new right-of-way or amendment of existing private easements, except for the No-Build.

All but one alternative (Alternative D) would cross the Tijeras Arroyo Bio-Zone. Under the 2014 City of Albuquerque plan that established the Bio-Zone, development should not occur in the Bio-Zone in order to protect the habitat and visual characteristics of the arroyo. The Bio-Zone land where connections are proposed is currently privately owned, except for a narrow north-south strip that is City owned. The City of Albuquerque is currently studying purchasing the private land in the area in order to preserve it as open space. Should the City purchase this land, costs associated with establishing a right-of-way through private land would be eliminated and the overall process of establishing right-of-way could be streamlined.

No-Build Alternative

The No-Build Alternative would not require any right-of-way acquisitions.

Alternative A

Alternative A would be built within existing private and roadway easements. The Pocono Road leg would extend within an existing private access easement. The Eubank Boulevard leg would lie within the existing Eubank Boulevard right-of-way reserve easement. The easements may need to be amended to accommodate the new roadways.

Alternative B

Alternative B would require right-of-way acquisition. Alternative B would cross through Eastside Development, AMAFCA, State Land Office, and Albuquerque Board of Education properties. Though the property in question is currently privately owned, part of the land lies within the Tijeras Arroyo Bio-Zone.

Alternative C

Alternative C would require right-of-way acquisition. Alternative C would border the AMAFCA, State Land Office, and Albuquerque Board of Education properties. Though the property in question is currently privately owned, part of the land lies within the Tijeras Arroyo Bio-Zone. There is a portion of the land near Juan Tabo Boulevard that City of Albuquerque already owns and would not need right-of-way.

Alternative D

Alternative D would require right-of-way acquisition through developed property along the entire length of the new roadway. The proposed connection crosses two mobile home parks, the Four Hills Community to the east and South Pointe Village to the west. Within these two parks, the proposed roadway would be built on land currently occupied by approximately 30 mobile homes. Though the lots are not owned by their individual tenants, the City of Albuquerque Mobile Home Ordinance requires compensation of mobile home tenants whose lots are taken for City projects.

Alternative E

Alternative E would require right-of-way acquisition. Though the property in question is currently privately owned, part of the land lies within the Tijeras Arroyo Bio-Zone. Alternative E would cross the AMAFCA property and border the State Land Office and Albuquerque Board of Education properties.

Utilities

No-Build Alternative

The alternative will not impact/need to relocate existing utilities.

Alternative A

The alternative would not significantly impact existing utilities, though some utility easements would be impacted. However, AMAFCA is designing a grade control structure (GCS 637+20) near where the Tijeras Arroyo crosses the Kirtland Air Force Base fence line. It is not clear how a roadway crossing near the grade control structure would impact the structure. AMAFCA indicated that the roadway crossing of the arroyo would likely be expensive due to the flow rate of the arroyo at this location.

Alternative B

The alternative will impact existing utility easements and utility infrastructure, especially power poles and transmission lines that cross Tijeras Arroyo. These power poles will likely need to be relocated and shifted so that the alternative could be constructed. The alternative may also impact an AMAFCA drainage outfall along the edge of Tijeras Arroyo.

Alternative C

The alternative will impact existing utility easements and utility infrastructure, especially power poles that cross Tijeras Arroyo. These power poles will likely need to be relocated and shifted so that the alternative could be constructed.

Alternative D

The alternative would have limited impact on existing utilities, besides removal of utilities within the Four Hills and South Pointe Village mobile home parks along where the road would be constructed.

Alternative E

The alternative will impact existing utility easements and utility infrastructure, especially power poles and transmission lines that cross Tijeras Arroyo. These power poles will likely need to be relocated and shifted so that the alternative could be constructed.

Cost

No-Build Alternative

There would be no costs associated with the No-Build Alternative except for routine roadway maintenance within the Study Area.

Alternative A

Significant cost is likely to be associated with the bridge that would be needed to cross the Tijeras Arroyo. Utility relocations might also be required for power lines and transmission lines within the Tijeras Arroyo. Additional costs would be the removal of trash from the edge of the landfill. Fill material would be needed to return to the grade of the existing ground. The new roadway would require routine maintenance.

Alternative B

Significant cost is likely to be associated with the bridge that would be needed to cross the Tijeras Arroyo. Utility relocations might also be required for power lines and transmission lines within the Tijeras Arroyo. Additional costs would be the removal of trash from the landfill. Fill material would be needed to return to the grade of the existing ground. The new roadway would require routine maintenance.

Alternative C

Significant cost is likely to be associated with earthwork and retaining walls to support the new roadway. Utility relocations would also be required for power lines that currently run within the path of the proposed roadway. The new roadway would require routine maintenance.

Alternative D

Among the costs associated with this alternative would be the cost of taking the mobile home park property and the cost of relocating existing park residents, as required by the City of Albuquerque's Mobile Home Ordinance. The new roadway would require routine maintenance.

Alternative E

Significant cost is likely to be associated with the bridge that would be needed to cross the Tijeras Arroyo. Utility relocations might also be required for power lines and transmission lines within the Tijeras Arroyo. The new roadway would require routine maintenance.

Development

No-Build Alternative

The no-build alternative will not directly impact existing development. Because it does not represent a new facility or new investment, the alternative will not promote new economic development in the study area.

Alternative A

This alternative provides access to undeveloped land along the Eubank Boulevard segment of the alternative. However, KAFB planners indicated development along this segment is not desired due to security concerns along the base fence.

Much of the area also lies within the floodplain associated with the Tijeras Arroyo, limiting development. The alternative would not displace existing development.

Alternative B

The alternative would cut through non-City owned properties on the west side of Tijeras Arroyo in Sandia Science & Technology Park. The alternative would require purchasing or establishing a right-of-way through of part of those properties for the purpose of constructing the roadway. The alternative's alignment would likely create remnant parcels that might not be viable for development. However, the property owners indicated that roadway would also improve access to the properties, improving their overall viability for development. The roadway would also improve access to and the developability of Sandia Science & Technology Park as a whole.

Alternative C

The alternative would cut through non-City owned properties on the west side of Tijeras Arroyo in Sandia Science & Technology Park. The alternative would require purchasing or establishing a right-of-way through of part of those properties for the purpose of constructing the roadway. Unlike Alternative B, the alternative will not create remnant parcels. The property owners indicated that roadway would also improve access to the properties, improving their overall viability for development. The roadway would also improve access to and the developability of Sandia Science & Technology Park as a whole.

The alternative would not significantly disrupt existing development, beside noise and other limited impacts during construction. It would introduce additional vehicular traffic to Sandia Science & Technology Park.

Alternative D

The alternative would significantly impact the South Pointe Village and Four Hills mobile home parks. Meanwhile, the alternative would have limited impact on improving access to properties in the Sandia Science & Technology Park.

Alternative E

The alternative would cut through non-City owned properties on the west side of Tijeras Arroyo in Sandia Science & Technology Park. The alternative would require purchasing or establishing a right-of-way through of part of those properties for the purpose of constructing the roadway. Unlike Alternative B, the alternative will not create remnant parcels. The property owners indicated that roadway would also improve access to the properties, improving their overall viability for development. The roadway would also improve access to and the developability of Sandia Science & Technology Park as a whole.

The alternative would not significantly disrupt existing development, beside noise and other limited impacts during construction. It would introduce additional vehicular traffic to Sandia Science & Technology Park.

Tijeras Arroyo Bio-Zone

The alternatives that would impact the Tijeras Arroyo Bio-Zone would need to submit the plans to the Open Space Advisory Committee so they can provide recommendations to Environmental Planning Commission (EPC). Any construction within the Bio-Zone would need to follow the National Environmental Policy Act (NEPA) process.

No-Build Alternative

The No-Build Alternative would not impact the Tijeras Arroyo Bio-Zone.

Alternative A

This alternative would run along the edge of the Bio-Zone and, therefore, would have limited impact on the Bio-Zone, compared with some other alternatives.

Alternative B

Some impact to the Tijeras Arroyo Bio-Zone will occur. Part of the new roadway will be built within the boundaries of the Bio-Zone. The piers and foundation of the bridge will be built there as well. The bridge structure will impact views associated with the Bio-Zone. It would have more impact to the Tijeras Arroyo Bio-Zone than Alternative A. The impact on the Bio-Zone will be studied in more detail in future as part of the design process

Alternative C

Alternative C would be constructed on the edge of the Tijeras Arroyo Bio-Zone. Since this alternative would require an extensive amount of earthwork and retaining walls, it would have more impact to the Tijeras Arroyo Bio-Zone than Alternative A. The impact on the Bio-Zone will be studied in more detail in future as part of the design process.

Alternative D

The Alternative D would not impact the Tijeras Arroyo Bio-Zone.

Alternative E

Part of Alternative E would be built directly within the Tijeras Arroyo Bio-Zone. Most of the roadway would span most of the Bio-Zone via a bridge, but the piers would be built within the Tijeras Arroyo. The impact on the Bio-Zone will be studied in more detail in future as part of the design process

Landfill

The alternatives that would impact the former Eubank Landfill would need to remove the total depth of trash within the roadway footprint. Fill material would be needed to bring the ground back to existing grade.

No-Build Alternative

The No-Build Alternative would not impact the Former Eubank Landfill.

Alternative A

Alternative A would impact the edge of the landfill. The landfill edges tend to be a shallower depth than other areas of the landfill.

Alternative B

Alternative B would be built within the northern landfill and would require removal of landfill under the width of the new roadway.

Alternatives C, and E

The Alternatives C and E of this alternative would run along the edge of the landfill. They would have less impact on the landfill than some other alternatives.

Alternative D

Alternative D would not cross the landfill.

Alternatives Matrix

The project team scored each alternative based on the criteria described under the Impact of Alternatives section. A summary of the scoring results is shown in the scoring matrix in **Figure 21**. A more detailed version of the matrix, with explanations of the scores applied in each category, is provided in **Appendix D**. Because the study is high level and the conditions in the study area could change, the study does not recommend a preferred alternative. Instead, the alternatives are ranked based on their evaluation score. The preferred alternative would be selected during a future study phase, should the project move forward.

According to the matrix, none of the five roadway alternatives scored higher than the No-Build Alternative, which received 27 points. Of the roadway alternatives, Alternative E and Alternative D received the most points, with a tie of 25. Alternatives B and C received over 20 points, while Alternative A received the fewest, with 17 points.

	No-Build	Alternative A	Alternative B	Alternative C	Alternative D*	Alternative E
Traffic	(-)	(-)	(+)	(+)	(+)	(+)
Cut-Through	(-)	(--)	(+)	(+)	(+)	(+)
Safety	(-)	(--)	(0)	(-)	(0)	(0)
Utilities	(0)	(-)	(-)	(-)	(-)	(-)
ROW	(0)	(-)	(-)	(-)	(--)	(-)
Cost	(+)	(--)	(--)	(--)	(-)	(--)
Development	(0)	(0)	(0)	(+)	(--)	(+)
Bio-Zone	(+)	(0)	(-)	(-)	(+)	(-)
Landfill	(+)	(-)	(--)	(0)	(+)	(0)
Overall score	27	17	22	24	25	25

*The City has indicated that Alternative D is not a viable option due to the significant impact it would have on existing residential development.

Scoring

Positive, Good	5	(++)
Above Average	4	(+)
Average	3	(0)
Below Average	2	(-)
Negative, Poor	1	(--)

Figure 21: Alternatives Scoring Matrix

Next Steps

If a build alternative is chosen to move forward, the following is a list of next steps once a funding source is identified:

- Land Acquisition
- Environmental Investigations
- Geotechnical Investigations
- Landfill Samples
- Detailed Engineering Study
- Preliminary and Final Design
- Construction

If the No-Build Alternative is selected to move forward, the following is a list of possible projects that can be done to improve the study area:

- Improve existing infrastructure – the existing roadway network can be analyzed, and improvements can be identified to increase the capacity.
- Multi-use path – construct a multi-use path instead of a roadway to create a direct walking/biking route from Juan Tabo Boulevard to Eubank Boulevard.
- Transit – work with ABQRide to add transit stops along Juan Tabo Boulevard and takes riders to Eubank Boulevard.
- Ride-Share Program – work with KAFB and Sandia National Labs to implement a ride-share program to carpool to work.
- NTMP Willow Wood Project – implement the City of Albuquerque Neighborhood Traffic Management Program project that looked at diverting cut-through traffic from the Willow Wood Community. The project analyzed different alternatives one being the vacation of right-of-way and installing a gate at Tony Sanchez and Gibson Boulevard.

Potential Funding

There are various funding sources the City could apply for if the project gets moved forward to design. Below is a description of some of the funding sources that may be available to support the design and construction of this project.

Federal

Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program (STBGP) is a block grant funding program under the FAST Act that may be used for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities.

Congestion Mitigation and Air Quality Program (CMAQ)

The CMAQ program provides funds to regions for transportation projects designed to reduce air pollution caused by automobile traffic and traffic congestion. CMAQ funding is available to areas that do not meet federal air quality standards or in “maintenance areas” that have had previous air quality problems. CMAQ projects reduce motor vehicle emissions by encouraging shifts to alternative modes (such as rideshare, transit, bicycling, or walking), by improving traffic flow (thereby cutting idling and driving behaviors that generate higher emissions), or through application of emission-reduction technologies, such as alternative fuels.

Department of Defense – Defense Community Infrastructure Pilot Program (DoD-DCIP)

The Defense Community Infrastructure Pilot Program is a program created under the FY 2019 National Defense Authorization Act (Public Law 115-232 Section 2861) permitting the Secretary of Defense to authorize funding or establish cooperative agreements for the purpose of supporting community infrastructure projects near military installations that enhance the quality of life of military families. Under the program, community infrastructure can include “any transportation project, a school, hospital, police, fire, emergency response, or other community support facility; or a water, waste-water, telecommunications, electric, gas, or other utility infrastructure project.” The project must be located off the military installation and be owned by a state or local government, or a non-profit, member-owned utility. A 50% State or local funding match is required. The funding from the DCIP for a project can be combined with other funding administered by non-DOD federal agencies. In the initial round of funding in 2020, 15 projects across the nation received a total of \$50 million in funding. The program is administered by the DOD Office of Economic Adjustment.

State

State transportation funding programs include the State Road Fund, largely funded by the state’s fuel taxes, and several others including the Local Government Road Fund and the Severance Tax Bond program. On occasion, the state legislature can choose, through its budget approval process, to fund projects directly from the General Fund as a capital outlay.

State Road Fund

The State Road Fund was established to support development and maintenance of roads through the State of New Mexico. The Fund generally is used for highway maintenance, as well as fund NMDOT operations and make debt payments for highway capital improvement bonds. Federal funds (discussed above) are mostly applied to construction projects. The State Road Fund is supported by a State Gasoline Tax (about 30 percent of total revenue), Special Fuels Tax on diesel (25 percent), Weight-Distance Tax on commercial trucking (20 percent), Vehicle Registration Fees (20 percent), and other minor fees.

Local Government Road Fund

The Local Government Road Fund (LGRF) is available to be used in conjunction with projects by municipalities, counties, Indian Tribes/Pueblos, and other State and Federal Agencies that may be participating partners. The LGRF supports several programs, including: Cooperative Program (CO-OP), County Arterial Program (CAP), School Bus Route Program (SBR), and Municipal Arterial Program (MAP).

Summary and Recommendations

The study evaluated the feasibility for concepts intended to connect the southern ends of Juan Tabo Boulevard and Eubank Boulevard. The study was commissioned because of the following issues in the area, which the study has documented:

- Currently, no major street connects Juan Tabo Boulevard and Eubank Boulevard south of Southern Boulevard. Many employees of Kirtland Air Force Base, Sandia National Laboratories, and associated employers live in the Juan Tabo Boulevard corridor and need to access the Eubank Gate daily, creating significant demand for east-west travel every commute period.

- This demand, along with other traffic, has put stress on existing major roadways and has caused some traffic to “spill over” onto local streets. These traffic patterns are creating congestion and safety issues in the area.
- These issues are expected to worsen as new development, including a new residential subdivision and the expanded National Nuclear Security Administration facility, drives new traffic onto the area’s roadways.

The study proposed five alternatives to be evaluated, in addition to a No-Build alternative, under which no new connection would be built. The alternatives were evaluated at a high level for their impact on traffic and roadway safety, their need for new right-of-way, and their estimated construction cost. They were also analyzed for their impacts on existing and future residential and commercial development, the Tijeras Arroyo Bio-Zone, and the former Eubank landfill. To further build an understanding of the potential impacts and benefits of the alternatives, the study team engaged residents and other stakeholder through public meetings and through one-on-one meetings with stakeholder organizations and agencies.

The key conclusion of the evaluation was that while most of the alternatives would solve the traffic issues present, the same alternatives encounter significant constraints that could only be overcome with costly infrastructure. The study team evaluated the alternatives quantitatively. Alternatives were assigned numerical scores based on the results of the evaluation, with a higher score meaning that the alternative was more feasible or viable. The conclusions of the scoring are as follow:

- All five of the roadway alternatives scored lower than the No-Build alternative. Of the roadway alternatives, Alternative E and Alternative D tied for the highest score.
- Alternative E received a high score because it would provide a direct new roadway connection, solving the crucial traffic issues at play, and because it would enhance the developability of parcels in the Sandia Science & Technology Park. However, the cost of traversing the Tijeras Arroyo was a major downside to the alternative, as an expensive bridge would be required.
- Alternative D received a high score because it would not be built across or directly alongside the Tijeras, and therefore would not require expensive infrastructure; however, the alternative would cross the South Pointe Village and Four Hills mobile home parks and would require displacement of several dozen residents living there. Though the alternative received a high score, due to the impact on residents, the City does not consider Alternative D a viable option.
- Alternatives B and C scored highly but would also require an expensive bridge or costly earthwork. Alternative B would also traverse the deepest portions of the former Eubank Landfill, likely requiring extensive removal of the landfill’s contents.
- Alternative A received the lowest score. Because of its location, it would not provide a convenient connection for many commuters in the study area and would, therefore, not solve the key traffic issues present. Meanwhile, because the alternative would be built along the Kirtland Air Force Base fence line, it would create security issues for the base.

The study team notes that many of the assumptions used to evaluate the alternatives are based on the anticipated impact of development projects that are being implemented but that are not yet complete. These projects include the final phase of the Juan Tabo Hills neighborhood, the new National Nuclear Security Administration facility, and Sandia Science & Technology Park, where many parcels have yet to be developed. This study has attempted to anticipate the impact of these projects, but their impacts cannot be fully anticipated. If conditions in the study area were to change

significantly and traffic problems were to worsen notably, then this study and its alternatives should be reevaluated.

If the No-Build Alternative is selected to move forward, the following is a list of possible projects that can be done to improve the study area:

- Improve existing infrastructure – the existing roadway network can be analyzed, and improvements can be identified to increase the capacity.
- Multi-use path – construct a multi-use path instead of a roadway to create a direct walking/biking route from Juan Tabo Boulevard to Eubank Boulevard. It is recommended that the City of Albuquerque amend the *Bikeways & Trails Facilities Plan* to include this connection.
- Transit – work with ABQRide to add transit stops along Juan Tabo Boulevard and takes riders to Eubank Boulevard.
- Ride-Share Program – work with KAFB and Sandia National Labs to implement a ride-share program to carpool to work.
- NTMP Willow Wood Project – implement the City of Albuquerque Neighborhood Traffic Management Program project that provided recommendations for diverting cut-through traffic from the residential neighborhood.

Appendix

Appendix A – Public Meeting Summary

Meeting Summary



Meeting Title: COA Juan Tabo Connectivity Study – Public Meeting #1

Date: 12/1/2020

Time: 6:00 pm – 7:00 pm

Location: GoToMeeting

Attendees:

See page 7. There were 56 attendees, plus additional City and Wilson & Company staff who attended as Panelists.

I. Introduction and Presentation

Audra Gallegos (Wilson & Company) introduced Laura Rummeler, with Councilor Harris’s office, who gave a few remarks, saying that the Councilor was looking forward to finding good resolution for concerns that neighbors have regarding traffic.

Ms. Gallegos then introduced the remaining City staff and Wilson & Company, and then began the presentation.

II. Q&A Session

A question & answer session followed the presentation. The questions and responses are listed below.

Participant Question	Project Team Response
If the existing traffic flow stays the same as today, will speed bumps be an option to install? On Elizabeth St/Herman Roser Ave	Audra Gallegos: Right now, this project is just based on the Juan Tabo Connectivity Study – it’s not looking at improvements to the residential streets.
How many homes would be impacted by Alternative D?	Audra Gallegos: The alternative runs all the way through the north side of the mobile home park. There are quite a few homes in that sections, but we don’t know exactly how many.
Would any of these options involve a cost incurred by community members, such as a PID?	Petra Morris: At this point, the study is looking at the most feasible alternative. At this point there’s no interest in something like a PID. We’re mostly likely looking at state or federal funding options, which would require getting the projection the TIP – basically government money would be used to pay for it. Tom Menicucci: That’s correct, might also look at adding local General Obligation bonds.
What's less expensive B or C?	Audra Gallegos: Right now, we haven’t dived into the detailed analysis of the alternatives. Our next steps would be to look at the impacts of the alternatives and determining conceptual costs for them. We should have an answer for you on that at the next public meeting.

Participant Question	Project Team Response
Will there be any discussions to coordinate with the Sandia Tech Park Master Plan?	Audra Gallegos: Yes, we are in coordination with SS&T park and we do have the master plan. So if B or C is chosen we would look at how that master plan is laid out and there connections, and we know there's some proposed roadways that they have south of Innovation Parkway.
Has Wilson or City of ABQ indicated a preference?	Audra Gallegos: At this time, there's not a preference, we just have these conceptual layouts and we're determining what's best with the constraints that are within the study area.
Do any alternatives require eminent domain land acquisition?	Petra Morris: Alternative D would most likely require either purchase from the property owner or if the owners were no interested in selling, then eminent domain. Because there are so many home located in that area, it's really not a viable option and not something we'd want to do. Alternatives A and B, they're both existing easements, there's also areas the City's working to purchase as part of the Tijeras Biozone, so I don't think that those would result in eminent domain, and the same thing for C as well.
Why can't Alt A connect to Juan Tabo?	Audra Gallegos: There are a lot of homes that are close to the KAFB property line, so in order for the alternative to connect to Juan Tabo, it would either require taking homes, which is something we'd rather not do, or having to work with KAFB and get ROW from them.
How was the new development approved south of the bridge when it abuts the Biozone?	Audra Gallegos: There is a process with the Open Space Advisory to be able to build in the Biozone, which they would provide recommendations. Petra Morris: The homes went through review by the Planning department, but it was the request to develop this area, but it was the interest to develop here that generated the interest to study the Biozone – so the development predated the Biozone.
Would any of these alternatives include opening the roads between Four Hills and JT Hills East?	Petra Morris: They wouldn't. There was a pretty extensive discussion in the past about the connections between JT Hills and Four Hills, and the decision in the past was made that those connections should not go through because Four Hills was concerned about cut-through traffic and vice versa. At this point, the two areas remain separate.

Participant Question	Project Team Response
<p>At some point KAFB had a long-term plan to extend Eubank. Has the City discussed options with Kirtland?</p>	<p>Audra Gallegos: This is something we have not discussed with them, but Petra has been in contact with the KAFB planner, but this is something that will be good to bring up.</p>
<p>Is there a federal process to traverse the Biozone?</p>	<p>Tom Menicucci: At this point in time, it's not a federal land. It's the City purchasing open space. There is some consideration that must be taken into account that it is a FEMA federal floodplain, so plans have to that it to account but beyond that, it is not a part of the federal lands management inventory.</p>
<p>What is the timeline for this project?</p>	<p>Audra Gallegos: Right now, we've gone through the existing conditions. Our next step would be detailed analysis of alternatives, which we will present at the next public meeting, which is hopefully Jan 19th. After we get the input from the public at that meeting, we will submit the final draft of the study. That's where the study phase of the project ends. After that, depending on what the preferred alternative is, the City would look for funding sources to be able to design and build the project. So the study should end early next year, but there's a specific timeline from then on out.</p>
<p>What is the transportation plan for potential funding?</p>	<p>Audra Gallegos: There's not any funding in place to build this alternative. This City would have to seek funding sources in order to get it built.</p>
<p>Thinking about the Juan Tabo bridge closure during an emergency, does the City have an obligation to build alternative emergency routes?</p>	<p>Petra Morris: Building a bridge would probably provide a better emergency route into the area. If the bridge would close, then the emergency route would revert back to what's there today. It would be no different than the situation today. With the new bridge, there'd be presumably better emergency access – although I'm not sure where the fire stations are or where the ambulances would come from for that particular area. But if the new bridge closes, you would be any worse off than where you are today.</p>
<p>Will the analysis include the impacts or benefits to the Willow Wood Neighborhood? That should include an analysis of which alternative provides the best option for those commuters currently cutting through the neighborhood.</p>	<p>Audra Gallegos: We did analyze the cut-through traffic, which is obviously an issue within the Willow Wood community. When we're doing the detailed analysis, we'll look at the reduction the surrounding neighborhood might have with cut-through traffic.</p>

Participant Question	Project Team Response
<p>When is the Willow Wood traffic study result to be implemented?</p>	<p>Tim Brown: DMD and Wilson & Company have been working together to prepare a plan. We had come up with basically two alternatives – one that involved different infrastructure within the WW neighborhood, and then the other one involving the neighborhood placing a gate We need to follow up with the neighborhood to see if they want to proceed with gate or the other traffic calming. There was no clear winner between the alternatives from the previous engagement. This Juan Tabo study started as a result of the initial work within the neighborhood. The work within the neighborhood is happening on a much quicker timeline, and will happen much sooner than the Juan Tabo connection</p>
<p>Before the development of Volterra, wasn't there a traffic study done at that time to foresee the traffic issue we are having now?</p>	<p>Tim and Tom weren't aware. TIS prepared for Juan Tabo Hills subdivision happened quite some time ago, probably around the time of the recession. I have no knowledge of anything for Volterra. It would have been done out of Planning.</p>
<p>Is there sufficient ROW for Option A?</p>	<p>Audra Gallegos: Right now, the City doesn't have very much ROW within the study area. They have a little strip within the Tijeras Arroyo. They are working to acquire more ROW within the Biozone. Since Option A is at the edge of the Biozone, that would be part of the ROW acquisition.</p>
<p>Would there be turn lanes or lights with traffic backups?</p>	<p>Audra Gallegos: We're looking at connectivity, it's a possible next step to look at the possible traffic conditions at intersections. Tim Brown: Once the project moves into final design, that phase would take all those factors into account. Depends on the alternative that's selected – for instance, Alternative A would have different traffic flow than other alternatives. Regardless, it's our goal that the new connection works well on day one.</p>
<p>Will the analysis include a weighting of the different criteria such as cost, impact to the biozone, impacts to existing homes, etc.? If so, will this weighting be shared?</p>	<p>Audra Gallegos: Yes, we'll do a matrix of the criteria for each alternative, and we'll provide this information at our next public meeting.</p>
<p>What would be the expected traffic relief volume number from Juan Tabo to Eubank to be effective?</p>	<p>Audra Gallegos: We haven't dived into the detailed analysis of this to look at how much traffic exactly would be relieved from the other routes if one of these roadways were built.</p>

Participant Question	Project Team Response
Will all the parties participating in this meeting receive an invite to the next meeting in January?	Audra Gallegos: Yes, everyone who registered for this public meeting, we have your email address, so we'll send an email with the link to register for the next public meeting once we have it set up.
Is the majority of cut-through traffic in WW from Juan Tabo Hills?	Audra Gallegos: I don't have an answer for you on that one. Since the access at Herman Roser is partial access, when the cut-through study was done, it wasn't determined if people from Juan Tabo Hills were traveling north on JT and making a U-turn to go through the WW community or if it was residents from the northern communities
Can participants select and/or rank their preferences for the options presented?	Audra Gallegos: After this presentation ends, a survey will pop up, and it will ask you a few questions like, "Which option is your favorite?" and why. There's also a box to any other questions or comments that you may have.
Will there be bike lanes considered for all alternatives?	Audra Gallegos: Yes, for all alternatives, we'll look at multimodal – so, bike lanes, sidewalk, or multiuse path.
Who will make the ultimate decision on what road will be built?	Audra Gallegos: We'll do the alternatives matrix and the detailed analysis to determine which alternative have the most impacts/least impacts. We also want to hear from you to see what alternatives you may or may not like.

During the Q&A session, the following comments were received:

I vote A. :) ETA on when this will be completed if approved?
Traffic also impacts the Mirabella neighborhood
No question. Please continue to engage with 377 Air Base Wing (Kirtland AFB), Civil Engineer Division as you develop COAs.
Thank you for this study and supporting work. We strongly believe this work improve our community and the SouthEast region of Albuquerque in general.
I've reviewed the Master Plane for the Tech Park and it appears to me that option A works best with the Tech Park Master Plan... is this correct?
SS&TP did a Traffic study and did the improvements

III. Closing and Schedule

There were a few questions about getting a copy of the presentation. Petra Morris shared details of the project website and how the presentation would be shared. This public meeting's presentation will be

posted on the project website tomorrow. The link for the website will be shared via email with everyone who registered for this meeting or who received the initial email about this meeting.

IV. Post-Meeting Survey Results

Upon exiting the webinar, participants were prompted to answer a short survey about the preliminary alternatives. Participants were asked to select their preferred alternative, their least favorite alternative, and to explain their reasoning for each choice. Alternative E – the no-build alternative – was not among the options. Participants were also permitted to share open-ended comments.

For the “favorite” alternative, Alternatives A, B, and C each received 7 votes, while Alternative D received one vote. Respondents who preferred Alternative A thought that it would effectively divert from residential areas and/or that it was a straightforward design for a connection. Respondents who favored Alternative B liked that it would be a direct connection, that it would be effective for eliminating residential cut-through traffic, and/or that the facility would have limited impact on residential areas. Proponents of Alternative C felt that it would be a direct and efficient connection, and/or that it would not as directly impact properties as much as Alternative D.

For the “least favorite” alternative, Alternative D received 10 votes. This result, combined with the low votes under the “favorite” category, make it the least-liked alternative of the survey responses. Respondents who voted for Alternative D did not like the impact it would have on residential properties in South Pointe Village. Alternative C received 7 votes for being least favorite, and Alternative A received 5 votes. Detractors of Alternative C felt that the new roadway would create a dangerous intersection with sight distance issues at the top of the Juan Tabo bridge, while detractors of Alternative A felt the connection would be too far out of the way for many residents for it to be effective/convenient, and/or that it would create a new cut-through problem in Juan Tabo Hills West. Alternative B was voted least favorite by just one respondent.

V. Summary of Comments Received after the Public Meeting

Comments were accepted via email for two weeks after the 12/1 meeting. There were eight comments from six parties. (The full comments are provided as an addendum to these minutes.). The comments were evenly split between those specifically opposing Alternative A (but not opposing all connection options) and those opposing all alternatives. Each idea was expressed by three separate parties.

Three comments specifically opposed Alternative A because respondents said it would not solve the traffic problems described in the study and/or because it would be too disruptive, especially because it would lead to new cut-through traffic and noise in Volterra/Juan Tabo Hills.

Two comments expressed concern about the impact the alternatives would have on the Sandia Science & Technology Park. The comments noted that the area is currently a pedestrian-friendly, low traffic area and that the proposed connections would bring more traffic and noise to the office park. One of these comments expressed support for Alternative A because it would have no impact on the office park, while the other comment opposed all alternatives.

Another comment opposed all alternatives because the options did not conform to the City’s climate action plan in that they would facilitate more single-occupancy vehicle trips, rather than supporting use of alternative modes, such as walking or bicycling. This comment suggested using the alignment of Alternative C for to construct a multiuse path in order to connect Juan Tabo Hills and other neighborhoods to Kirtland AFB.

Another comment opposed all alternatives them on the basis that they would not solve the issues described by the study.

Among the commenters who did not oppose all options, two commenters explicitly supported Alternative C. One commenter each specifically supported Alternatives B and D.

VI. Meeting Attendees

<u>Last Name:</u>	<u>First Name:</u>
Alvarez	Juan
Antonich	Taylor
Aragon	Paula
BRUNT	ROBIN
Bandlow	Leonard
Bodette	Dave
Bodour	Adria
Bordegaray	Jim
Buchholz	Dave
Buck	Charles
Burton	Patrick
Bustamante	David
Castro	Christopher
Clemmer	Joel
Cordova	Melissa
Dougherty	Timothy
Durham	Paul
Dussart	Kevin
Eccles	Sylvia
George	James T
Giron	Jeremy
H	Matt
HUMPHRIES	ARTHUR
Hakim	Malak

<u>Last Name:</u>	<u>First Name:</u>
Hedrich	Kim
Hollinger	Jonathan
Houck	Michael
Hubbard	Neal
Lewis	James
Ley	Alan
Lopez	Cholo
Lujan	Richard
Martin	Eric
McRoberts	Colleen
Menicucci	Tom
Mohmand	Jamal
Munera	Tiffany
Murphy	Hae-Jung
O'Toole	Marty
Ross	Nick
Sammon	Jason
Sandoval-Tellez	Doris
Schneider	Gary
Schwantes	Norman
Simpson	Judy
Small	Jessica
Spinney	Amanda
Strauser	Robin
Strozier	Jim
Tartaglia	David
Trump	Jim
Velarde	Amanda
Watson	Margaret

<u>Last Name:</u>	<u>First Name:</u>
Watts	Sarah
Wilkes	John
von Boetticher	Linda
Akhil	Abbas
Bohannon	Bo
Costales	Tee
Eastman	Jill
Garcia	John
Grover	Steven
James	Michelle
Jarosz	Jason
Johnson	Josh
Kincaid	Larry
Martinez	Candle
Newsome	Ky'-shia
Reisz Westlund	Jennifer Jill
Salazar	Anthony
Sanchez	Dianne
Slater	Jon
Smith	John
Wilkes	John
Wolz	Ben
Zuverink	Mark



Project Team Members in attendance:

<u>Name:</u>	<u>Organization:</u>	<u>Email:</u>
Petra Morris	Council Planning Manager	PMorris@cabq.gov
Laura Rummler	Policy Analyst, Cllr. Harris	LRummler@cabq.gov
Tom Menicucci	Council Services	TMenicucci@cabq.gov
Melissa Loyosa	Municipal Development (DMD)	MLoyosa@cabq.gov
Tim Brown	DMD Traffic	TJBrown@cabq.gov
Audra Gallegos	Wilson & Company	Audra.Gallegos@wilsonco.com
Ben Bachwartz	Wilson & Company	Benjamin.Bachwartz@wilsonco.com

GoToWebinar
Engagement Report

Engagement Metrics

Last Name	First Name	Engagement Type	Question Asked	Answer Given
Bodour	Adria	Survey	Any additional comments:	Not sure why this connection is needed. So you live in Four Hills and it takes you longer to get to Eubank. It really is not that long of a drive to go around. Additionally more connections means more development which hurt the biozone/flood zone that is needed.
		Survey	What do you like about the alternative you chose as your favorite?	I would pick Alternative E if available. The reason for not connecting Juan Tabo is to protect the biozone and cutting up the protected area, but if that really needs to be done then Alternative C seems the least invasive to the biozone/arroyo.
		Survey	What do you not like about the alternative that you chose as your least favorite?	The close proximity to Kirtland Air Force Base.
		Survey	Which option is your least favorite?	Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West
		Survey	Which option is your favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Parks
Ley	Alan	Survey	Any additional comments:	Regardless of which alternative is selected, it is essential that some speed reduction mechanism be put in place in Willow Wood. Speeding continues unabated, as does failure to stop, or often even slow, for stop signs. My preference is speed bumps, placed closely enough to simulate a washboard dirt road (without the dirt, of course). Alternative C would offer a fairly straight path to Kirtland/SNL/Technology Area to both drivers coming from Volterra and those who come into town via I40, exit at Tramway and then access Juan Tabo via Singing Arrow. From my personal observations, I am certain that the latter category constitute a significant portion of Willow Wood's cut-through traffic.
		Survey	What do you like about the alternative you chose as your favorite?	Option "A" would serve residents of Volterra, but offer nothing to those coming from the north.
		Survey	What do you not like about the alternative that you chose as your least favorite?	Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West
		Survey	Which option is your least favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Parks
		Survey	Which option is your favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Parks
Velarde	Amanda	Survey	Any additional comments:	APS should have been approached prior to this meeting as both options B & C include APS property.
		Survey	What do you like about the alternative you chose as your favorite?	Do not have enough information to make a decision.
		Survey	What do you not like about the alternative that you chose as your least favorite?	I do not think this is a viable option.
		Survey	Which option is your least favorite?	Alternative D - Connection to Gibson Blvd, through Housing Development
Buck Castro	Charles	Q&A	Which option is your favorite?	null
		Q&A	but why is it ok to have cut through in Willow Wood	
Buchholz	Dave	Q&A	What's less expensive B or C?	
		Survey	Any additional comments:	
		Survey	What do you like about the alternative you chose as your favorite?	Keeps traffic out of residential areas; traffic could be 4 lanes
		Survey	What do you not like about the alternative that you chose as your least favorite?	Disruption of current residents; still close to other residents that are not in the direct path of the proposed roadway
		Survey	Which option is your least favorite?	Alternative D - Connection to Gibson Blvd, through Housing Development
		Survey	Which option is your favorite?	Alternative B - Tijeras Arroyo Crossing

Last Name	First Name	Engagement Type	Question Asked	Answer Given
Bodette	Dave	Survey	Any additional comments:	Alt-C seems like it would be dangerous having an intersection at Juan Tabo that with a hill blocking line-of-sight.
		Survey	What do you like about the alternative you chose as your favorite?	Why have you not looked at just enlarging the over-capacity sections of Juan Tabo?
		Survey	What do you not like about the alternative that you chose as your least favorite?	Alt-B isolates the traffic to south of the arroyo bridge and is at a place with no other intersections on the Juan Tabo side.
		Survey	Which option is your least favorite?	It is so out-of-the way and the connector roads are too small that most folks would not use it.
		Survey	Which option is your favorite?	Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West
Tartaglia	David	Q&A	when is the willow wood traffic study results be implimented?	Alternative B - Tijeras Arroyo Crossing
		Survey	Any additional comments:	I think the lack of knowledge of the area by the speakers was terrible. I.E. not knowing the location of the local fire stations and the geographical knowledge of the areas in question.
		Survey	What do you like about the alternative you chose as your favorite?	No cost of bridge and a a short route.
		Survey	What do you not like about the alternative that you chose as your least favorite?	Cost of bridge.
		Survey	Which option is your least favorite?	Alternative B - Tijeras Arroyo Crossing
		Survey	Which option is your favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Parks
Martin	Eric	Q&A	At some point KAFB had a long term plan to extend Eubank - has the city discussed options with KAFB?	
		Q&A	Thinking about the Juan Tabo bridge closure during an emergency, does the city have an obligation to provide alternative emergency routes?	
		Survey	Any additional comments:	Option B looks to be a solid alternative to A, but impact to the research park needs much consideration and traffic analysis. Direct connection to Innovation Parkway will create more speeding traffic past neighborhood parks. Something between Option B and Option A, which starts near Option B in JTH and connects to Eubank SOUTH of the substation should be considered.
		Survey	What do you like about the alternative you chose as your favorite?	Appears to have the best chance of spreading out traffic from Juan Tabo Hills, if the connection through the neighborhoods is improved. May be supported and/or improved through negotiation with KAFB.
		Survey	What do you not like about the alternative that you chose as your least favorite?	Options C and D do nothing to provide an alternative access point to Juan Tabo Hills and look to be far more expensive without as much benefit as Option B or C. Both would have hazardous turns off Juan Tabo.
		Survey	Which option is your least favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Park
		Survey	Which option is your favorite?	Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West
Schneider	Gary	Q&A	Where will these slides be posted??	
Mohmand	Jamal	Survey	Any additional comments:	Could option A be connected to Pocono, behind the houses in the neighborhood? Simple solution
		Survey	What do you like about the alternative you chose as your favorite?	1. Gives community a second entry/exit point, if main bridge gets closed we can go around and use option A. All other options rely on the use of Juan Tabo Bridge
		Survey	What do you not like about the alternative that you chose as your least favorite?	2. At the end of the biopark does not solve 1 entry/exit point issue in neighborhood. Many of us were stuck for hours because Juan Tabo Hills bridge was closed due to security incident.
		Survey	Which option is your least favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Park

Last Name	First Name	Engagement Type	Question Asked	Answer Given
George	James T	Survey	Which option is your favorite?	Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West
		Survey	Any additional comments:	
		Survey	What do you like about the alternative you chose as your favorite?	Alt A although probably the most costly minimizes disturbance to all existing and planned neighborhoods if planned correctly. Additionally, the AM southbound traffic would obviously decline precipitously and provide easy , quicker access to KAFB via the connector to southbound Eubank.
		Survey	What do you not like about the alternative that you chose as your least favorite?	Alt D is essentially everybody's nightmare from increased heavy traffic immediate south of the Willow Wood development to overwhelming upset of the Southpoint Mobile Home Park. This is not an alternative at all!
Giron	Jeremy	Survey	Which option is your least favorite?	Alternative D - Connection to Gibson Blvd, through Housing Development
		Survey	Which option is your favorite?	Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West
		Q&A	would there be turn lanes or lights to help with traffic backups?	
		Survey	Any additional comments:	A is a good plan for Volterra, but not necessarily for Willow Wood.
		Survey	What do you like about the alternative you chose as your favorite?	It handles both the traffic from Volterra and Singing Arrow.
		Survey	What do you not like about the alternative that you chose as your least favorite?	It seems potentially awkward to have an intersection at the top of the hill.
Bordegaray	Jim	Survey	Which option is your least favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Park
		Survey	Which option is your favorite?	Alternative D - Connection to Gibson Blvd, through Housing Development
		Q&A	can you please go back one slide	
		Q&A	It was the first slide showing all alternatives together.	
		Q&A	Has Wilson or CABQ indicated a preference?	
Strozier	Jim	Q&A	Is there a federal process to traverse the "biozone?"	
		Q&A	WHat is the timeline for this project?	
		Q&A	Will all of the parties participating in this meeting receive an invite to the next on in January? I represent the New Mexico State Land Office and we were forwarded the invite from the park even though it appears that at least one alternaive crosses state trust land.	
		Q&A	Thank you for the link.	
		Q&A	How many homes will be impacted by Alternative D?	
		Q&A	Will the analysis include the impacts or benefits to the Willow Wood Neighborhood? That should include an analysis of which alternative provides the best option for those commuters currently cutting through the neighborhood.	
		Q&A	Will the analysis include a weighting of the different criteria such as cost, impact to the biozone, impacts to existing homes, etc.? If so, will this weighting be shared?	
		Q&A	Do we have to do something to get to the survey?	
		Q&A	Thanks.	
		Survey	Any additional comments:	
Trump	Jim	Survey	What do you like about the alternative you chose as your favorite?	It is the shortest and if designed well, the bridge could be an attractive addition to the biozone and provide additional pedestrian and bicycle access to the area. It also has a very direct connection to the base/gate - where people want to go. It also has the least impact to existing homes.
		Survey	What do you not like about the alternative that you chose as your least favorite?	It does impact and require construction in the arroyo.
		Survey	Which option is your least favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Park
		Survey	Which option is your favorite?	Alternative B - Tijeras Arroyo Crossing
		Q&A	can you give access to the land at SS&TP with the different options	
		Q&A	if you give access to the vacant land you can create value with turn lanes	
		Q&A	B works the best however we need turn lanes for the land within SS&TP	

Last Name	First Name	Engagement Type	Question Asked	Answer Given
Wilkes	John	Q&A	SS&TP did a Traffic study and did the improvements	
		Q&A	Will there be any discussions to coordinate with the Sandia Tech Park Master Plan?	
		Q&A	Is their sufficient ROW for option A?	
		Q&A	I've reviewed the Master Plan for the Tech Park and it appears to me that option A works best with the Tech Park Master Plan... is this correct?	
		Q&A	Can participants select and/or rank their preference for the options presented?	
		Q&A	Thank you for this study and supporting work. We strongly believe this work improve our community and the SouthEast region of Albuquerque in general.	
		Survey	Any additional comments:	We, multiple residents of the Volterra subdivision, appreciate any efforts towards providing access our neighborhood in addition to the lone Juan Tabo bridge across the Tijeras Arroyo. ,Thank you for conducting this study.
		Survey	What do you like about the alternative you chose as your favorite?	It appears to be the best option with regards to the Sandia Tech Park Master Plan.,Minimal impact to existing infrastructure, and provides separation between residential zones and Kirkland Air Force Base.
		Survey	What do you not like about the alternative that you chose as your least favorite?	The consequence of having to relocate residents.,Significant disruption to existing residential properties and lack of redundancy for egress of Volterra and Juan Tabo Hills West (in case of emergency).
		Survey	Which option is your least favorite?	Alternative D - Connection to Gibson Blvd, through Housing Development,Alternative D - Connection to Gibson Blvd, through Housing Development
Hollinger	Jonathan	Survey	Which option is your favorite?	Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West ,Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West
		Q&A	option C seems too close to Willow Wood. Traffic would probably just continue to cut through Willow Wood. Option B seems like the best option at this point	
		Q&A	may we have a copy of this meeting for others that were not available to attend the meeting?	
		Q&A	thank you!	
		Q&A	will the audio be included? PLEASE PLEASE PLEASE	
		Q&A	I am the president of WW. That would be so helpful	
		Q&A	I will email you	
		Q&A	thank you	
		Q&A	good night. /Thank you	
		Survey	Any additional comments:	I believe Option B presents a best-case scenario, whereby traffic will not deviate from its original destination to gain access to the alternate route. In other words, Option B will not present "cut-through" problem for JTH.
Survey	Any additional comments:	As always, thank you for all that you do. I greatly appreciate the City being will to explore this study in addition the proposed options presented to WW. Sincerely, Jonathan Hollinger President Willow Wood HOA		

Last Name	First Name	Engagement Type	Question Asked	Answer Given
		Survey	What do you like about the alternative you chose as your favorite?	Option B is located in the center of JTH's community. It will allow morning Northbound traffic from JTH's to access Eubank without backtracking as Option C presents. Additionally, it will reduce evening Southbound traffic on Juan Tabo and cut through traffic in Willow Wood.
		Survey	What do you not like about the alternative that you chose as your least favorite?	Southpoint trail park is likely to experience the same problems as WW if a route is created through their community. Plus, they have already put forth the capital to gate the community. Option D negates this effort...
		Survey	Which option is your least favorite?	Alternative D - Connection to Gibson Blvd, through Housing Development
		Survey	Which option is your favorite?	Alternative B - Tijeras Arroyo Crossing
Alvarez	Juan	Q&A	No question. Please continue to engage with 377 Air Base Wing (Kirtland AFB), Civil Engineer Division as you develop COAs.	
Simpson	Judy	Q&A	Will you be posting slides for different agencies to review?	
		Q&A	How many people are currently attending this call.	
Dussart	Kevin	Q&A	Would any of these alternatives include opening the roads between four hills and Juan Tabo Hills East? Currently they are blocked off.	
		Survey	Any additional comments:	I will send additional comments to the email adress.
		Survey	What do you like about the alternative you chose as your favorite?	This effort should minimize disruption in the neighborhoods and avoid affecting property values to the extent possible. Alt B would be far enough away from homes to reduce traffic noise if traffic heading south on Juan Tabo from Southern increases as a result of this effort. Traffic can be immediately routed to Alt B from both directions.
		Survey	What do you not like about the alternative that you chose as your least favorite?	I have mixed concerns about Alt A. On one hand it may reduce traffic on Juan Tabo between the base and the bridge over Tijeras Arroyo. On the other it may increase traffic through that part of the neighborhood. Now if most people coming from the north use the new road dropping into Juan Tabo Hills West and following the arroyo it wouldn't be a bad solution. My backyard backs up to Juan Tabo off Man O War. I'm concerned about increased traffic, noise, and decreased property values.
		Survey	Which option is your least favorite?	Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West
		Survey	Which option is your favorite?	Alternative B - Tijeras Arroyo Crossing
Hedrich	Kim	Q&A	If the existing traffic flow stays the same as today, will speed bumps be an option to install?	
		Q&A	Elizabeth and Herman roser	
		Q&A	Traffic also impacts the Mirabella neighborhood	
Bandlow	Leonard	Survey	Any additional comments:	I find is pretty sad that residents of Four Hills and Juan Tabo Hills don't want to impact themselves with cut through traffic of their own community residents, but think nothing of cutting through their bordering neighborhoods as their right as taxpayers to use those roads.
		Survey	What do you like about the alternative you chose as your favorite?	It is the most direct path to route traffic away from current residential cut-through streets. It would not require left turn crossing oncoming traffic during rush hour which would cause traffic back-ups.
		Survey	What do you not like about the alternative that you chose as your least favorite?	Because it would require a left turn across oncoming traffic, commuters would still cut through Willow Wood to avoid the Vick-up at the traffic light.
		Survey	Which option is your least favorite?	Alternative D - Connection to Gibson Blvd, through Housing Development
		Survey	Which option is your favorite?	Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West
				I would like to see traffic lights at the intersections.
von Boetticher	Linda	Survey	Any additional comments:	Great presentation...very informative. People in the SS&TP, at Sandia, and who live in the surrounding area will be contacting me to know more. Thank you, Linda

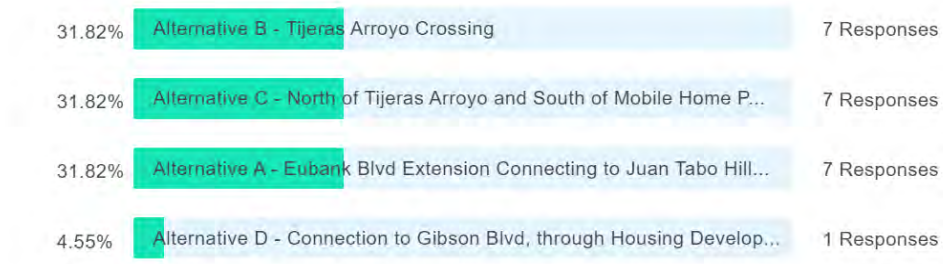
Last Name	First Name	Engagement Type	Question Asked	Answer Given
Watson O'Toole	Margaret	Survey	What do you like about the alternative you chose as your favorite?	All the pros that you state on the slide. The SLO will be a big part of this alternative selection.
		Survey	What do you not like about the alternative that you chose as your least favorite?	All the cons
		Survey	Which option is your least favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Park
		Survey	Which option is your favorite?	Alternative B - Tijeras Arroyo Crossing
	Marty	Q&A	Is the majority of cut-through traffic in Willow Wood from Juan Tabo Hills?	
		Survey	Any additional comments:	
		Survey	What do you like about the alternative you chose as your favorite?	It is least intrusive and is more accessible for traffic.
		Survey	What do you not like about the alternative that you chose as your least favorite?	Too disruptive to residents of South Park.
H	Matt	Survey	Which option is your least favorite?	Alternative D - Connection to Gibson Blvd, through Housing Development
		Survey	Which option is your favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Parks
		Q&A	Would any of these option result in a cost incurred directly by community members, such as a PID?	
		Q&A	Perfect, thank you very much for the answers.	
		Survey	Any additional comments:	Thank you very much for allowing us to participate in this process. The session tonight was very informative.
		Survey	What do you like about the alternative you chose as your favorite?	Offers connectivity to address the issues identified to date without offering Juan Tabo Hills as a "cut through" section of roads.
		Survey	What do you not like about the alternative that you chose as your least favorite?	I believe this option bring the most outside traffic deep into Juan Tabo Hills. Also appears to include the most turns and stop signs in adding a connection.
		Survey	Which option is your least favorite?	Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West
Houck	Michael	Survey	Which option is your favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Parks
		Q&A	Do any alternative require eminent domain land acquisition.	
		Q&A	What is the Transportation Plan for potential fnding?	
		Q&A	What would be the expected traffic relief volume number from Juan Tabo to Eubank to be effective?	
		Survey	Any additional comments:	Based on the traffic volume leaving Juan Tabo Hills - Voltera in the AM, 572 vehicles, the time and cost to construct a road and or bridge out of that community, which not going to get in larger, does not seem cost effective. The roadway becomes largely a convenience outlet for that relatively small community.
		Survey	What do you like about the alternative you chose as your favorite?	Connection to Innovation Parkway permits traffic to divide between entering Kirtland AFB and other traffic to proceed up to connect to Eubank further north and avoid the inevitable back-up at the Kirtland Eubank gate. It is the shortest route to Eubank from Juan Tabo Hill - Voltera. The bridge over the landfill avoids the soils mitigation expense of earth work to clear the roadway through the landfill that Alternative A presents. Alternative A like Alternative C presents significant soils reinforcement and
		Survey	What do you not like about the alternative that you chose as your least favorite?	Access to the bridge ramp from Juan Tabo Hills goes through a narrow neighborhood street that is not built as a thoroughfare and the increased traffic through that neighborhood increases congestion and a hazard to homeowners, on street parking, leaving a residential driveway, and noise. The roadway provides too convenient neighborhood access during non-peak drive time hours.
		Survey	Which option is your least favorite?	Alternative D - Connection to Gibson Blvd, through Housing Development
		Survey	Which option is your favorite?	Alternative B - Tijeras Arroyo Crossing

Last Name	First Name	Engagement Type	Question Asked	Answer Given
Hubbard	Neal	Survey	Any additional comments:	It is a good idea to provide another connection. Residents of the local developments with definitely use it when going west. Commuters to KAFB will use it if it saves time or puts them in a shorter line for the gate; both of these seem unlikely because of the curved intersections further north on Eubank and Juan Tabo.
		Survey	What do you like about the alternative you chose as your favorite?	It appears to be the most efficient for traffic flow, and it might cost the least.
		Survey	What do you not like about the alternative that you chose as your least favorite?	As noted in the presentation, it conflicts with existing homes.
		Survey	Which option is your least favorite?	Alternative D - Connection to Gibson Blvd, through Housing Development
		Survey	Which option is your favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Parks
Ross Schwantes	Nick Norman	Q&A Q&A Q&A	I vote A. :) ETA on when this will be completed if approved? Why can't alternative A connect to Juan Tabo? Will bike lanes be considered for all alternatives?	
Burton	Patrick	Survey	Any additional comments:	Traffic calming is needed on Juan Tabo no matter which option is selected. Please do not create an induced demand situation. Reduce the lanes and speed limits on Juan Tabo, then add a two-lane connector to Eubank.
		Survey	What do you like about the alternative you chose as your favorite?	This seems to be the least obstructive (goes around the boundary instead of across the arroyo), and blends with Eubank smoothly. It seems more compatible with the Air Force gate than other options.
		Survey	What do you not like about the alternative that you chose as your least favorite?	Alternative C goes along a narrow, very unstable erosion cliff that will be practically impossible to add a roadway. The existing service road is barely wide enough for a single car and not suitable for travel. Any roadwork added here would have to be a free-standing bridge along most of the stretch anyway. Alternative B is a more direct option for a bridge spanning most of the arroyo.
		Survey	Which option is your least favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Park
		Survey	Which option is your favorite?	Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West
Lujan	Richard	Q&A Q&A	Before the development of Volterra, wasn't there a traffic study done at that time to foresee this traffic issue we are having now? Who will make the ultimate decision on what road will be built?	
BRUNT	ROBIN	Q&A	how was the new development approved (south Juan Tabo south of bridge) when it abuts to the bio-area?	
		Q&A	The development, yes - they automatically cause increase on Juan Tabo so odd it was not considered. Oh, thank you, Petra	
		Survey	Any additional comments:	Perhaps encouraging KAFB and the COA to expand access lanes into the Wyoming gates could help divert more of the Juan Tabo to Southern to Eubank peak time commuters. Eubank's gates will become more congested with the opening of the new NNSA building due its proximity to Eubank. The former location on KAFB would have commuters using 3-4 gates to access their work location, now they'll most likely use Eubank.
		Survey	What do you like about the alternative you chose as your favorite?	It's proximity is closest to the current route being used to access Eubank from Juan Tabo; makes sense commuters would not mind traveling a small distance further south.
		Survey	What do you not like about the alternative that you chose as your least favorite?	It seems discriminatory to displace neighborhoods that were established long before either Willow Wood or Volterra in order to appease or accommodate those developments' traffic issues. Cost would seem to outweigh the benefit.
Eccles	Sylvia	Survey	Which option is your least favorite?	Alternative D - Connection to Gibson Blvd, through Housing Development
		Survey	Which option is your favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Parks
		Survey	Any additional comments:	Very interesting presentation and looking forward to the next one with more details about the various alternatives.

Last Name	First Name	Engagement Type	Question Asked	Answer Given
		Survey	What do you like about the alternative you chose as your favorite?	It appears to me that alternative A would have the least impact to the current businesses off Innovation and to the housing areas, such as the Mobile Home Park and Willow Wood. I am not familiar with the Pocono Road area, so not sure how much impact there would be to that housing area.
		Survey	What do you not like about the alternative that you chose as your least favorite?	My least favorite is Alternative D, but as that is not really an option, I am choosing Alternative C as my least favorite. I live in Willow Wood, so already see a lot of traffic on the Innovation loop. With the road as it is, don't see how favorable it would be to run so much more traffic through that area. In addition, this would be very close to the Mobile Home Park and would appear to greatly affect those residents.
		Survey	Which option is your least favorite?	Alternative C - North of Tijeras Arroyo and South of Mobile Home Park
		Survey	Which option is your favorite?	Alternative A - Eubank Blvd Extension Connecting to Juan Tabo Hills West

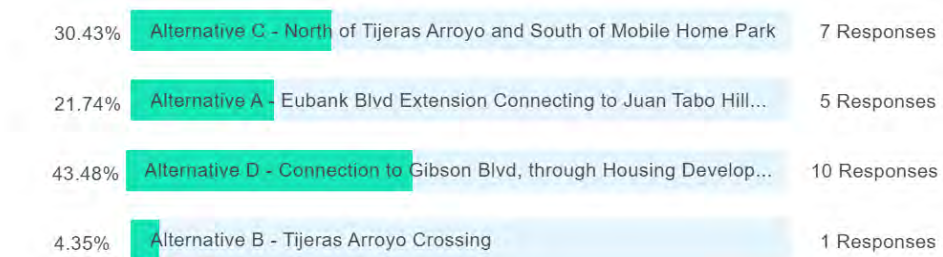
1 of 5. Which option is your favorite?

Multiple choice with single answer



2 of 5. Which option is your least favorite?

Multiple choice with single answer



Gallegos, Audra V.

From: Kevin
Sent: Friday, December 4, 2020 12:18 PM
To: Gallegos, Audra V.
Subject: Comments/Feedback for Juan Tabo Connectivity Study

Good morning Audra

Additional feedback now that I've driven out these options.

In general I believe the city should minimize the disruption (i.e., noise, traffic as a result of improvements, and uncontrolled speeding) where there are houses.

Current example: Juan Tabo Blvd between Southern and Pokono (adjacent to KAFB north boundary)-the speed limit is 35 and we have a significant problem with speeders. I set my cruise to the speed limit each day on this stretch. People from the neighborhoods and outside the neighborhoods drive excessively fast resulting in near miss accidents and nuisance noise for those of us that back up to Juan Tabo). We have contacted the HOAs. They do nothing saying the city owns the roads. The city does nothing. This is a real problem.

Regarding option A - while this would afford many in the neighborhood to gain access to Eubank quickly, the houses backing up to a new roadway running parallel to the KAFB North boundary would experience what we already experience on Juan Tabo, not to mention its downhill which means people will invariably drive faster resulting in louder traffic noises in a tighter area. Or as people head East, vehicles will down shift and cause more noise. Additionally to design an adequate road the topography (on KAFB) in that area is very high resulting in over excavation to reach a desired grade elevation. With the over excavation there would be the need for engineered high retainage walls risk, cost, and long term maintenance costs. Not to mention an agreement with KAFB would need to be secured for the property. Not in favor of this.

Regarding option B: I believe this is one of the most desired locations because it offers the most distance away from houses however where it's currently shown coming off of Juan Tabo is too far south. It needs to tie into Juan Tabo closer to Monachos Road closer to the valley where there's visible sight coming from both directions. Not to mention aligning the new road at the level of Native Dancer may cause traffic accidents for people heading north on Juan Tabo because of speed and lack of visibility. Plus the elevation is much higher increasing the cost of dirt work, retainage, and other infrastructure costs.

Regarding option C: Another good option if you can keep the road close to arroyo elevation and have it lower than the four hills mobile park. The hill would block traffic noise and there would be less concern with building a road on an old landfill. Building the road at a higher elevation may become a maintenance nightmare if the sub-grade starts to settle for any reason. Surely it would be over excavated and filled with engineer fill however this will add substantial cost.

Kevin Dussart/ Volterra

Sent from my iPa

Sent from my iPad

Gallegos, Audra V.

From: Patrick Burton
Sent: Saturday, December 12, 2020 4:13 PM
To: Gallegos, Audra V.
Subject: Comments on proposed Juan Tabo connector

Hello,

After attending the information meeting on the proposed connections between Juan Tabo and Eubank, I do not believe that any of the proposed solutions meet the stated needs and fit within the city's climate action plan.

The capacity study indicates that the most significant congestion is during morning and evening rush hour. While it was stated in the meeting that specific data on rush hour composition is not available, it is a reasonable assumption that a large portion is going to and from Kirtland Air Force Base (KAFB).

All of the proposals are either very expensive, very disruptive to many stakeholders, or a combination of both, just to alleviate rush hour traffic to an adjacent location (KAFB). This is an unreasonable public burden just so (primarily) single occupancy vehicles can be driven a short distance to get to approximately the same place at approximately the same time. Less cumbersome, easily implemented options such as biking and carpooling should be encouraged as the primary solution to decrease traffic. This would better fit within the city's climate action plan.

One possibility is to make Option C a dedicated multiuse path instead of a vehicle lane. The route currently marked as Option C is too narrow for a multiple lane vehicle-bearing road, and would require costly excavation and geological reinforcement. A paved path could be installed in this location at a much lower cost. A protected path would make bicycle, scooter, and pedestrian commuting to KAFB more appealing and decrease vehicle traffic. Carpooling options should also be explored and encouraged with KAFB and other employers in the immediate vicinity.

Thank you,
Patrick Burton

Gallegos, Audra V.

From: D.S. Hart
Sent: Sunday, December 13, 2020 8:14 PM
To: Gallegos, Audra V.; lrummler@cabq.gov; pmorris@cabq.gov
Subject: Re: Juan Tabo Boulevard Connectivity Study Comments

The traffic study noted four serious accidents, thankfully none fatal. One of those occurred right at where option A is slated to go.

Today you got a fatal accident. At the bottom of the bridge, between options A and B.

There is no way any of these options is going to decrease dangerous accidents along Juan Tabo. People already speed through Volterra and on the bridge, and today we saw the tragic consequences, and only through luck or grace was a family out walking not hit by the flying engine block or another car hit head on (not to mention the engine came literally inches from hitting the gas line of the apartment it smashed into). We don't need the city encouraging more people from outside to try to take a shortcut through neighborhoods. We need actual speed control here. Maybe a stoplight at the start of option C would do that, maybe not. Maybe speeding should have been the focus of this study, not congestion. But these options will mean more wrecks, not fewer.

On Thu, Dec 3, 2020, 21:02 D.S. Hart wrote:

Hi Folks,

Many of the owners within the new subdivision and Volterra community were not made aware of this presentation or public meeting, because we just moved in or didn't know where to look. We found out about it after the fact during our yearly HOA meeting, which was tonight. The board of the HOA includes the owners of the Eastside Development, and they made it clear they had not been notified of the discussion regarding putting roads through their property. They also made it clear that there had never been any discussion of allowing a road through option A during the discussions with the City during the initial development proposals and approvals.

As someone who owns a home and lives in the area at the bottom by option A, I am strongly opposed. It seems that this option would be taking a problem and making it worse. A problem I see with the study is that there is no indication of how much traffic is coming into Southern from outside the study area, only the traffic between Juan Tabo and Eubank. As someone who works on base, I know several of my colleagues who will use the cut through Willow Wood - and they all come from *outside* Volterra, Willow Wood, etc. - and they wouldn't have been caught by the monitors as placed, at least as far as I could tell from the map in the powerpoint.

Option A seems clear to cause an increase in problems, not a decrease, as more people will be cutting through the Juan Tabo Hills Estates area, through roads, like Rocky Top, that will be hard pressed to handle the traffic from the new subdivision (which isn't even included in the study results, since over half the houses either haven't been built or are still empty), let alone additional traffic they weren't designed to absorb. And for context, I work on base, and option A would basically give me an awesome shortcut to the Eubank Gate - one that I don't want because of all the downsides, and which I would feel guilty using because it is effectively creating a new way for people to "cut the line" by trying to get around and come at the gate from the south instead. It won't help anything.

The Developers/Land Owners also indicated that there is a Army Corps of Engineers controlled area that was not discussed in the PowerPoint. They indicated that putting a road through option A was never an option in the original development plans because of the Corps control.

Finally, adding in a drag racing strip by extending Eubank even further would be an extreme danger, since at night it would be open season and the police already don't bother trying to control the racing on this end of Eubank (we can hear it from miles away).

The best option seems to be one that wasn't even considered -- cutting off the cut-through access through Willow Wood. People shouldn't be cutting through, and the easiest way to stop it would be to block those access points. The only reason people have to cut through is so they can try to "cut the line" at the Eubank KAFB gate by going round the back, and adding in any access between Juan Tabo and Eubank is only going to increase that problem, and make traffic on Eubank worse.

While I see the v/c ratios and understand that it seems like congestion is up, the problem is really at the Eubank side - not people trying to get from Juan Tabo to Eubank. All adding in another access point will do is create new congestion points because more people will try to "cut the line". Nature abhors a vacuum, and if there's a new route through to cut the line, human nature dictates that people are going to take it until it reaches capacity too, which just means two cut throughs, two points of more traffic, and more points where accidents can occur.

Thank you,

David Hart, home owner in Juan Tabo Hills Estates West (Volterra Phase IV)

Gallegos, Audra V.

From: Sherman McCorkle
Sent: Tuesday, December 15, 2020 4:15 PM
To: Gallegos, Audra V.
Subject: Juan Tabo Connecity

Please understand the offered roadway will cripple or destroy the Sandia Science and Technology Park.

The study as presented failed to acknowledge the existence of this economic success. The 22 year old master plan for Park describes a pedestrian friendly Science and Technology Park. Making Innovation Parkway a high speed thru way may save some residents some drive time, at the expense of hundreds, if not thousands of jobs. It has taken us 22 years of focused planning, outreach, and collaborative effort to create a campus for 50 companies that employ over 2300 people.

Average Salary in the SS&TP exceeds \$96,000. These are some of the best jobs in New Mexico.

At least the Report should recognize the damage the offered roadway will cause. Please create language to recognize the existence of the Sandia Science and Technology Park. Please create language to describe the Master Plan upon which the Park is being developed.

Thank you.

Sherman McCorkle

Sent from my iPad
Sherman McCorkle

Gallegos, Audra V.

From: Dominique
Sent: Tuesday, December 15, 2020 4:21 PM
To: Gallegos, Audra V.
Cc: Sherman McCorkle
Subject: SS&TP NEWS: DECADES OF GROWTH AND SUCCESS: EDA AND THE NEW MEXICO SANDIA SCIENCE AND TECHNOLOGY PARK

From Sherman:

Subject: SS&TP NEWS: DECADES OF GROWTH AND SUCCESS: EDA AND THE NEW MEXICO SANDIA SCIENCE AND TECHNOLOGY PARK

Hi,

The U.S. Economic Development Administration (EDA) published a success story highlighting the Sandia Science & Technology Park. The EDA, an agency within the U.S. Department of Commerce, is a key partner of the SS&TP. Click headline link to read story:

[**DECADES OF GROWTH AND SUCCESS: EDA AND THE NEW MEXICO SANDIA SCIENCE AND TECHNOLOGY PARK**](#)

December 2020



An aerial view of the growing Sandia Science and Technology Park in the foothills of Albuquerque

The [Sandia Science and Technology Park](#) (SS&TP) opened its doors in 1998, transforming open desert foothills in southern Albuquerque, New Mexico, into an expansive industrial park focused on high-tech innovation and job growth. Since 2001, the Economic Development Administration (EDA) has been a proud partner in developing the SS&TP community, investing more than \$2.8 million through four key grants. Today, SS&TP is home to 50 companies and organizations that employ more than 2,300 people across the 340-acre campus.

EDA grants have helped SS&TP install fiber-optic lines, a high-speed data-switching communications center, and critical infrastructure improvements across the campus. These investments have contributed to astounding success and economic growth in the Albuquerque region.

“The Sandia Science & Technology Park continues to make a significant impact on the local economy,” said Dewey Cave, Executive Director of the Mid-Region Council of Governments. “It has generated increased tax revenues and wages in the region, as well as provided high-paying jobs to people in central New Mexico who may not have these options otherwise. The Park has by far been one of our most successful partnerships with the EDA.”

As noted in a [Metrics and Economic Impact report](#) released in August 2020 by the [Mid-Region Council of Governments](#), an EDA-funded [Economic Development District](#), SS&TP has generated more than \$461 million in taxes on personal goods and services across a five-county region in two years. From 2018 to 2019, SS&TP added 310 new jobs and eight new companies. The Park is an excellent example of leveraging both public and private investments to build necessary infrastructure to support high-skilled, high-paying job growth and foster innovative research.



Sandia Science and Technology Park is home to 50 companies employing more than 2,300 people

Broadly, the report notes that the \$3.7 billion in economic activity generated by Sandia since it was established in 1998 has brought more than \$147 million in tax revenue for the state of New Mexico and \$32 million for the city of Albuquerque.

These revenue sources are critical for Albuquerque’s economic growth and a model for other areas interested in investing in promoting high-tech industries. By providing grants to support essential services that businesses need, such as roads and other transportation infrastructure, water and sewer services, and communications and information technology services, EDA aids the growth of new and expanding businesses.

Today, the SS&TP has shifted to assist the community with COVID-19 relief and continues to expand its office spaces and collaboration efforts. The Park’s growth has had an incredible economic spillover effect into wider New Mexico, and will continue to contribute to the innovative landscape that drives American global economic competitiveness.

Gallegos, Audra V.

From: hoover
Sent: Tuesday, December 15, 2020 10:02 AM
To: Gallegos, Audra V.
Cc: malini@advanced-optical.com
Subject: Juan Tabo Connectivity comment

Ms. Gallegos,

Our company is located on Innovation Pkwy in the Sandia Science & Technology Park (SSTP).

As you may know, the SSTP is the premier technology park in the state and a major economic asset to the city.

The most important feature of the SSTP is the quiet, calm, and clean atmosphere we enjoy, which supports creativity and attracts a high-wage workforce.

We are concerned about potential impacts of a connector road on SSTP traffic and work environment.

The Biozone to the south provides SSTP a critical buffer from the press of traffic and development in Juan Tabo Hills.

Many people in SSTP and the adjoining neighborhoods rely on Innovation Pkwy as a safe road on which to walk or bike, for exercise or commuting, and as a corridor to the city open space in Tijeras Arroyo.

Wildlife also needs this corridor. Roadrunners, coyotes, and even an occasional bobcat visit SSTP through the Biozone. I've photographed large owls in the tiny aspen grove behind Orbit Park.

These predators keep rodent populations in check and contribute to Albuquerque's natural mystique, which is a major factor in attracting an educated workforce and investment.

Please include impacts on SSTP in your recommendations and briefings.

Your Alternatives B&C would largely destroy the Biozone buffer and would increase traffic, noise, and pollution on Innovation Pkwy. Alternative B or C would hurt the SSTP.

On the other hand, Alternative A would have minimal impact on SSTP. Alternative A is also closer to the most far-flung parts of Juan Tabo Hills that need a connector the most.

We strongly prefer Alternative A for the Juan Tabo connector road.

Sincerely

Brian G. Hoover, Ph.D.

Gallegos, Audra V.

From: Barton Bloomquist
Sent: Thursday, December 3, 2020 7:47 PM
To: Gallegos, Audra V.
Subject: Juan Tabo Connectivity

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Audra,

I have one comment on Alternative A. The biggest problem I see is the roads in Volterra West are very narrow. There's already issues with traffic flow, so I can't see a through road being successful with the existing roads. It seems that a major driving force of this effort is to reduce cut through traffic in Mirabella. Alternative A will only transfer the issue to Volterra West residents. I do think Alternatives C or D would be successful. Just my thoughts, thank you!

Barton Bloomquist

Meeting Summary



Meeting Title: COA Juan Tabo Connectivity Study – Public Meeting #2

Date: 1/19/2021

Time: 6:00 pm – 7:00 pm

Location: GoToMeeting

Attendees:

See page 7. There were 117 registrants and 82 attendees, plus additional City and Wilson & Company staff who attended as Panelists.

I. Introduction and Presentation

Audra Gallegos (Wilson & Company) introduced Laura Rummeler, with Councilor Harris’s office, who gave a few remarks.

Ms. Gallegos then introduced the remaining City staff and Wilson & Company, and then began the presentation. The presentation included focused on the analysis of the project alternatives and the recommended alternative, the no-build option.

II. Q&A Session

A question & answer session followed the presentation. The questions and responses are listed below. Additional comments and questions that were not answered due to time constraints are shown after this list.

Participant Question	Project Team Response
Alternative A: Is "residential street" referring to Pompano Pl SE, and if so, can it be noted that only two (2) homes are located on Pompano, and hence this appears to be minimal impact to residences.	There are some homes along the connecting streets and the streets that are parallel to Alternative A. Vehicles that don't currently use those streets would start using those if Alt. A were constructed.
Can you combine A+B? A would support access to the base and B to North on Eubank.	The concerns with the alignment of Alt A was the proximity to the KAFB fenceline. There are security concerns. It wouldn't be beneficial to move forward.
Hot Spot Analysis - Total Crashes & Severity: seems to be missing accident data from south end of bridge / Juan Tabo & Monacho Road and Juan Tabo & Silver Charm Road; e.g., a) westbound lane of Silver Charm Rd SE at Silver Charm and Juan Tabo was closed due to severe accidents, and b) recent fatality on Juan Tabo south of existing bridge. Lastly, can any clarity be provided why the accidents that caused the closure of Silver Charm isn't reflected in the data presented at the first meeting?	The accident data provided was for the latest 5-year period available from MRCOG and usually it's two years behind. So the crashes referred to may have happened after the crash data that is available for us.
What WAS THE TOTAL NUMBER OF RESPONDANTS TO THE SURVEY?	There were 22 respondents to the survey after the first public meeting.
is there going to be a traffic signal going to go in on the juan tabo side of the c,e,or b option?	If one of these options were to move forward, a detailed traffic analysis would be done to see if a traffic signal would be warranted.
Are any funds for any alternative currently secured?	There are no funds secured at this time. With study we wanted to look at whether it was feasible to move

Participant Question	Project Team Response
	any of these forward, and then funding would be the next step.
Do you have the rating matrix to see? It seems there was no option what was going to compete with the no-build option.	Audra presented the matrix and explained it detail.
What is the next step After Feb survey response?	Whatever input we get tonight and within the two-week comment period, we will analyze, add to the report, and then submit the report. The report will get added to the City website.
Why is alternative C ranked lower than E? It appears that it wouldn't require an expensive bridge.	With Alt C, a lot of earthwork and retaining walls would be required to make that a feasible option, due to the grade changes at that location. There is a sight-distance issue where the alternative would tie-in north of the existing bridge.
Were each of the criteria used in evaluating the proposed options given equal weight when generating the ranked list? For instance, adding any new road will add a new intersection and an opportunity for safety concerns. That seems like a very small risk that boosts the apparent favorability of option A.	Yes, they were given equal weight. Weighting can become subjective, and criteria will matter differently to different parties.
Who is the intended beneficiary of these proposed roadways? Is the purpose to reduce traffic on Juan Tabo?	This study got started out of a study out of the Willow Wood community. It was decided to look at the wider roadway network. A lot of people would work on base live in this community.
Can you tell us the projected costs of all the options?	The biggest costs for these would be the structures. Audra compared the costs of the current bridge to the new, proposed bridge. It would be \$36 million for a bridge for Alt. E – and those costs would be for the bridge alone. Alt. E would involve a long bridge.
What is the next step forward. You've said that option "no-build" is preferred at the moment. Does the public get to add feedback now that you've added E and evaluated things?	Yes, we want your feedback. There's a survey after the meeting, and you can also email us. We go through all of the comments and add them to the report.
Why was Option E ranked higher the Option B? Was an option considered which took a route between B and A, entering Eubank just south of substation.	If we took Alt. B directly across towards the substation, it would be a longer bridge. It would still have impacts to the landfill and to the BioZone.
Why does option A have to hug the base? Couldn't it be some bit removed from the fence line? Also there are several other roads already along the fence line...	The alternative would need to be aligned with the fenceline south of Eubank Boulevard to avoid existing power poles.
How will the multi-use trail option be analyzed? and can you comment on which alternative would be most appropriate for this option and why?	Petra Morris: This study will inform Councillor Harris's CIP funding decisions. If the no-build goes forward, we'd look at improvements to the existing intersections and the new trail. That would be at the direction of the councillor. Alt E could rise in the scoring if "windfall" of funding were to become available.

Participant Question	Project Team Response
Would you please explain what would take place to implement Alternative D? How would right of way be established through this existing area	We did analyze Alt D but, due to the large impact on homes, we do not consider it a viable option. It is not an option the City would pursue.
What are the chances that there is more development off Eubank south of gate? Would the city then have plans to connect that back to Juan Tabo anyway?	We're not aware of any projects in that area. The report documents existing conditions now, so if conditions change in the future, there's the opportunity to go back and look at the analysis.
At the present time Volterra residents are paying for that bridge doing assessment I believe it's a yearly assessment who would be paying for this bridge if it was built	The City would go after other funding sources for a future bridge.
With the no-build option, does that leave money to fix the intersection with silver charm? There is a curb in the middle of the street. Not an elegant long term solution.	As we go through the budget process, then we could look funding for improvements to the other intersections as needed.
Could power lines be moved for option A?	Yes. If power lines are located within an easement, then the City moves them at their cost. The existing lines in this area are within easements, so that would be an additional cost to the City.
Who owns the land south of the Eubank gate?	Audra showed the slide with the map of property owners. PNM, State Land Office, and Eastside Development are some of the key landowners in that area.

During the Q&A session, additional questions and comments were received. These questions were not directly answered due to time constraints or because they were similar to previously answered questions. The full list of questions and comments is shown on the Engagement Report.

III. Closing and Schedule

There were a few questions about getting a copy of the presentation. Petra Morris shared details of the project website and how the presentation would be shared. This public meeting's presentation will be posted on the project website in the next few days. A recording of the virtual meeting would also be posted. The link for the website will be shared via email with everyone who registered for this meeting or who received the initial email about this meeting.

IV. Post-Meeting Survey Results

The post-meeting survey displayed automatically after the end of the public meeting. Attendees were asked an open-ended question about their thoughts on the study results. The most common themes of these responses are as follow:

- Opposition to the no-build alternative, saying the option does not address traffic issues.
- Concerns that the alternatives presented do not address traffic issues in the Willow Wood neighborhood
- Questions about whether other alternatives could be viable (particularly Alternative A)
- Questions about study methodology

The complete responses are provided below:

While I would welcome alternative C, B or E, I consider them insufficient to deal with our increasingly dire traffic problem in Willow Wood. We recently had a pedestrian struck by what was reported to be a

<p>distracted driver cutting through our community. The gentleman was attempting to collect his mail and wound up in the hospital. This is directly attributable to excessive speed on the part of cut-through drivers who have neither respect for nor interest in our community. We need speed humps.</p>
<p>Thanks for keeping us in the loop. Art Humphries at 1400 Eubank in Team Technologies building.</p>
<p>So if the best option is to go with the no build why waste our tax money on more studies and our time.</p>
<p>As shown in the analysis of alternatives, under the No Build Alternative the situation will only get worse. Rather than wait until people are getting killed, can we not be pro-active and start work on a fix early, like now? It sounded to me like KAFB effectively vetoed Option A, which seems unfair. In addition to addressing the traffic issues for which the study was commissioned, Option A provides a second access/egress route for Juan Tabo Hills. In the interests of safety, a 2nd entrance/exit is critical.</p>
<p>Thank you for presenting.</p>
<p>Has a study been done to estimate how much traffic will increase as the Volterra community comes to completion? That number should be compared to existing road capacity. Will the no-build option have enough capacity? I asked this 3 different times and never got acknowledged. This is a critical question.</p>
<p>Thanks for keeping us informed and asking for feedback. I happened to learn about this meeting by chance. Is there a way to get future notices of meetings affecting my area? email list, website, etc.?</p>
<p>One of the participants commented on the concern that Juan Tabo Hills only has one access. Could this be a criteria added to the matrix? If so, only options A and B would help with this. I don't think that changes the results, but it would be good to show that this was taken into consideration.</p>
<p>We are wanting No Build or change the pattern on Juan Tabo to NO LEFT turns going North until you get to Southern Blvd.</p>
<p>Is there a reason only four (4) lane bridges were considered; i.e., why were cost estimates for two-lane bridges not included?</p>
<p>This is not a 'near future' solution. This is a 'maybe' plan for sometime in the next 20 - 30 years, after the traffic has become unbearable.</p>
<p>I'm curious if Option A is a more cost effective solution than Option E. I still like Option E the best, but I'm not sure there is room in the budget for a \$35M bridged project. That being said, if Option A was a more cost effective solution AND Willow Wood was able to vacate the intersection of Jewel Cave and Tony Sanchez, that might be the next best alternative.</p>
<p>Thank you for your consideration</p>
<p>So the residents of Juan Tabo Hills are concerned about cut through traffic in their area, but are fine with cutting through their neighbor's RESIDENTIAL streets. That is rich!</p>
<p>Alternative D should not be presented since it is not a viable option.</p>
<p>The politically correct term "no build" does not change the result that other roadway build options studied are not feasible alternatives. The power lines on the west side of Juan Tabo southbound leaves only widening options on the west side of Juan Tabo - and reducing the center median of Southern to add capacity to the road network. The Eubank and Southern intersection is about as large as it can be effectively built without going to altering traffic patterns in and out of the area to handle volume.</p>
<p>Currently, this does not relate to Willow Woods cut-thru traffic. This survey was in an attempt to cut the traffic through our neighborhood and from the mobile home park and from the people who work on base. The NMTP currently in process for WW which will be presented on the 26th of this month we will have to see the options presented.</p>
<p>These Alternatives do nothing for our neighborhood only trying to benefit the Juan Tabo Hills community.</p>

<p>Survey did not come up. As a resident of Willow Wood I am very frustrated with the City of Albuquerque making it so difficult for us to just keep our Community safe and protected from Traffic coming thru our neighborhood and endangering our residents.</p>
<p>This is the "survey"? I received emails from Audra but wish I could have downloaded a pdf of the report that was the basis of the meeting. Please add *****@gmail.com to your email list. What ever happened to the plan back in the 70's and 80's that planned to connect Gibson west of Louisiana and Juan Tabo?</p>
<p>It is tempting to use the numerical analysis provided in the matrix as a fallback to decide which plan to choose. However, there is significant subjectivity built into that matrix. This includes: weighting each category equally, which categories to include in the first place, and the scores themselves. I think only a complete cost-benefit analysis (of those things that can be valued), combined with a wholistic evaluation of "priceless" considerations can yield a reliable determination of the "best" plan.</p>
<p>Too bad about security concerns for Alternative A. Seems like that would have been the most beneficial economically.</p>
<p>No build is not a solution, just avoiding it. I expect a commercial engineering company could offer some cost-saving solutions. Instead of building a bridge over a dry arroyo, how about no bridge with a relatively inexpensive warning and gate system for the 15 year half-day flood? acceptable compromise?</p>
<p>With the size that the Volterra area is becoming and only one way in, an option other than no-build really should be pursued.</p>
<p>Not only is the cut-through traffic in Willow Wood is problematic, but the increased speeding/racing on Juan Tabo, Southern, and Eubank is getting out of hand.</p>
<p>The blind drop to the bridge can mean a dangerous exit from Willow Wood onto Juan Tabo.</p>
<p>Thanks for the info. Appreciate the insight into the various options.</p>
<p>Matrix wasn't part of the official presentation, but was confused by the score for option E. Thought it should be 25.</p>
<p>If the residents in the existing (PID) south of the existing bridge, which is being paid for in part in additional (PID) tax assessment and the bridge use is currently restricted for the (PID) residents. Currently no permanent connections exist between PID and neighborhood to the east for that reason (They are not paying for the bridge). So in fairness any new bridge or connection should begin on the north side of existing bridge.</p>
<p>I live in Willow Wood and my main concern is the traffic coming from the trailer park at Gibson and Tony Sanchez. They are accessing Willow Wood too much to get to Juan Tabo. I believe that trailer park has access to Juan Tabo within their neighborhood but the speed limit in the trailer park is much less than 25 mph and thats why the residents in that trailer park near Tony Sanchez and Gibson come through Willow Wood because they can go faster and they do.</p>

V. Summary of Comments Received after the Public Meeting

Nineteen emailed comments were received. The no-build alternative received the most supportive comments (6). Respondents felt the other alternatives would be disruptive or ineffective. Alternatives C and B received the next most positive comments (3 and 2, respectively). Alternatives A and D each received two comments against. The no-build alternative and Alternative B received one comment opposing them. Three comments expressed support for a multimodal connection between Juan Tabo Boulevard and Eubank Boulevard.

VI. Meeting Attendees

<u>Last Name:</u>	<u>First Name:</u>
Aranda	Victoria
BRUNT	ROBIN
Baca	Essel
Bandlow	Leonard
Bordegaray	Jim
Buchholz	Dave
Buck	Charles
Bulloch	Sandra
Burton	Patrick
Callahan	Margaret
Carroll	Jay
Castillo	Michael
Chandler	Gordon
Chavez	Laura
Chavez	Patricia
Clemmer	Joel
Copper	Scott
Cordova	Melissa
Dickerson	Tom
Dixson	Shaleen
Dougherty	Emily
Dranichak	Chelsea
Eaton	Shellie
Eccles	Sylvia
English	John
GURULE	MICHAEL
George	James T
Gonzales	Tim
Grube	Serri

<u>Last Name:</u>	<u>First Name:</u>
Guzman	Louie
HUMPHRIES	ARTHUR
Hart	David
Hertzman	Rachel
Hixson	Elizabeth
Hodges	Art
Hollinger	Jonathan
Hoover	Malini
Houck	Michael
Johnson	Charlene
Johnson	Josh
Lewis	James
Ley	Alan
Lierz	Dennis
Lueras	Michele
Lujan	Richard
Mackey	Greg
Mangold	Rob
Martin	Eric
Martinez	Matt
Miller	Alan
Morgan	Jodi
Munera	Tiffany
Nguyen	marylyn
Oetzel	Stephen
O'Toole	Marty
Parsons	Yvette
Porwitzky	Thomas
Rivera	Olivia

<u>Last Name:</u>	<u>First Name:</u>
Rodriguez	Taisha
Salazar	Anthony
Sammon	Jason
Sanchez	Dianne
Schonfeld	Sam
Schwantes	Norman
Shearer	Nevan
Shipp	Gayle
	Woody and
Simpson	Judy
Smithson	Michael
Sotelo	Miguel
Strozier	Jim
Tafoya	Leroy
Tartaglia	David
Topley	Daniel
Velarde	Amanda
Watson	Margaret
Watts	Sarah

Project Team Members in attendance:

<u>Name:</u>	<u>Organization:</u>	<u>Email:</u> _____
Petra Morris	Council Planning Manager	PMorris@cabq.gov
Laura Rummler	Policy Analyst, Cllr. Harris	LRummler@cabq.gov
Tom Menicucci	Council Services	TMenicucci@cabq.gov
Melissa Lozoya	Municipal Development (DMD)	MLozoya@cabq.gov
Tim Brown	DMD	TBrown@cabq.gov
Audra Gallegos	Wilson & Company	Audra.Gallegos@wilsonco.com
Ben Bachwartz	Wilson & Company	Benjamin.Bachwartz@wilsonco.com

GoToWebinar Engagement Report

Engagement Metrics

Last Name	First Name	Question Asked	Answer Given
Miller	Alan	Since opt. C needs no bridge what is its drawback?	
Ley	Alan	Are you aware that we recently had a pedestrian hit and severely injured on Tony Sanchez? Also that in the past several years we have had the Additional Comments:	While I would welcome alternative C, B or E, I consider them insufficient to deal with our increasingly dire traffic problem in Willow Wood. We Thanks for keeping us in the loop. Art Humphries at 1400 Eubank in Team Technologies building.
HUMPHRIES	ARTHUR	Additional Comments:	
Buck	Charles	How many participants are attending this meeting thank you	
Tartaglia	David	Additional Comments:	So if the best option is to go with the no build why waste our tax money on more studies and our time.
Hart	David	Will the upload include the extra slides like the matrix? Will the uploaded slides have the Alternatives matrix and extra slides? Do you know if cut through Willow Wood was Volterra folks or from other parts of 4 hills and the city? Thank you!	
Lierz	Dennis	It seems like it would be far easier and cheaper to put a gate at the south end of Tony Sanchez and the east end of Herman Roser. That	
Sanchez	Dianne	What is option E? Can you show that again? Can you display the alternatives Great! Thank you! What is the next step After Feb survey response? Then what happens after the report is uploaded? What is the time line for determining option? Please discuss timeline after getting survey responses, analyzing responses, posting/uploading report, what are the next steps? Thank you	

Last Name	First Name	Question Asked	Answer Given
Hixson	Elizabeth	<p>Please show the map with alternatives again so we can see what people are talking about.</p> <p>Why doesn't C work???</p> <p>It seems that KAFB has effectively vetoed A. That seems unreasonable.</p> <p>Additional Comments:</p>	<p>As shown in the analysis of alternatives, under the No Build Alternative the situation will only get worse. Rather than wait until people are getting killed, can we not be pro-active and start work on a fix early, like now? It sounded to me like KAFB effectively vetoed Option A, which seems unfair. In addition to addressing the traffic issues for which the study was commissioned, Option A provides a second access/egress route for Juan Tabo Hills. In the interests of safety, a 2nd entrance/exit is critical.</p>
Martin	Eric	<p>Do you have the rating matrix to see? It seems there was no option what was going to compete with the no-build option.</p> <p>Why was Option E ranked higher the Option B? Was an option considered which took a route between B and A, entering Eubank just There were no 5's in matrix. With somewhat arbitrary rankings, hard to use it for decision-making when many rankings are so close.</p>	
Shipp	Gayle	<p>Would you please explain what would take place to implement Alternative D? How would right of way be established through this</p> <p>In other words, why was Alternative D even considered?</p>	
Winsemius	Gerald	<p>is there going to be a traffic signal going to go in on the juan tabo side of the c,e,or b option?</p> <p>what is the expected useage, amount of traffic?</p>	
Chandler	Gordon	<p>CAn we get a copy of your presentation</p> <p>Is there a plan for the property along alternative A</p> <p>What standoff from the Airforce fence is required for security reasons</p> <p>Who owns the land south of the Eubank gate?</p> <p>Additional Comments:</p>	
Mackey	Greg	<p>Why is alternative C ranked lower than E? It appears that it wouldn't require an expensive bridge.</p>	
Lewis	James	<p>Additional Comments:</p>	<p>Thank you for presenting.</p>
Carroll	Jay	<p>Traffic seems quite light at the moment. With new development, I anticipate it may increase by 30%. Is that inline with your projections? I expect the 4 lane bridge will be able to handle it.</p> <p>Why are there security concerns with A? The road at it's north end already borders the air force base.</p> <p>What is the next step forward. You've said that option "no-build" is preferred at the moment. Does the public get to add feedback now that</p>	

Last Name	First Name	Question Asked	Answer Given
		<p>Do you have projections on how much traffic will increase by the time the neighborhood is completely built? Has anyone analyzed how that will compare to existing road capacity?</p> <p>With the no-build option, does that leave money to fix the intersection with silver charm? There is a curb in the middle of the street. Not an elegant long term solution.</p> <p>Silver charm has been made one-way to address safety.</p> <p>It is impacting travel in the neighborhood.</p> <p>Has anyone calculated of how much traffic will increase as the neighborhood becomes completed? Have those numbers been compared to existing no-build road capacity?</p> <p>will the survey be sent to our email addresses? It says "survey after the presentation" should I be waiting here for that?</p> <p>Additional Comments:</p>	<p>Has a study been done to estimate how much traffic will increase as the Volterra community comes to completion? That number should be</p>
Bordegaray	Jim	<p>Can you show the slide with "Favorite" option?</p>	
Strozier	Jim	<p>How will the multi-use trail option be analyzed? and can you comment on which alternative would be most appropriate for this option and why?</p> <p>Additional Comments:</p>	<p>One of the participants commented on the concern that Juan Tabo Hills only has one access. Could this be a criteria added to the matrix? If so, only options A and B would help with this. I don't think that changes the results, but it would be good to show that this was taken into consideration.</p>
Morgan	Jodi	<p>How do they plan on paying for another bridge?</p> <p>Why don't they just block the road out of Willow Wood to the base. This would stop the cut through.</p> <p>Additional Comments:</p>	<p>We are wanting No Build or change the pattern on Juan Tabo to NO LEFT turns going North until you get to Southern Blvd.</p>
Wilkes	John	<p>Alternative A: Is "residential street" referring to Pompano PI SE, and if so, can it be noted that only two (2) homes are located on Pompano, and hence this appears to be minimal impact to residences.</p> <p>Alternative B & E: Could roadway (geometry) from north end of bridge to Gallant Fox be improved? Note: it appears existing (Juan Tabo) road was not designed/constructed in accordance with geometric roadway standards; i.e., 'green book' standards.</p> <p>Hot Spot Analysis - Total Crashes & Severity: seems to be missing accident data from south end of bridge / Juan Tabo & Monacho Road and Juan Tabo & Silver Charm Road; e.g., a) westbound lane of Silver Charm Rd SE at Silver Charm and Juan Tabo was closed due to severe accidents, and b) recent fatality on Juan Tabo south of existing bridge. Lastly, can any clarity be provided why the accidents that caused the closure of Silver Charm isn't reflected in the data presented at the first meeting?</p>	

Last Name	First Name	Question Asked	Answer Given
		<p>Is there a reason only four (4) lane bridges were considered; i.e., why were two-lane bridge costs not estimated?</p> <p>Comment: The Master Plan for Sandia Tech Park has development south of the existing Eubank gate all of the way to the southern edge of the mesa up to the Tijeras Arroyo.</p> <p>Question: Is there a reason only four (4) lane bridges were considered; i.e., why were two-lane bridge costs not estimated?</p> <p>Additional Comments:</p>	<p>Is there a reason only four (4) lane bridges were considered; i.e., why were cost estimates for two-lane bridges not included?</p> <p>This is not a 'near future' solution. This is a 'maybe' plan for sometime in the next 20 - 30 years, after the traffic has become unbearable.</p>
English	John	Additional Comments:	
Hollinger	Jonathan	<p>may we see the map again for reference?</p> <p>Is \$35M a reasonable cost for the City? Can they / we afford it?</p> <p>is Option A a cheaper solution than Option E?</p> <p>Additional Comments:</p>	<p>I'm curious if Option A is a more cost effective solution that Option E. I still like Option E the best, but I'm not sure the there is room in the budget for a \$35M bridged project. That being said, if Option A was a more cost effective solution AND Willow Wood was able to vacate the intersection of Jewel Cave and Tony Sanchez, that might be the next best alternative.</p>
			Thank you for your consideration
Bandlow	Leonard	<p>WhaT WAS THE TOTAL NUMBER OF RESPONDANTS TO THE SURVEY?</p> <p>Additional Comments:</p>	<p>So the residents of Juan Tabo Hills are concerned about cut through traffic in their area, but are fine with cutting through their neighbor's</p>
Watson	Margaret	<p>Who is the intended beneficiary of these proposed roadways? Is the purpose to reduce traffic on Juan Tabo?</p> <p>Additional Comments:</p>	<p>Alternative D should not be presented since it is not a viable option.</p>
Smithson	Michael	<p>Is the cost of E (or whatever we have cost numbers for, like the bridge) in line with comparable projects elsewhere in the city, or is it significantly</p>	<p>The politically correct term "no build" does not change the result that other roadway build options studied are not feasible alternatives. The</p>
Houck	Michael	Additional Comments:	
Castillo	Michael	Are any funds for any alternative currently secured?	
Sotelo	Miguel	<p>So, these Alternatives are to cut down thru traffic from Volterra? I think most cut thru comes from people who do not leave on this side of town. Not just as a traffic concern but as a safety concern. Volterra at the moment only has 1 way in and 1 way out. Alternative A would give them</p> <p>Additional Comments:</p>	<p>Currently, this does not relate to Willow Woods cut-thru traffic. This survey was in an attempt to cut the traffic through our neighborhood and</p>
Shearer	Nevan	<p>Why does option A have to hug the base? Couldn't it be some bit removed from the fence line? Also there are several other roads already Why is cut-through a grading criteria? The whole point seems to be a cut-through for people in the neighborhood who work on the base</p>	

Last Name	First Name	Question Asked	Answer Given
		Could power lines be moved for option A?	
		Any options considered between A and B?	
Chavez	Patricia	Additional Comments:	Survey did not come up. As a resident of Willow Wood I am very frustrated with the City of Albuquerque making it so difficult for us to just
Lujan	Richard	Who's going to pay for this?	
Mangold	Rob	Additional Comments:	This is the "survey"? I received emails from Audra but wish I could have downloaded a pdf of the report that was the basis of the meeting.
Schonfeld	Sam	Were each of the criteria used in evaluating the proposed options given equal weight when generating the ranked list? For instance, adding any Can you tell us the projected costs of all the options? Not a question, just a comment. I object to the assertion that weighting the criteria is any more subjective than not weighting them. Equal Additional Comments:	It is tempting to use the numerical analysis provided in the matrix as a fallback to decide which plan to choose. However, there is significant Too bad about security concerns for Alternative A. Seems like that would have been the most beneficial economically.
Watts	Sarah	Additional Comments:	
Copper	Scott	Can you combine A+B? A would support access to the base and B to North on Eubank. Can A cut the corner and not ride along the base fence (ie.e. security issue)? No build is not a solution. Why is it even there? Thanks Additional Comments:	No build is not a solution, just avoiding it. I expect a commercial engineering company could offer some cost-saving solutions. Instead of
Grube	Serri	Would the cost of the construction have been eventually looked at within economic development in the future? What are the chances that there is more development off Eubank south of gate? Would the city then have plans to connect that back to Juan Additional Comments:	With the size that the Volterra area is becoming and only one way in, an option other than no-build really should be pursued. Not only is the cut-through traffic in Willow Wood is problematic, but the increased speeding/racing on Juan Tabo, Southern, and Eubank is getting out of hand. The blind drop to the bridge can mean a dangerous exit from Willow Wood onto Juan Tabo. Thanks for the info. Appreciate the insight into the various options.
Eccles	Sylvia	Additional Comments:	Matrix wasn't part of the official presentation, but was confused by the score for option E. Thought it should be 25.
Porwitzky	Thomas	Did the options south of existing bridge take into consideration PID district existing cost residents north of bridge would use bridge in PID to travel west?	

Last Name	First Name	Question Asked	Answer Given
		<p>Comment: Given the fact (I beleive) residents south of existing bridge are in a PID, which is paying for the bridge. So should residents north of</p> <p>Additional Comments:</p>	<p>If the residents in the existing (PID) south of the existing bridge, which is being paid for in part in additional (PID) tax assessment and the bridge use is currently restricted for the (PID) residents. Currently no permanent connections exist between PID and neighborhood to the east for that reason (They are not paying for the bridge). So in fairness any new bridge or connection should begin on the north side of existing bridge.</p> <p>I live in Willow Wood and my main concern is the traffic coming from the trailer park at Gibson and Tony Sanchez. They are accessing Willow Wood too much to get to Juan Tabo. I believe that trailer park has access to Juan Tabo within their neighborhood but the speed limit in the trailer park is much less than 25 mph and thats why the residents in that trailer park near Tony Sanchez and Gibson come through Willow Wood because they can go faster and they do.</p>
Gonzales	Tim	<p>Additional Comments:</p>	
Dickerson	Tom	<p>Sorry if I missed this, but can we access this report?</p>	
Simpson	Woody and Judy	<p>At the present time Volterra residents are paying for that bridge doing assessment I believe it's a yearly assessment who would be paying for this bridge if it was built</p>	
Parsons	Yvette	<p>I have spoken to our HOA aka developer who owns the land surrounding Volterra Hills. They have not received notice from the city and have NO plans to build a second road through this land/neighborhood.</p> <p>Why has the HOA of Volterra Hills not been notified of this?</p> <p>The developers planned it like that.</p> <p>The developers own all of the proposed land and have no intention of selling it.</p>	

Gallegos, Audra V.

From: J Torczynski
Sent: Tuesday, January 19, 2021 8:28 PM
To: Gallegos, Audra V.
Subject: Comments on Juan Tabo Connectivity Study

Attn: Audra Gallegos, City Planning Office

Regarding the Juan Tabo Connectivity Study,
I strongly support Alternatives B and C,
but I strongly oppose Alternatives A and D.

1. Willow Wood has a reasonable concern about cut-through traffic.

I also have exactly the same concern for my neighborhood (Volterra).

2. Alternatives B and C do not impact other neighborhoods negatively.

They both go through the arroyo, which is undeveloped space.

3. Alternatives A and D do impact other neighborhoods negatively.

Alternative A would cause cut-through traffic in Juan Tabo Hills (Volterra).

The two cut-through routes are either due east along Pompano
or else northeast along several streets, all home-lined.

Since Alternative D was eliminated due to impacting a neighborhood,
Alternative A should also be eliminated for the same reason.

Thank you for your consideration.

John Torczynski

Gallegos, Audra V.

From: Kristy Palombo
Sent: Monday, January 25, 2021 8:53 AM
To: Gallegos, Audra V.
Subject: Eubank | Juan Tabo Road

Audra,

We were told we could leave you with our opinions about the road discussion.

We would **not** like a road to connect Juan Tabo + Eubank south of the bridge. We do not mind a connection north of the bridge.

We really really really want a paved biking path to connect the two streets. We don't care if that occurs north or south of the bridge.

Kristy Palombo

Gallegos, Audra V.

From: Wilkes, John
Sent: Tuesday, January 19, 2021 6:54 PM
To: Gallegos, Audra V.
Subject: Juan Tabo Boulevard Connectivity Study

Audra,

I had the following question during tonight's meeting that was not answered:

Is there a reason only four (4) lane bridges were considered; i.e., why were cost estimates for two-lane bridges not included?

Thank you in advance,

John R. Wilkes, P.E., Ph.D.

Gallegos, Audra V.

From:
Sent: Monday, January 25, 2021 9:16 AM
To: Gallegos, Audra V.
Subject: Juan Tabo Connectivity comments

Dear Audra and Petra

My husband and I are residents of Volterra IV and specifically have a home on Harrier Hawk Ave.

Thank you for the opportunity to respond to your inquiry about expansion of access from Juan Tabo to Eubank (Sandia/Kirtland.) To make your job easier, I recommend doing nothing! A major automobile bridge over the Tijeras Arroyo is too expensive and not warranted for a restricted specific population, namely residents working at Sandia Labs/Kirkland. Residents purchased their homes with awareness of the existing roads to their employment, not with the expectation that a road would be built for them. The Juan Tabo Hills, Volterra area is now expanded to near capacity. This population is now nearly complete and not expected to grow by thousands more.

Another solution for access to Eubank (Sandia) would be to make a bicycle, small scooter bridge, perhaps behind the trailer village before the bridge at Juan Tabo. I would also like to recommend you add residents to your category of Stake Holders.

We specifically called city planning last January to verify that there was no contemplation for added roads in the Volterra IV subdivision connecting to Eubank. We were given assurance that there were no plans and with that information made what we hope will be our final home purchase, investing our life savings hopes and dreams. Our area is quiet and secluded with mostly families with small children. Currently, they can safely ride their bikes and scooters on the traffic quiet streets. All ages can walk without fear of being run over. Rocky Top Street, the street that connects Juan Tabo to Volterra IV, drops down a winding hill into the neighborhood. It was not built to accommodate a lot of traffic. Thus the consideration of a bridge over the Tijeras Arroyo at Harrier Hawk would be dangerous and impractical. One of the major reasons residents purchased their homes in Volterra IV was because of the solitude and one road access.

Adding another bridge to Eubank wouldn't solve the problem of the traffic back up at the Eubank base gate. This would create back ups both north and south on Eubank. It is also important to note that not everybody in Juan Tabo Hills, Willow Glenn and Volterra work at the Labs. The traffic on Juan Tabo carries people out to the freeway and other directions in the city to their work stations.

I appreciate being able to comment and respectfully request to receive notifications about future meetings.

Sincerely

Donna and David Clauss

Gallegos, Audra V.

From: Joan LeBoeuf
Sent: Thursday, January 21, 2021 11:32 AM
To: Gallegos, Audra V.
Subject: Juan Tabo Connectivity Project

I appreciate your sending the slides on this project. If a new bridge is built, will the PID cost on our property taxes increase? If so, by how much.

Thank you

Gallegos, Audra V.

From: Dave Vogt
Sent: Friday, January 22, 2021 4:50 PM
To: Gallegos, Audra V.
Subject: Juan Tabo Connectivity Study

Hi Audra,

Who completed the Alternatives Matrix on slide 33 of the Virtual Public Meeting #2 presentation? There appear to be numerous issues with the scoring.

How would the impact to traffic be the same for both alternative A and no build? Clearly alternative A would have much more of a positive impact than no build.

How is safety measured and how does no build outscore alternative A? It seems like a serious safety issue to have only one road (Juan Tabo) to service all of the residents of the area.

Under the Development category, how does no build score a three when the slide shows it does not promote economic development?

Surely no build should score a 1 on safety, cut-through, traffic, and development as it does nothing to address any of the concerns.

It seems the matrix is heavily skewed towards no build which makes it appear that this is not a serious study or genuine effort to improve the situation.

Thank you,
Dave Vogt

Gallegos, Audra V.

From: J Torczynski
Sent: Monday, January 25, 2021 3:49 PM
To: Gallegos, Audra V.
Subject: Juan Tabo Connectivity Study

Hello Audra Gallegos,

Thank you for taking comments on the Juan Tabo Connectivity Study. I've looked through all the slides from both meetings, and I listened to a good portion of the Q&A from the first public meeting.

I highly favor the No-Build Option.

I won't go into detail, but I feel that there is no proposed build option that is clearly a wise choice - each option has a variety of significant problems associated with it. In addition, I do not think the benefit derived from any of the proposed build options would come close to justifying the cost.

I understand the frustration of the residents of Willow Wood because of cut-through traffic, and I do hope the city will continue to work to help them find effective ways to minimize that traffic.

In case you need to know, I am a resident of Juan Tabo Hills/Volterra.

Thank you for your time,
Jeanne Torczynski

Gallegos, Audra V.

From:
Sent: Wednesday, January 20, 2021 5:15 AM
To: Gallegos, Audra V.
Subject: Juan Tabo Connectivity Study

Hi Audra,

Thanks for the presentation last night. I don't know where to look to find a copy of the presentation to show my wife and neighbors, all would be very interested. If you could send me the web address for it, that would be great.

I've lived in Willow Wood since it became a neighborhood in 1995, and the cut through traffic since Voltara was built is really awful. I don't think "No-Build" should be a consideration. That's ignoring the problem, not solving it.

I have one last recommendation as an observer of the arroyo for a quarter century – put in a small bridge with three good sized drain tunnels, enough space to turn around on each side, and a warning sign about crossing if there is water covering it. A massive bridge looks cool, but isn't practical or needed.

VR
Scott

Gallegos, Audra V.

From: Karen Simmons
Sent: Sunday, January 24, 2021 4:22 PM
To: Gallegos, Audra V.
Subject: Juan Tabo Hills Connectivity Study Comment

Hello Audra,

I am a homeowner within the Juan Tabo Hills Connectivity Study area, and I am writing to voice my support for the no-build option. All of the other proposed options seem likely to create at least as many new problems as they solve in areas of cut-through traffic, safety (intersections with poor visibility specifically), impact on the biozone, and landfill management while also costing a significant amount of money. I feel that money would be put to better use by investing in some of the suggested programs and improvements (increased shared or public transit options, perhaps a multi-use path requiring less land than a road, etc.) to reduce the traffic burden through Willow Wood.

Thank you,

Karen Simmons

Gallegos, Audra V.

From: kirk.rainwater
Sent: Thursday, January 21, 2021 4:13 PM
To: Gallegos, Audra V.
Cc: Morris, Petra
Subject: RE: Juan Tabo traffic study

Oh sorry I meant at the bottom of Juan Tabo and Pompano pl SE. Theres already roads on base that could be used. It seems like the base could really relieve some headache for the city. Thanks for releasing your work!

Thanks!
Kirk Rainwater

From: kirk.rainwater
Sent: Thursday, January 21, 2021 9:37 AM
To: Gallegos, Audra V. <Audra.Gallegos@wilsonco.com>
Subject: Juan Tabo traffic study

Hi Audra,

Has there been any outreach to KAFB and potentially any study into opening a second gate at the bottom of Juan Tabo? I don't know if there's a way of "paying" the us government to develop it's roads but it seems the development of the roads on base would be much cheaper than building a bridge over the arroyo. This study seems to be exclusively for Sandians headed to work, so adding even just an A.M. gate on KAFB would fix this issue. I don't know how willing KAFB is to come to the table on stuff maybe this is less doable then option "D" I don't know.

Good luck!

Kirk Rainwater

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Gallegos, Audra V.

From:
Sent: Tuesday, February 2, 2021 8:59 PM
To: Gallegos, Audra V.
Subject: Re: Reminder: COA Juan Tabo Boulevard Connectivity Public Meeting #2 starts in 1 Hour

Hi Audra,

Thank you for all the work you and your team has put into Juan Tabo Boulevard.

Below is my comment:

It will be very chaotic to our work environment. SSTP attracts hundreds of high wage jobs and investments. It will create disruptive environment with high amount of traffic and noise. People working at SSTP go for walks to decompress, see amazing wildlife and solve challenging technical problems. Having a high traffic would ruin the quality of work environment SSTP provides.

Thank you!

Best,
Malini Hoover

On 2021-01-19 15:59, Audra Gallegos wrote:

> This is a reminder that "COA Juan Tabo Boulevard Connectivity Public
> Meeting #2" will begin in 1 Hour on:
>
> Tue, Jan 19, 2021 6:00 PM - 7:00 PM MST
>
> Add to Calendar: Outlook(R) Calendar [1] | Google Calendar(tm) [2] |
> iCal(R) [3]
>
> Please send your questions, comments and feedback to:
> audra.gallegos@wilsonco.com
>
> How to Join the Webinar
>
> 1. Click the link to join the webinar at the specified time and date:
>
>
> [Join Webinar \[4\]](#)
>
> Note: This link should not be shared with others; it is unique to
> you.
>
> Before joining, be sure to check system requirements to avoid any
> connection issues.
>
> 2. Choose one of the following audio options:
>
> TO USE YOUR COMPUTER'S AUDIO:
> When the webinar begins, you will be connected to audio using your
> computer's microphone and speakers (VoIP). A headset is recommended.

Gallegos, Audra V.

From: Arthur Humphries
Sent: Tuesday, January 19, 2021 9:02 PM
To: Gallegos, Audra V.
Subject: Re: Reminder: COA Juan Tabo Boulevard Connectivity Public Meeting #2 starts in 1 Hour

Hood info tonight, thanks Audra

Art

From: Audra Gallegos <customercare@gotowebinar.com>
Sent: Tuesday, January 19, 2021 4:59:46 PM
To: director@publicaffairsoffice.com <director@publicaffairsoffice.com>
Subject: Reminder: COA Juan Tabo Boulevard Connectivity Public Meeting #2 starts in 1 Hour



This is a reminder that "COA Juan Tabo Boulevard Connectivity Public Meeting #2" will begin in 1 Hour on:

Tue, Jan 19, 2021 6:00 PM - 7:00 PM MST

Add to Calendar: [Outlook® Calendar](#) | [Google Calendar™](#) | [iCal®](#)

Please send your questions, comments and feedback to: audra.gallegos@wilsonco.com

How to Join the Webinar

1. Click the link to join the webinar at the specified time and date:

Gallegos, Audra V.

From: Turner Palombo
Sent: Monday, February 1, 2021 4:23 PM
To: Gallegos, Audra V.
Cc: Morris, Petra
Subject: Re: Survey Link - Juan Tabo Hills Connectivity Study

Audra,

Just wanted to get my two cents in. I live in Volterra and ride my bike to SNL. My preference would be some sort of commuter/bike pathway across the arroyo.

Biking up/down the bridge to/from Volterra can be scary. The bike lanes are pretty narrow and frequently covered in dirt/debris. Due to the slope, it's pretty easy for cars to speed down the bridge. I'd prefer to ride separately from larger vehicles, if possible.

Thanks,
Turner

On Wed, Jan 27, 2021 at 4:18 PM Gallegos, Audra V. <Audra.Gallegos@wilsonco.com> wrote:

Hello,

We do not have a survey, but we are accepting comments via email. If you have input on the study, you may email your comments to me.

Thank you!

Audra V. Gallegos, PE

Civil Engineer | Wilson & Company, Inc., Engineers & Architects | 505 348 4110 (direct) | 505 250 4853 (cell)

From: Turner Palombo
Sent: Wednesday, January 27, 2021 1:57 PM
To: Gallegos, Audra V. <Audra.Gallegos@wilsonco.com>
Subject: Survey Link - Juan Tabo Hills Connectivity Study

Can I get the link to the survey for the Juan Tabo Hills Connectivity Study? I live in Volterra, and I'd like to provide feedback.

Gallegos, Audra V.

From: Dennis Lierz
Sent: Tuesday, January 19, 2021 8:40 PM
To: Gallegos, Audra V.
Subject: Re: traffic study, Willow Wood

I meant to say south end of Tony Sanchez in the first paragraph.

Sent from my iPhone

On Jan 19, 2021, at 7:13 PM, Dennis Lierz wrote:

Audra,

I input a comment to this presentation that was never brought up. Maybe it was not germane to the actual topic tonight, but I think it is worth considering. It would be far cheaper and more effective to put in traffic gates at the south end of Juan Tabo and the east end of Herman Roser. That would force the cut through traffic to use Southern and Eubank like they are supposed to be doing already. It would also shut down the large amount of trailer court traffic that uses Tony Sanchez as a racetrack daily.

A study was done a while back to look at the feasibility of putting in a traffic gate at the south end of Tony Sanchez. From what I understood, it was rejected because of resistance from the Mirabella development to the north. Never mind the traffic that Tony Sanchez residents have been putting up with for more than 20 years. If there is \$30 million + dollars available for a new road and bridge, why isn't there a small fraction of that available to do something that will actually work?

Gallegos, Audra V.

From: Turner Palombo
Sent: Wednesday, January 27, 2021 1:57 PM
To: Gallegos, Audra V.
Subject: Survey Link - Juan Tabo Hills Connectivity Study

Can I get the link to the survey for the Juan Tabo Hills Connectivity Study? I live in Volterra, and I'd like to provide feedback.

Thanks,
Turner

Gallegos, Audra V.

From: Michael Parsons
Sent: Tuesday, January 19, 2021 7:55 PM
To: Gallegos, Audra V.
Cc: dharris@cabq.gov; Michael Parsons
Subject: Comments following JT Blvd Connectivity meeting 2

Hello Audra,

I have a few comments following up on the 2nd JT Blvd Connectivity meeting.

First of all, as a Volterra Hills resident, I am very concerned that not all of the residents are aware of this proposal. I found out about this one week after the first meeting. I feel that a letter should be sent out to each property in Volterra Hills regarding a new road possibly being built.

Secondly, I have reached out to the City Planner regarding this proposal and never received a return phone call. This is concerning to me as a resident. Also, I made 3 or 4 comments/questions during the second meeting and all were ignored. However, I will bring up my concern/question again... At the last HOA meeting for Volterra Hills, I raised this issue to the board and the President of the HOA who is also the developer. He had no knowledge of the city proposing a second road into this subdivision. He stated that he owns the land surrounding Volterra Hills to include the arroyo/dump. He stated that he had no plans to build a second road into the subdivision, nor does he intend to sell the land to the city. This would make all of these meetings a moot point, which was why I reached out to the City Planner with no response. I called our HOA secretary prior to this meeting, and she mentioned that they still have not received any communication from the City about this proposal. I find that irresponsible, because in theory it could be wasting many people's time and instilling false hope to all involved.

As residents who live on Pompano Place SE, my husband and I would not approve of having a main thoroughfare from the base up our street. We are already dealing with speeding vehicles going up and down our street and as you well know, there are many people who race on Eubank south of Southern. We get to hear them nightly at times and definitely on a weekly basis. Also, it is a matter of security as well. We do have crime in our neighborhood, but if there was another road out the back end of the subdivision, this could make it much more enticing to thieves who want a quick in and out of our neighborhood. That is of great concern to us.

I would like to propose to Willow Wood or Counselor Harris, to instead try possibly placing temporary traffic stops going into and/or through Willow Wood to notify people that they may not pass through the subdivision. Also, I would like to state that paying large PIDs on top of our property taxes is enough for us. We would NOT be in favor of added taxes or costs for a second road/bridge.

Thank you for your time and feel free to reach out to me if you have questions.

Sincerely,
Yvette and Michael Parsons

Gallegos, Audra V.

From: vance ley
Sent: Tuesday, January 19, 2021 6:33 PM
To: Gallegos, Audra V.
Subject: Willow Wood and Juan Tabo Connectivity Study

Ms. Gallegos: I want to make sure that you are aware that a pedestrian was recently hit and seriously injured on Tony Sanchez. I also want to mention that we have had our street light at Juan Tabo and Herman Roser knocked over twice in recent years. Further, when I run in the neighborhood, I regularly see discarded airline-sized liquor bottles discarded along the streets. I applaud your efforts to provide alternative routes, however we will likely continue to have a high volume of traffic, much of which ignores speed limits and stop signs. In order to render Willow Wood safe and livable, we will either have to install our proposed gate or the city will have to install speed humps along all through-routes that are at a close enough interval to emulate a washboarded dirt road. Speed humps are passive, relatively cheap and actually work. Please give this option consideration.

Sincerely,
Alan Vance Ley

Gallegos, Audra V.

From: Zora
Sent: Saturday, January 23, 2021 8:45 PM
To: Gallegos, Audra V.
Subject: WillowWood

We live on Herman Roser and would like to see the gate at Tony Sanchez and Jewel Cave/Gibson.

Sent from my iPhone

Appendix B – Stakeholder Meeting Summary

Memorandum

To: Petra Morris, Council Planning Manager, City of Albuquerque

From: Ben Bachwitz, Wilson & Company

CC: Tom Menicucci, Laura Rummeler, Tim Brown, Melissa Loyzoa, Audra Gallegos

Date: 2/8/2020

Re: Juan Tabo Connectivity Study Stakeholder Engagement Summary

Overview

This is a summary of stakeholder meetings held as part of the Juan Tabo Connectivity Study project. More detailed minutes for each of these meetings are available.

The following meetings are summarized here:

1. City of Albuquerque Environmental Health Department – 12/02/20
2. Albuquerque Public Schools – 12/08/20
3. Kirtland Air Force Base, Sandia National Laboratories, and Sandia Science & Technology Park (SS&TP) – 12/15/20
4. Albuquerque Metro. Flood Control Agency (AMAFCA) and New Mexico State Land Office (SLO) – 12/16/20
5. Scott Grady, Cofounder of Raylee Homes (Volterra/Juan Tabo Hills Developer) – 12/21/20
6. Sandia Science & Technology Park Architecture Control Committee – 1/5/21
7. City of Albuquerque Open Space Division – 1/5/21
8. PNM – 2/2/21

Summaries

1. City of Albuquerque Environmental Health Department – 12/02/20

This meeting was held to discuss implications of the former Eubank Landfill to the Juan Tabo Connectivity Study. The landfill site lies in the path proposed connection alignments and could impact the construction of roadways. The project team had reviewed the [Eubank Landfill Management Plan](#), which described the current extent of the landfill and other important information about the site. Paul Olson and Ken Ziegler, who oversee landfills for the City's Environmental Health Department, discussed the challenges of building the roadway on the former landfill. The following points were discussed.

- The landfill goes to the depth of the Tijeras Arroyo. The Tijeras Arroyo was actually pushed in at a point due to the amount of trash in the landfill.
- This landfill has about 40-60% methane gas which is really high and means there is potential for a lot of material to breakdown. Breakdown of waste means there's a greater likelihood of subsidence.
- If a road was to be built through the landfill, all the trash within the footprint of the roadway would need to be removed and then replaced with new soil. The soil underneath the landfill is a lot softer material so more compaction would be needed.
- If a roadway is proposed to be built, the following would be needed:
 - A mitigation plan, which includes the type of work and safety measures.

- A design of the removal, which at this point would need to be full depth removal.
- A plan for how to vent utilities within the corridor.
- A gas mitigation plan
- A contractor certified in waste removal would have to do the construction. They would need to provide a health and safety plan. They would also need to specialize in landfill and gas mitigation. Due to the amount of methane gas, spontaneous combustion during the removal of the trash can occur. Because there is industrial waste in this landfill, there may be chemicals that may be encountered.
- If this moves forward, they would recommend that some new landfill monitoring wells be put in as part of this project. They are about \$2,000 each.
- The Board of Education parcel, south of Innovation Parkway, had the trash removed. There was a point in time where they asked the City if they wanted to purchase that parcel. This is the parcel that Alternative B goes through and ties into Innovation Parkway.
- They do have an on-call consultant that, if we need, can go do some investigations.
- Another similar roadway project, the Channel Road project near Balloon Fiesta Park, encountered some cost issues with the old landfill in that area.

2. Albuquerque Public Schools – 12/08/20

The project team met with representatives from APS that included staff from the organization's Real Estate and Master Planning departments. APS owns a parcel through which Alternatives B and C would pass. APS representatives were concerned that they not been engaged earlier in the process before the alternative were taken to the public. They clarified that the parcel along the proposed alternatives is not the only APS property or interest in the study area, as the project Powerpoint had implied. They would need to weigh the alternatives against those interests and didn't want to have to push back against a project alternative that the might be publicly popular. APS wasn't ready to comment on the alternatives but felt that most issues could be worked through. The project team and APS agreed on a plan forward that would keep APS looped in – Wilson & Company will work with APS Real Estate and with Capital Master plan to evaluate detailed alternatives.

3. Kirtland Air Force Base, Sandia National Laboratories, and Sandia Science & Technology Park (SS&TP) –12/15/20

The project team met with a group that included planners and other representatives from Kirtland Air Force Base, Sandia National Laboratories, and SS&TP. These are entities that would be served by a new roadway connection but also whose real estate or other interests could be impacted by the construction of one or more of the roadway alternatives.

- KAFB planners/managers Malak Hakim and Adria Bodour, as well as the base commander, Col. Juan Alvarez, explained that Alternative A was not feasible from the base's point of view. The alternative would create a security issue because it would bring the public close to its security fence. Intrusions across the fenceline in the area lining Alternative A are already an issue.
- The base is also working with AMAFCA to install new drainage structures where the Tijeras Arroyo intersects with the base fenceline. This infrastructure would add complexity and cost to a roadway project through that area.
- KAFB planners also expressed some skepticism about the need for any of the alternatives. They agreed with the project team that Alternative D was likely not viable, but they did not oppose Alternatives B or C.
- Chris Castro, Chief of Staff for SNL, expressed concern that any of the alternatives would shift traffic flows so that more traffic would be approaching the Eubank Gate from the south, when the

gate is designed to funnel traffic from the north. He expressed more serious skepticism about the basis for the project.

- There was some discussion about transit/rideshare options for base/SNL employees. A program currently exists for SNL employees. A DOD program is available for Air Force employees but has not been implemented at KAFB. City transit buses serve the base. There was agreement that an ongoing discussion about these alternative modes would be valuable, though it would be beyond the scope of this connectivity study.

4. Albuquerque Metro. Flood Control Agency (AMAFCA) and New Mexico State Land Office (SLO) – 12/16/20

AMAFCA representatives Jerry Lovato and Brad Bingham described the challenges of constructing the alternatives across the Tijeras Arroyo. They explained that Alternative A would probably be the most challenging, given that significant new drop structures are being built near where the arroyo intersects the Kirtland Air Force Base fence. They explained that Alternative C would be challenging due the requirements for earthwork and fill on the north side of the arroyo. This alternative could require that measures are installed to ensure that the roadway project does not significantly change how the arroyo functions. There's already concern about degradation of the arroyo. Mr. Bingham suggested a new alternative that combined the alignments of Alternatives B and C. There is an arroyo outfall near where the Alternative B alignment is shown, and a grade control structure is planned near there as well. They explained that the project should coordinate with the Tijeras Arroyo Facility Plan.

5. Scott Grady, Cofounder of Raylee Homes (Volterra/Juan Tabo Hills Developer) – 12/21/20

Mr. Grady's company created the Juan Tabo Hills development, which is nearing completion of its final phase with Juan Tabo Hills West. The company also owns property through and across the Tijeras Arroyo where future development could take place. Mr. Grady shared his feedback on the proposed alternatives and on the project in general.

Mr. Grady explained that company currently owns about 80 acres across the arroyo. Volterra IV (Juan Tabo Hills West) is underway, with 330 lots and 231 homes being built right now. The entire Volterra development consists of about 600 homes. Juan Tabo Hills was created as a "destination development," and the single bridge entrance into the community helps reinforce this identity – an additional connection could hurt that image.

He said he thought Alternative B would be between \$8 and \$12 million based on what we did back in '04 for the Juan Tabo Boulevard bridge. Alternative C would be interesting in as far as being able to improve the landscaping on the north side of the arroyo – connection with JT Blvd would be awkward. His company is thinking of putting additional homes or facilities on our land on the west side of the arroyo, along Alternative A. There was talk years ago of putting access road along arroyo towards Four Hills, but that is now opposed by many residents.

Mr. Grady explained that the design of the roadway network within the latest subdivision (Volterra IV/Juan Tabo Hills West) is intended to push people to Juan Tabo Blvd. With Alternative A, he thought the cut-through problem would simply be shifted. B or C or the AMAFCA alternative would be a better alternative in his mind.

6. Sandia Science & Technology Park Architecture Control Committee – 1/5/21

The Architecture Control Committee enforces design standards at Sandia Science & Technology Park (SS&TP), which is located within the study area. There was discussion of the impact on traffic flows within the park. Overall, ACC members felt the new connection could improve access to SS&TP parcels, especially those owned by Albuquerque Public Schools (APS) and the State Land Office toward the southern end of the park, and the SLO parcel at Innovation Parkway and Eubank Boulevard, considered one of SLO's most valuable parcels. The new connection could increase the need for traffic signal at Innovation Parkway and Eubank Boulevard (northern intersection). Jim Bordegaray, who represents SLO on the ACC, said that they would prefer a purchase of SLO land for a new roadway over establishment of a right-of-way. Amanda Velarde, representing APS, explained that they would prefer an easement because of a more complicated process that would be required for a fee simple process. Both SLO and APS representatives said their organizations would want to ensure that any remnant parcels would be developable.

7. City of Albuquerque Open Space Division – 1/5/21

City of Albuquerque Open Space is working to implement recommendations of the Tijeras Arroyo Bio-Zone (TABZ) plan. The TABZ encompasses the arroyo and land alongside it, and all proposed alternatives (except Alternative D) would directly impact the TABZ. Sage Land Solutions joined the call – they are advising Open Space on land acquisition within the TABZ. A key recommendation of the TABZ plan was to acquire land along the arroyo in order to preserve it as open space or as a recreational amenity. Harry Relkin of Sage Land Solutions said they are considering a number of issues, including terrain issues, soil issues, access, infrastructure, and other development viability factors, to prioritize acquisition of TABZ parcels. Another consideration is whether they'll be acquired through fee transactions or via establishment of right-of-way for trails. How the land would be used has not been determined, but trails of some form could be an option.

Open Space staff on the call said that mitigation of impacts to the arroyo would be required as part of the construction of the new roadway. However, mitigation could open up new funding opportunities to further preserve the arroyo or to create recreational amenities. A previous study had identified burrowing owls, a threatened species, in the vicinity of the landfill, meaning more mitigation would be required. Many natural arroyos in the City of Albuquerque had been designated as Waters of the United States, which could increase permitting/mitigation requirements.

8. PNM – 2/2/21

PNM is the electric utility within the project area and has a number of power lines, easements, and a substation in the vicinity of the project's proposed alternatives. This meeting was called to discuss impacts to PNM's assets by the potential roadway connection. PNM said any of the alternatives that would disrupt their assets could be constructed, but the City would need to cover the costs of relocation, since the power lines are located within easements. There was discussion of a possible trail along the alignment of Alternative C. PNM representatives were open to this facility being constructed. Part of the alignment would be within a PNM easement – the trail would require an encroachment agreement.

Appendix C – Pertinent Documents

Pertinent Documents

The following are pertinent documents that were referenced during for this study:

- Juan Tabo Hills West Traffic Impact Study; January 2011
- Sandia Science & Technology Park Traffic Impact Study; March 2001
- Sandia Science & Technology Park Master Plan; 2001
- Plat for Tracts A, B and C Juan Tabo Hills West; March 2007
- Plat for Tracts B-1 and B-2 Juan Tabo Hills West; August 2011
- Landfill Management Plan – Former Eubank Landfill; June 2009
- Closed Eubank Landfill – COA website [Closed Eubank Landfill — City of Albuquerque \(cabq.gov\)](http://cabq.gov)
- Resource Management Plan for Tijeras Arroyo Biological Zone; February 2014

Appendix D – Alternatives Matrix

Evaluation Overview

Evaluation Category	Goals	Evaluation Criteria	Alternative
Broad evaluation category	Intended improvement to be achieved by alternative within the evaluation category;	Specific data point used to measure whether or to what degree the alternative addresses the goal in the previous column. Because this study is conceptual, it may not produce the detailed data used to analyze each alternative based on the criteria; however, the project team has considered the probable impacts, at a high level, of each alternative.	The alternative being evaluated

Scoring Key: (--) Negative, Poor (-) Below Average (0) Average (+) Above Average/Some positive impact (++) Positive, Good

No-Build Alternative

	Goals	Evaluation Criteria	No-Build Alternative
Traffic	Reduce congestion on major roads in the study area	<ul style="list-style-type: none"> Volume-to-capacity (v/c) ratios on roads in the study area Total volume on main roadways in the study area AM and PM peak hour volumes 	Traffic at intersections will remain the same and worsen over time. (-)
Cut-Through	Reduce cut-through traffic on residential streets in the study area	<ul style="list-style-type: none"> Reduced cut-through traffic in Willow Wood neighborhood and other residential neighborhoods New cut-through traffic in these or other areas 	Existing cut-through traffic in the Willow Wood and Mirabella neighborhoods will remain the same and over time may get worse with Juan Tabo West development. (-)
Safety	Reduce crashes	<ul style="list-style-type: none"> Reported crashes Vehicle speeds exceeding the 85th percentile speed on roadways in the study area by 5 mph or more Number of conflict points 	Crash rate will remain the same and over time may worsen because of traffic increases (-)
Utilities	Minimize impacts on existing utilities	<ul style="list-style-type: none"> Easement area to be impacted/require relocation Type of existing easements impacted (express or prescriptive) 	Will not impact/need to relocate existing utilities. Will not add additional utilities. (0)
Right-of-Way	Minimize need for new right-of-way	<ul style="list-style-type: none"> New right-of-way required by alternative Alternative's impact on existing utility or other easements Type of existing easements impacted (express or prescriptive) 	Will not need to acquire new ROW. (0)
Cost	Minimize total cost of the project	<ul style="list-style-type: none"> Total cost of project High-cost items related to construction of alternative 	Will not have any costs associated besides routine roadway maintenance. (+)
Development	<ul style="list-style-type: none"> Facilitates new land development Avoids displacement of existing development 	<ul style="list-style-type: none"> Land area/properties served by new facility Land area/properties displaced by new facility 	This alternative would open no new areas for development. (0)
Tijeras Arroyo Bio-Zone	Minimize disruption to/degradation of Tijeras Arroyo	Elements of the alternative that will disrupt the arroyo	Will not affect the Bio-Zone (+)

	Goals	Evaluation Criteria	No-Build Alternative
Landfill	Reduce area of landfill that would need to be removed	Area of landfill traversed by alternative alignment where landfill trash or infrastructure must be removed	Will not affect former landfill (+)

Alternative A – Extended Eubank Boulevard

Scoring Key: (- -) Negative, Poor (-) Below Average (0) Average (+) Above Average/Some positive impact (++) Positive, Good

Evaluation Category	Goals	Evaluation Criteria	Alternative A
Traffic	Reduce congestion on major roads in the study area	<ul style="list-style-type: none"> Volume-to-capacity (v/c) ratios on roads in the study area Total volume on main roadways in the study area AM and PM peak hour volumes 	<p>Traffic modeling is needed to fully understand impacts of the alternatives on volumes.</p> <ul style="list-style-type: none"> The alternative would primarily serve the Juan Tabo Hills West area, rather than the whole neighborhood. There are two implications of this: <ul style="list-style-type: none"> The alternative would likely divert much of the future traffic generated by Juan Tabo Hills West away from Juan Tabo Drive and Southern Boulevard. The alternative may have limited impact in reducing the existing v/c ratios or volumes on main roadways in the study area because traffic generated by already-built areas of Juan Tabo Hills may not divert to Alternative A in a significant way. <p>(-)</p>
Cut-Through	Reduce cut-through traffic on residential streets in the study area	<ul style="list-style-type: none"> Reduced cut-through traffic in Willow Wood neighborhood and other residential neighborhoods New cut-through traffic in these or other areas 	<ul style="list-style-type: none"> The alternative may have limited impact on the existing cut-through traffic in the Willow Wood and Mirabella neighborhoods. The alternative is located where it may not serve many parts of Juan Tabo Hills. The alternative will likely introduce new cut-through traffic in Juan Tabo Hills West. <p>(- -)</p>
Safety	Reduce crashes	<ul style="list-style-type: none"> Reported crashes Vehicle speeds exceeding the 85th percentile speed on roadways in the study area by 5 mph or more Number of conflict points 	<ul style="list-style-type: none"> The alternative will somewhat reduce the amount of traffic traveling through the high-crash intersection of Eubank Boulevard and Southern Boulevard. This alternative will create a straightaway where some vehicles could easily reach high speeds. <p>(- -)</p>
Utilities	Minimize impacts on existing utilities	<ul style="list-style-type: none"> Easement area to be impacted/require relocation Type of existing easements impacted (express or prescriptive) 	<ul style="list-style-type: none"> The alternative would not significantly impact existing utilities, though some utility easements would be impacted. However, AMAFCA is designing a grade control structure (GCS 637+20) near where the Tijeras Arroyo crosses the Kirtland Air Force Base fence line. It is not clear how a roadway crossing near the grade control structure would impact the structure. AMAFCA indicated that the roadway and bridge crossing of the arroyo would likely be expensive due to the flow rate of the arroyo at this location. <p>(-)</p>
Right-of-Way	Minimize need for new right-of-way	<ul style="list-style-type: none"> New right-of-way required by alternative Alternative's impact on existing utility or other easements Type of existing easements impacted (express or prescriptive) 	<ul style="list-style-type: none"> Right-of-way is reserved for the new Eubank Boulevard segment. A private access easement maintained by Raylee Homes and the City of Albuquerque exists along the Pocono Road segment of the alternative. Several north-south PNM utility easements run near the tie-in of Eubank Boulevard and Pocono Road.

Evaluation Category	Goals	Evaluation Criteria	Alternative A
			<ul style="list-style-type: none"> Some easement amendments or new easements would be needed, but much of the right-of-way has already been established. (-)
Cost	Minimize total cost of the project	<ul style="list-style-type: none"> Total cost of project High-cost items related to construction of alternative 	<ul style="list-style-type: none"> Total cost of this alternative is unknown, currently due to the high-level nature of the study. Bridge over Tijeras Arroyo would be expensive due to need to address arroyo flow rate. It is unclear at this stage how the cost of the crossing would compare to the bridges or earthwork proposed as part of the other alternatives. This alternative would require the most roadway to be built of any of the alternatives. (- -)
Development	<ul style="list-style-type: none"> Facilitates new land development Avoids displacement of existing development 	<ul style="list-style-type: none"> Land area/properties served by new facility Land area/properties displaced by new facility 	<ul style="list-style-type: none"> This alternative provides access to undeveloped land along the Eubank Boulevard segment of the alternative. KAFB planners indicated development along proposed new segment of Eubank Boulevard is not desired due to security concerns along the base fence. Much of the area also lies within the floodplain associated with the Tijeras Arroyo, limiting development. The alternative would not displace existing development. (0)
Tijeras Arroyo Bio-Zone	Minimize disruption to/degradation of Tijeras Arroyo	Elements of the alternative that will disrupt the arroyo	This alternative would run along the edge of the Bio-Zone and would, therefore, have limited impact on the Bio-Zone, compared with some other alternatives. (0)
Landfill	Reduce area of landfill that would need to be removed	Area of landfill traversed by alternative alignment where trash and landfill infrastructure would need to be removed	The Eubank Boulevard segment of this alternative would run along the western edge of the landfill. It would have less impact on the landfill than some other alternatives. (-)

Alternative B – Tijeras Arroyo Bridge

Scoring Key: (- -) Negative, Poor (-) Below Average (0) Average (+) Above Average/Some positive impact (++) Positive, Good

Evaluation Category	Goals	Evaluation Criteria	Alternative B
Traffic	Reduce congestion on major roads in the study area	<ul style="list-style-type: none"> Volume-to-capacity (v/c) ratios on roads in the study area Total volume on main roadways in the study area AM and PM peak hour volumes 	Traffic modeling is needed to fully understand impacts of the alternatives on volumes. The alternative will not have a significant impact on the high v/c ratios on Juan Tabo Drive (south of Tijeras Arroyo). However, the alternative will likely reduce v/c ratios and volumes on Southern Boulevard and Eubank Boulevard. (+)
Cut-Through	Reduce cut-through traffic on residential streets in the study area	<ul style="list-style-type: none"> Reduced cut-through traffic in Willow Wood neighborhood and other residential neighborhoods New cut-through traffic in these or other areas 	The alternative will provide a faster, more direct route than existing cut-through routes. The alternative will likely significantly reduce existing cut-through traffic in the Willow Wood and Mirabella neighborhoods. (+)
Safety	Reduce crashes	<ul style="list-style-type: none"> Reported crashes Vehicle speeds exceeding the 85th percentile speed on roadways in the study area by 5 mph or more Number of conflict points 	Because this alternative will help divert traffic from main roadways such as Southern Boulevard and Eubank Boulevard, it will also prevent additional crashes that would result from greater volumes there. The alternative – because it would be a new roadway – will introduce new conflict points to the roadway network, which could cause additional crashes. (0)
Utilities	Minimize impacts on existing utilities	<ul style="list-style-type: none"> Easement area to be impacted/require relocation Type of existing easements impacted (express or prescriptive) 	The alternative will impact existing utility easements and utility infrastructure, especially power poles that cross Tijeras Arroyo. These power poles will likely need to be relocated and shifted so that the alternative could be constructed. The alternative may also impact an AMAFCA drainage outfall along the edge of Tijeras Arroyo. (-)
Right-of-Way	Minimize need for new right-of-way	<ul style="list-style-type: none"> New right-of-way required by alternative Alternative's impact on existing utility or other easements Type of existing easements impacted (express or prescriptive) 	The right-of-way for this alternative would need to be acquired. (-)
Cost	Minimize total cost of the project	<ul style="list-style-type: none"> Total cost of project High-cost items related to construction of alternative 	Total cost of this alternative is unknown, currently due to the high-level nature of the study. This alternative would require construction of a bridge across Tijeras Arroyo, which would be very costly. It would also require removal of trash from the former landfill and earthwork. (- -)
Development	<ul style="list-style-type: none"> Facilitates new land development Avoids displacement of existing development 	<ul style="list-style-type: none"> Land area/properties served by new facility Land area/properties displaced by new facility 	The alternative would cut through non-City owned properties on the west side of Tijeras Arroyo in Sandia Science & Technology Park. The alternative would require purchasing or establishing a right-of-way through of part of those properties for the purpose of constructing the roadway. The alternative's alignment would likely create residual parcels that might not be viable for development. However, the property owners indicated that roadway would also improve access to the properties, improving their overall viability for development. The roadway would also improve access to and the developability of Sandia Science & Technology Park as a whole. The alternative would not disrupt existing development by additional vehicular traffic to Sandia Science & Technology Park. (0)

Tijeras Arroyo Bio-Zone	Minimize disruption to/degradation of Tijeras Arroyo	Elements of the alternative that will disrupt the arroyo	Some impact to the Tijeras Arroyo Bio-Zone will occur. The impact on the Bio-Zone will be studied in more detail in future as part of the design process. Part of the new roadway will be built within the boundaries of the Bio-Zone. The piers and foundation of the bridge will be built there as well. The bridge structure will impact views associated with the Bio-Zone. (-)
Landfill	Reduce area of landfill that would need to be removed	Area of landfill that would be traversed by alternative alignment where trash and landfill infrastructure would need to be removed	The portion alignment located immediately west of Tijeras Arroyo will traverse the former landfill. This landfill in this area will need to be removed. This alternative will require the most removal of landfill. (- -)

Alternative C – North Bank Alignment

Scoring Key: (- -) Negative, Poor (-) Below Average (0) Average (+) Above Average/Some positive impact (++) Positive, Good

	Goals	Evaluation Criteria	Alternative C
Traffic	Reduce congestion on major roads in the study area	<ul style="list-style-type: none"> Volume-to-capacity (v/c) ratios on roads in the study area Total volume on main roadways in the study area AM and PM peak hour volumes 	The alternative will not have a significant impact on the high v/c ratios on Juan Tabo Drive (south of Tijeras Arroyo). However, the alternative will likely reduce v/c ratios and volumes on Southern Boulevard and Eubank Boulevard. (+)
Cut-Through	Reduce cut-through traffic on residential streets in the study area	<ul style="list-style-type: none"> Reduced cut-through traffic in Willow Wood neighborhood and other residential neighborhoods New cut-through traffic in these or other areas 	The alternative will provide a faster, more direct route than existing cut-through routes. The alternative will likely significantly reduce existing cut-through traffic in the Willow Wood and Mirabella neighborhoods. (+)
Safety	Reduce crashes	<ul style="list-style-type: none"> Reported crashes Vehicle speeds exceeding the 85th percentile speed on roadways in the study area by 5 mph or more Number of conflict points 	Because this alternative will help divert traffic from main roadways such as Southern Boulevard and Eubank Boulevard, it will also prevent additional crashes that would result from greater volumes there. The alternative – because it would be a new roadway – will introduce new conflict points to the roadway network, which could cause additional crashes. The alignment of the alternative would mean that it would connect to Juan Tabo Boulevard near the top of the Tijeras Arroyo bridge. This placement would create a sight-distance issue because the roadway connection would be partly hidden from southbound vehicles on Juan Tabo behind development in Four Hills mobile home park. Meanwhile, northbound vehicles approaching the connection across the Tijeras Arroyo bridge would be hidden from view from southbound vehicles, potentially putting those northbound vehicles at risk as they make left turns onto the new connection roadway. (-)
Utilities	Minimize impacts on existing utilities	<ul style="list-style-type: none"> Easement area to be impacted/require relocation Type of existing easements impacted (express or prescriptive) 	The alternative will impact existing utility easements and utility infrastructure, especially power poles that cross Tijeras Arroyo. These power poles will likely need to be relocated and shifted so that the alternative could be constructed. (-)
Right-of-Way	Minimize need for new right-of-way	<ul style="list-style-type: none"> New right-of-way required by alternative Alternative's impact on existing utility or other easements Type of existing easements impacted (express or prescriptive) 	The right-of-way for this alternative would need to be acquired. (-)
Cost	Minimize total cost of the project	<ul style="list-style-type: none"> Total cost of project High-cost items related to construction of alternative 	Significant earthwork/fill needed to support roadway along edge of arroyo, which will be costly. (- -)
Development	<ul style="list-style-type: none"> Facilitates new land development <ul style="list-style-type: none"> Avoids displacement of existing development 	<ul style="list-style-type: none"> Land area/properties served by new facility Land area/properties displaced by new facility 	The alternative would cut through non-City owned properties on the west side of Tijeras Arroyo in Sandia Science & Technology Park. The alternative would require purchasing or establishing a right-of-way through of part of those properties for the purpose of constructing the roadway, though the alternative will not create remnant parcels The property owners indicated that roadway would also improve access to the properties, improving their overall viability for development. The roadway would also improve access to and the developability of Sandia Science & Technology Park as a whole. The alternative would not significantly disrupt existing development, beside noise and other limited impacts during construction. It would introduce additional vehicular traffic to Sandia Science & Technology Park. (+)
Tijeras Arroyo Bio-Zone	Minimize disruption to/degradation of Tijeras Arroyo	Elements of the alternative that will disrupt the arroyo	Some impact to Tijeras Arroyo will occur. The impact on the Bio-Zone will be studied in more detail in future as part of the design process. The alternative will require significant earthwork along the banks of the arroyo which will impact the arroyo.

	Goals	Evaluation Criteria	Alternative C
			(-)
Landfill	Reduce area of landfill that would need to be removed	Area of landfill that would be traversed by alternative alignment where trash and landfill infrastructure would need to be removed	A limited portion of the alignment will traverse the former landfill. This landfill in this area will need to be removed. (+)

Alternative D – Connection Through Housing Development

Scoring Key: (- -) Negative, Poor (-) Below Average (0) Average (+) Above Average/Some positive impact (++) Positive, Good

	Goals	Evaluation Criteria	Alternative D
Traffic	Reduce congestion on major roads in the study area	<ul style="list-style-type: none"> Volume-to-capacity (v/c) ratios on roads in the study area Total volume on main roadways in the study area AM and PM peak hour volumes 	The alternative will not have a significant impact on the high v/c ratios on Juan Tabo Drive (south of Tijeras Arroyo). However, the alternative will likely reduce v/c ratios and volumes on Southern Boulevard and Eubank Boulevard. (+)
Cut-Through	Reduce cut-through traffic on residential streets in the study area	<ul style="list-style-type: none"> Reduced cut-through traffic in Willow Wood neighborhood and other residential neighborhoods New cut-through traffic in these or other areas 	The alternative will likely reduce existing cut-through traffic in the Willow Wood and Mirabella neighborhoods. The alternative will provide a faster, more direct route than existing cut-through routes. (+)
Safety	Reduce crashes	<ul style="list-style-type: none"> Reported crashes Vehicle speeds exceeding the 85th percentile speed on roadways in the study area by 5 mph or more Number of conflict points 	Because this alternative will help divert traffic from main roadways such as Southern Boulevard and Eubank Boulevard, it will also prevent additional crashes that would result from greater volumes there. The alternative – because it would be a new roadway – will introduce new conflict points to the roadway network, which could cause additional crashes. (0)
Utilities	Minimize impacts on existing utilities	<ul style="list-style-type: none"> Easement area to be impacted/require relocation Type of existing easements impacted (express or prescriptive) 	The alternative would have limited impact on existing utilities, besides removal of utilities within the Four Hills and South Pointe Village mobile home parks along where the road would be constructed. (-)
Right-of-Way	Minimize need for new right-of-way	<ul style="list-style-type: none"> New right-of-way required by alternative Alternative's impact on existing utility or other easements Type of existing easements impacted (express or prescriptive) 	Right-of-way does not exist for the alternative. The alignment would cross two existing mobile home parks, South Pointe Village and the western portion of Four Hills. This would require taking of the part of the mobile home park property and compensation of mobile home park residents who would be displaced under the City of Albuquerque's Mobile Home Park Ordinance. (- -)
Cost	Minimize total cost of the project	<ul style="list-style-type: none"> Total cost of project High-cost items related to construction of alternative 	Total cost of this alternative is unknown, currently due to the high-level nature of the study. Eminent domain of Four Hills and South Pointe Village mobile homes park Compensation of existing MHP residents as per CABQ mobile home ordinance The alternative would not require a bridge or significant earthwork, as seen with other alternatives, (-)
Development	<ul style="list-style-type: none"> Facilitates new land development Avoids displacement of existing development 	<ul style="list-style-type: none"> Land area/properties served by new facility Land area/properties displaced by new facility 	The alternative would significantly impact the South Pointe Village and Four Hills mobile home parks. The alternative would have limited impact on improving access to properties in the Sandia Science & Technology Park. (- -)
Tijeras Arroyo Bio-Zone	Minimize disruption to/degradation of Tijeras Arroyo	Elements of the alternative that will disrupt the arroyo	The alternative would not traverse the Tijeras Arroyo Bio-Zone or impact the Bio-Zone. (+)
Landfill	Reduce area of landfill that would need to be removed	Area of landfill that would be traversed by alternative alignment where trash and landfill infrastructure would need to be removed	This alternative would not traverse the landfill or require any removal of landfill. (+)

Alternative E – Combined Alignment of Alternatives B & C

Scoring Key: (- -) Negative, Poor (-) Below Average (0) Average (+) Above Average/Some positive impact (++) Positive, Good

	Goals	Evaluation Criteria	Alternative E
Traffic	Reduce congestion on major roads in the study area	<ul style="list-style-type: none"> Volume-to-capacity (v/c) ratios on roads in the study area Total volume on main roadways in the study area AM and PM peak hour volumes 	The alternative will not have a significant impact on the high v/c ratios on Juan Tabo Drive (south of Tijeras Arroyo). However, the alternative will likely reduce v/c ratios and volumes on Southern Boulevard and Eubank Boulevard. (+)
Cut-Through	Reduce cut-through traffic on residential streets in the study area	<ul style="list-style-type: none"> Reduced cut-through traffic in Willow Wood neighborhood and other residential neighborhoods New cut-through traffic in these or other areas 	The alternative will likely reduce existing cut-through traffic in the Willow Wood and Mirabella neighborhoods. The alternative will provide a faster, more direct route than existing cut-through routes. (+)
Safety	Reduce crashes	<ul style="list-style-type: none"> Reported crashes Vehicle speeds exceeding the 85th percentile speed on roadways in the study area by 5 mph or more Number of conflict points 	Because this alternative will help divert traffic from main roadways such as Southern Boulevard and Eubank Boulevard, it will also prevent additional crashes that would result from greater volumes there. The alternative – because it would be a new roadway – will introduce new conflict points to the roadway network, which could cause additional crashes. (0)
Utilities	Minimize impacts on existing utilities	<ul style="list-style-type: none"> Easement area to be impacted/require relocation Type of existing easements impacted (express or prescriptive) 	The alternative will impact existing utility easements and utility infrastructure, especially power poles that cross Tijeras Arroyo. These power poles will likely need to be relocated and shifted so that the alternative could be constructed. (-)
Right-of-Way	Minimize need for new right-of-way	<ul style="list-style-type: none"> New right-of-way required by alternative Alternative's impact on existing utility or other easements Type of existing easements impacted (express or prescriptive) 	The right-of-way for this alternative would need to be acquired. (-)
Cost	Minimize total cost of the project	<ul style="list-style-type: none"> Total cost of project High-cost items related to construction of alternative 	Total cost of this alternative is unknown, currently due to the high-level nature of the study. This alternative would require construction of a bridge across Tijeras Arroyo, which would be very costly. (- -)
Development	<ul style="list-style-type: none"> Facilitates new land development Avoids displacement of existing development 	<ul style="list-style-type: none"> Land area/properties served by new facility Land area/properties displaced by new facility 	The alternative would cut through non-City owned properties on the west side of Tijeras Arroyo in Sandia Science & Technology Park. The alternative would require purchasing or establishing a right-of-way through of part of those properties for the purpose of constructing the roadway, though the alternative will not create remnant parcels. The property owners indicated that roadway would also improve access to the properties, improving their overall viability for development. The roadway would also improve access to and the developability of Sandia Science & Technology Park as a whole. The alternative would not significantly disrupt existing development, beside noise and other limited impacts during construction. It would introduce additional vehicular traffic to Sandia Science & Technology Park. (+)
Tijeras Arroyo Bio-Zone	Minimize disruption to/degradation of Tijeras Arroyo	Elements of the alternative that will disrupt the arroyo	Some impact to the Tijeras Arroyo Bio-Zone will occur. The impact on the Bio-Zone will be studied in more detail in future as part of the design process. Part of the new roadway will be built within the boundaries of the Bio-Zone. The piers and foundation of the bridge will be built there as well. The bridge structure will impact views associated with the Bio-Zone. (-)

	Goals	Evaluation Criteria	Alternative E
Landfill	Reduce area of landfill that would need to be removed	Area of landfill that would be traversed by alternative alignment where trash and landfill infrastructure would need to be removed	A limited portion of the alignment will traverse the former landfill. This landfill in this area will need to be removed. (0)