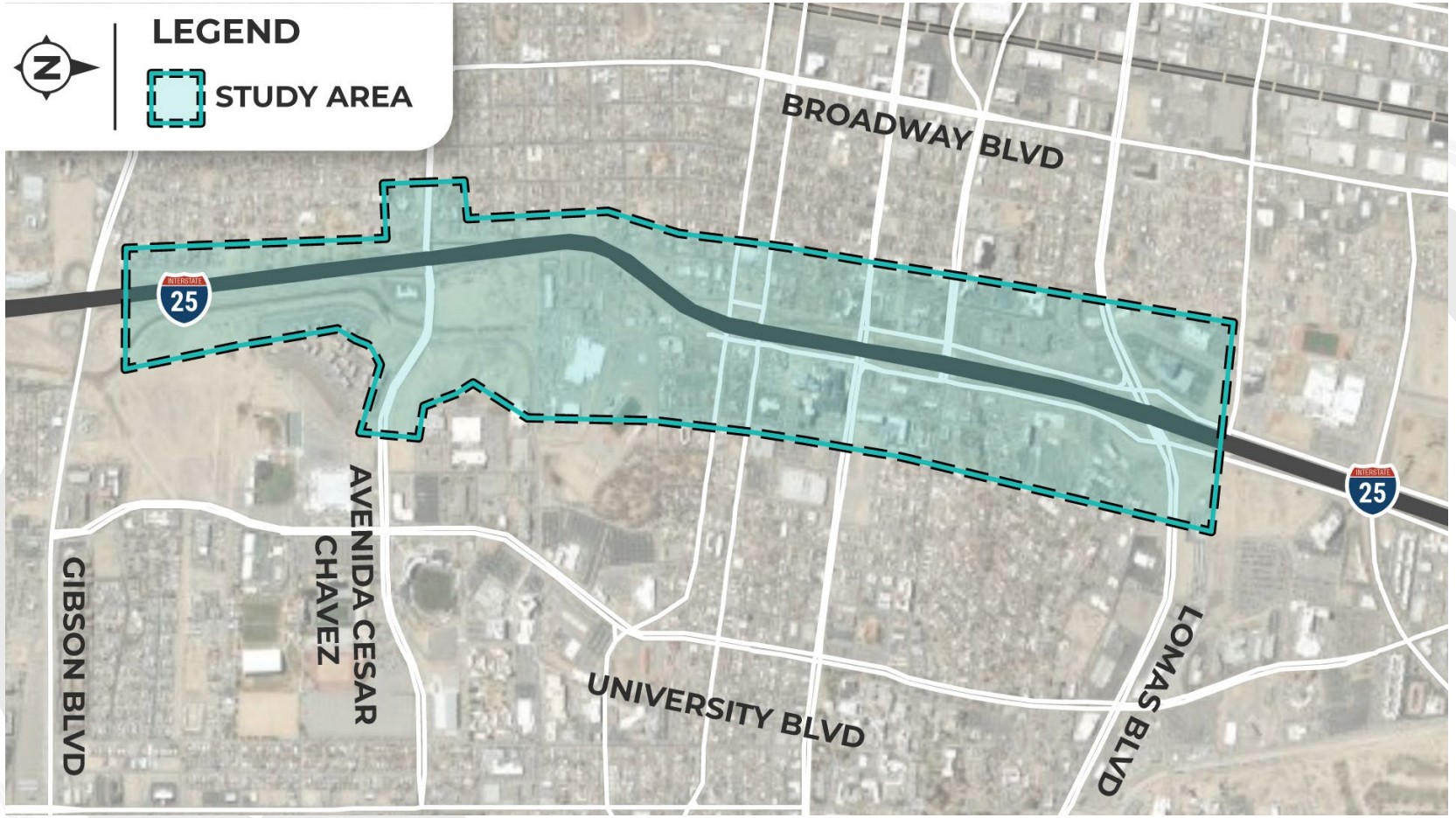
I-25 S-CURVE AREA STUDY

Welcome

A presentation will begin around 5:30 p.m., followed by a Q&A.

Si necesita traducción al español, diríjase a la entrada para obtener un auricular para interpretación en vivo.

The presentation will be about 40 minutes and will be recorded and made available on the study website.



- Safety
- Mobility
- Quality of Life

Agenda

- Welcome Packet
- No-Build Alternative
- Build Alternatives
- Level 2B – Purpose & Need Analysis
- Level 2B – Resource Impact Analysis
- Level 2B – Cumulative Impact Analysis
- Alternatives Advancing
- Public Engagement & Questions

I-25 S-CURVE AREA STUDY

Presenters

Adrianna Day

Facilitator

Summer Herrera

NMDOT Project Development Engineer

Mike Worrall

Consultant Project Manager

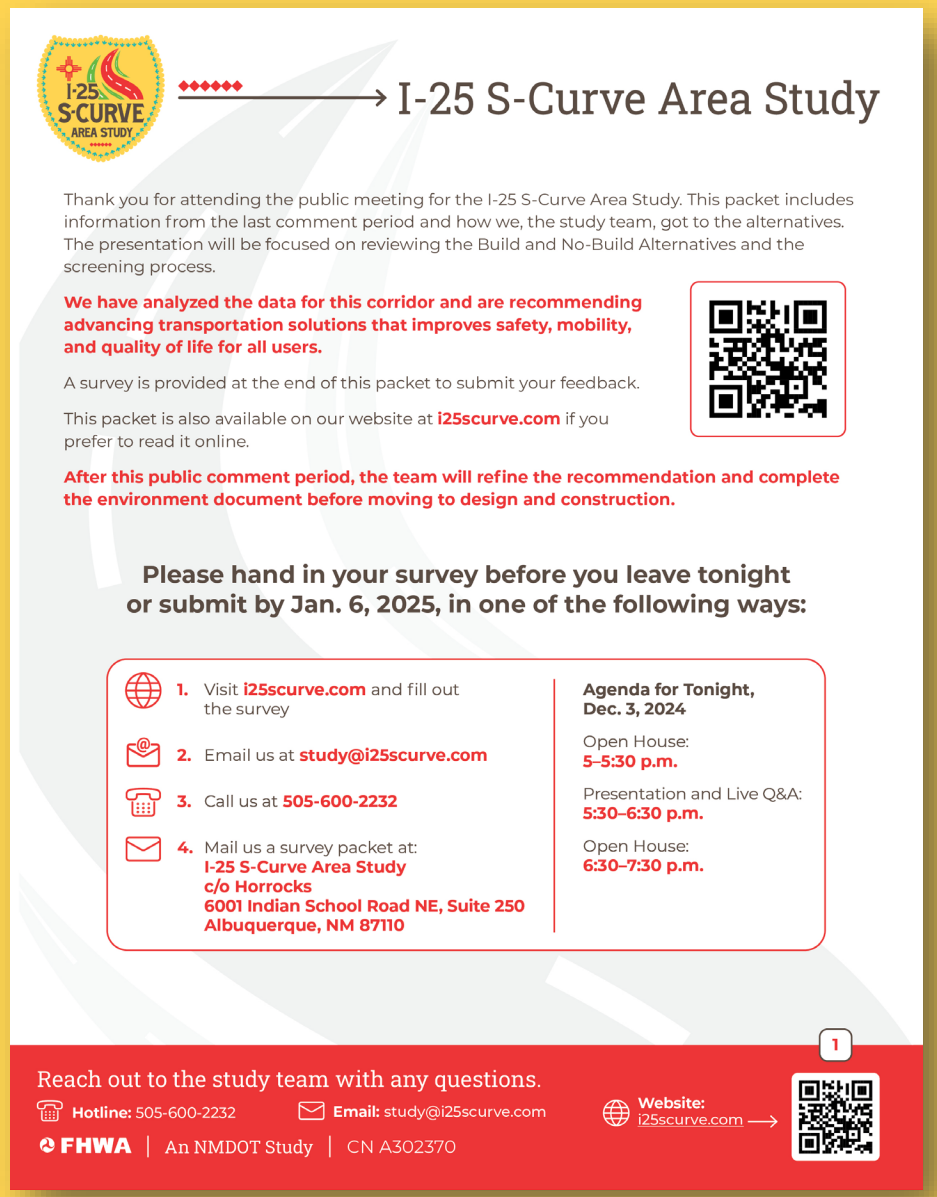
Nicole Tolley

Consultant
Environmental Lead

Welcome Packet

Topics Covered

- Public Input from Spring 2024
- Common Questions and Responses
- Where Are We Now
- Level 2A Screening
- Refined Options Advanced
- Includes Copy of Survey



I-25 S-Curve Area Study

Thank you for attending the public meeting for the I-25 S-Curve Area Study. This packet includes information from the last comment period and how we, the study team, got to the alternatives. The presentation will be focused on reviewing the Build and No-Build Alternatives and the screening process.

We have analyzed the data for this corridor and are recommending advancing transportation solutions that improves safety, mobility, and quality of life for all users.

A survey is provided at the end of this packet to submit your feedback.

This packet is also available on our website at **i25scurve.com** if you prefer to read it online.

After this public comment period, the team will refine the recommendation and complete the environment document before moving to design and construction.

Please hand in your survey before you leave tonight or submit by Jan. 6, 2025, in one of the following ways:

1. Visit **i25scurve.com** and fill out the survey
2. Email us at **study@i25scurve.com**
3. Call us at **505-600-2232**
4. Mail us a survey packet at:
   I-25 S-Curve Area Study
   c/o Horrocks
   6001 Indian School Road NE, Suite 250
   Albuquerque, NM 87110

Agenda for Tonight, Dec. 3, 2024

Open House:
5–5:30 p.m.

Presentation and Live Q&A:
5:30–6:30 p.m.

Open House:
6:30–7:30 p.m.

1

Reach out to the study team with any questions.

Hotline: 505-600-2232 **Email:** study@i25scurve.com **Website:** i25scurve.com

FHWA | An NMDOT Study | CN A302370

NMDOT Responsibility

- **At the NMDOT, we are responsible to provide safe infrastructure on all state and federal highways throughout New Mexico.**
- It is important to consider all options equally as you review all the build alternatives.
- We are advancing two transportation alternatives that improves safety, mobility, and quality of life for all users for further consideration.

No-Build Alternative

Information located at Station 1 & 2.

What Does a No-Build Mean?

The “no-build” alternative is always included as a benchmark against which the impacts of other alternatives can be compared. As part of the no-build alternative, short-term minor reconstruction, such as safety upgrading and maintenance, can be considered.

- Federal Highway Administration (FHWA)

What Is **Not** Included?

- **New biking or walking facilities**
- **Noise abatement like noise walls**
- **Better access to and from I-25**

A No-Build Alternative **would only replace the existing infrastructure**, like bridges or pavement.

How would a No-Build Alternative be constructed if selected?

- Aging infrastructure would be replaced in multiple projects as the infrastructure condition deteriorates.
- Construction impacts should be expected no matter the alternative selected.
- Construction timing would be unknown until funding is identified.

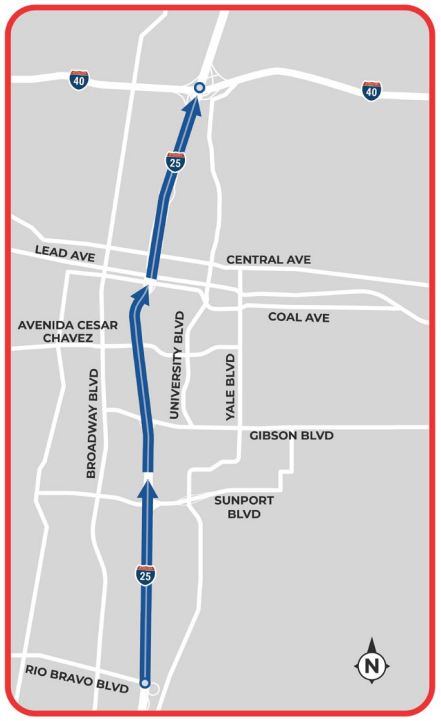
What happens if we do nothing?

Substantial increase in:

- Travel times to destinations
- Commute time on I-25
- Crashes
- Local road network congestion

What would my commute on northbound I-25 look like in the morning?

Rio Bravo to Big-I



AM Peak	Alternatives				
	No-Build	E	G	J	L
Today	5.3 min.	N/A			
2050	21.2 min.	4.6 min.	4.9 min.	4.6 min.	4.7 min.

Safety

Today, this area on I-25 averages

173

crashes per year.

If the No-Build is selected, this section of I-25 will average

296

crashes per year by 2050.

Compared to the No-Build Alternative in 2050, each Build Alternative substantially reduces crashes:

Alternative E	Alternative G	Alternative J	Alternative L
51% Reduction	**39%** Reduction	**50%** Reduction	**42%** Reduction

Data was calculated using the Highway Safety Manual predictive crash method.

The No-Build Alternative does not meet the study's Purpose and Need.

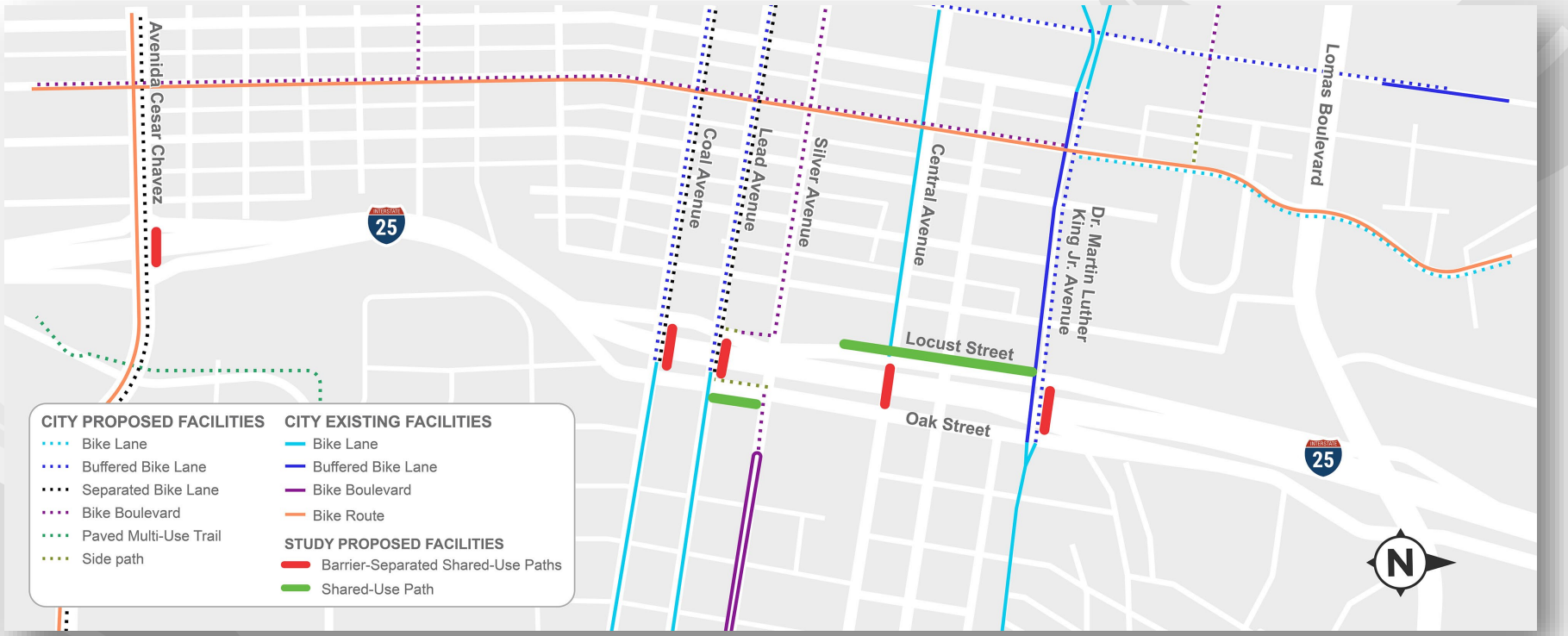
The No-Build Alternative will be carried forward as a benchmark against which the impacts of other alternatives can be compared.

Build Alternatives

Information located at Station 1 & 2.

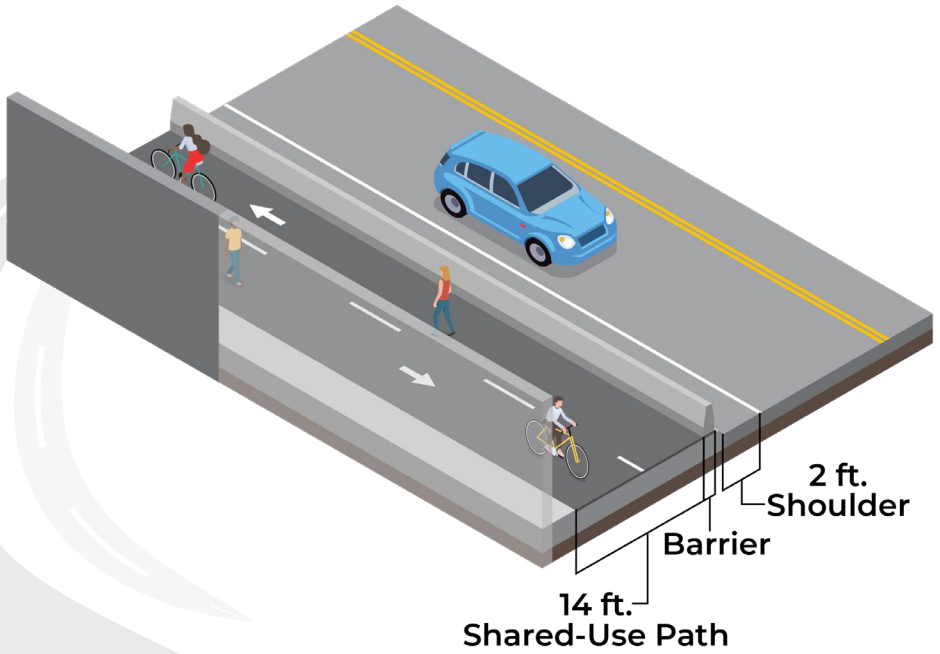
Nonmotorized Transportation

On All Build Alternatives

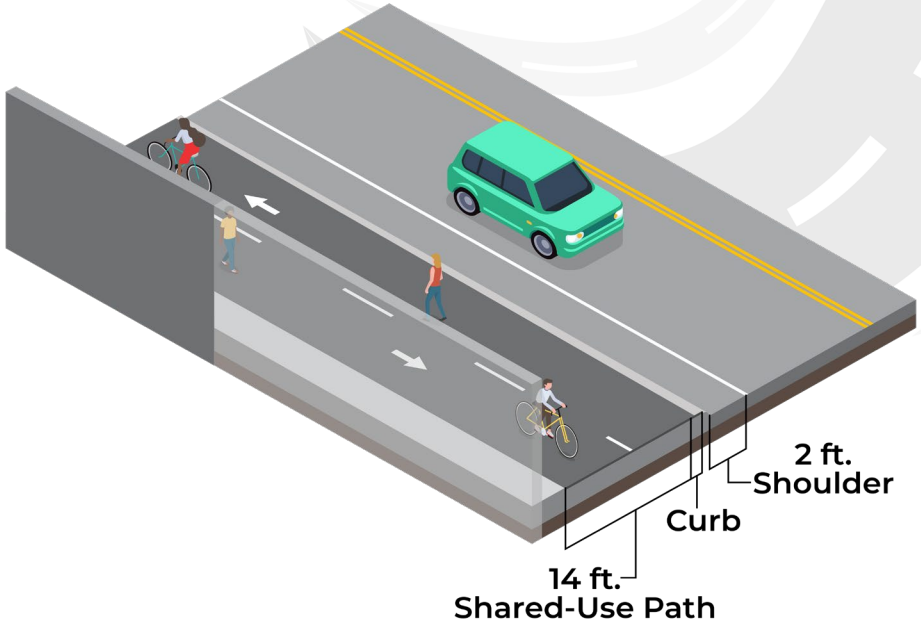


Refined Cross-Section

2024 – Phase 1B Recommendations



- On all cross streets at I-25 and on both sides of the roadway



- Oak Street between Silver Avenue and Lead Avenue
- Locust Street between Dr. Martin Luther King Jr. Avenue and Gold Avenue

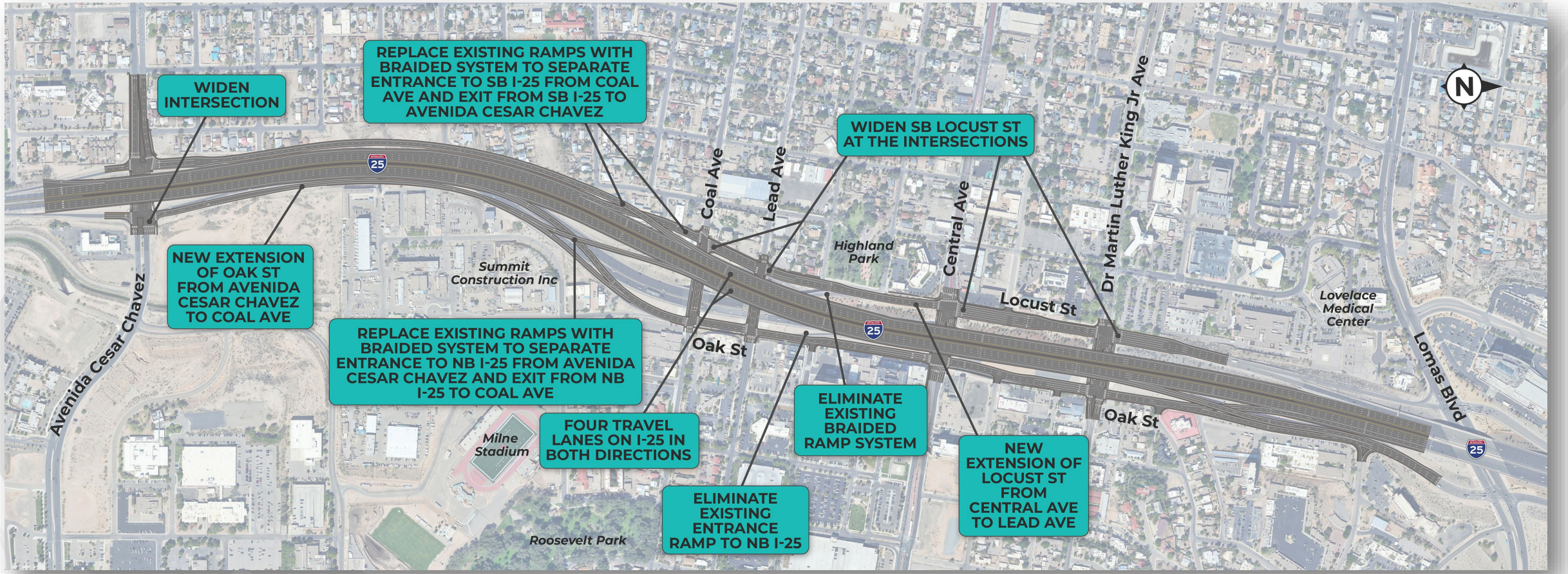
How should a user get from the barrier-separated shared-use path to existing CABQ facilities?

- Crosswalks
- Bike boxes
- Widen path through intersection

We need your ideas!

Information located at Station 4.

Build Alternative E

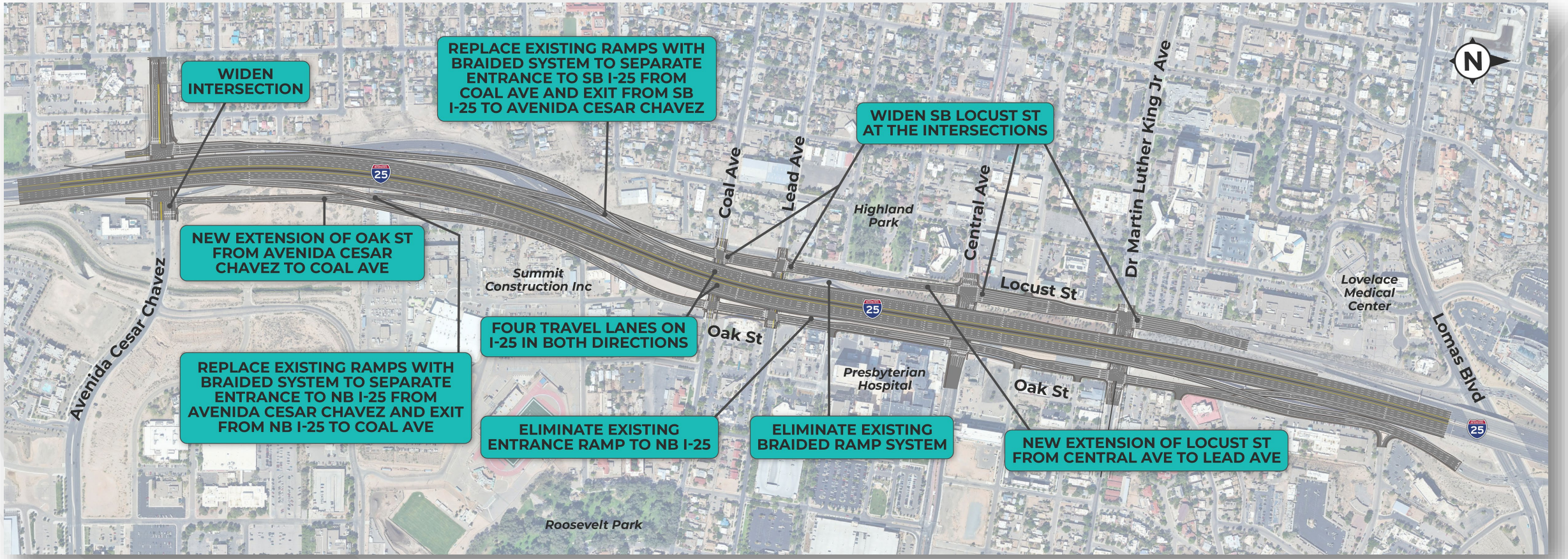


Build alternative designs are subject to change through the study process.

Build Alternative G

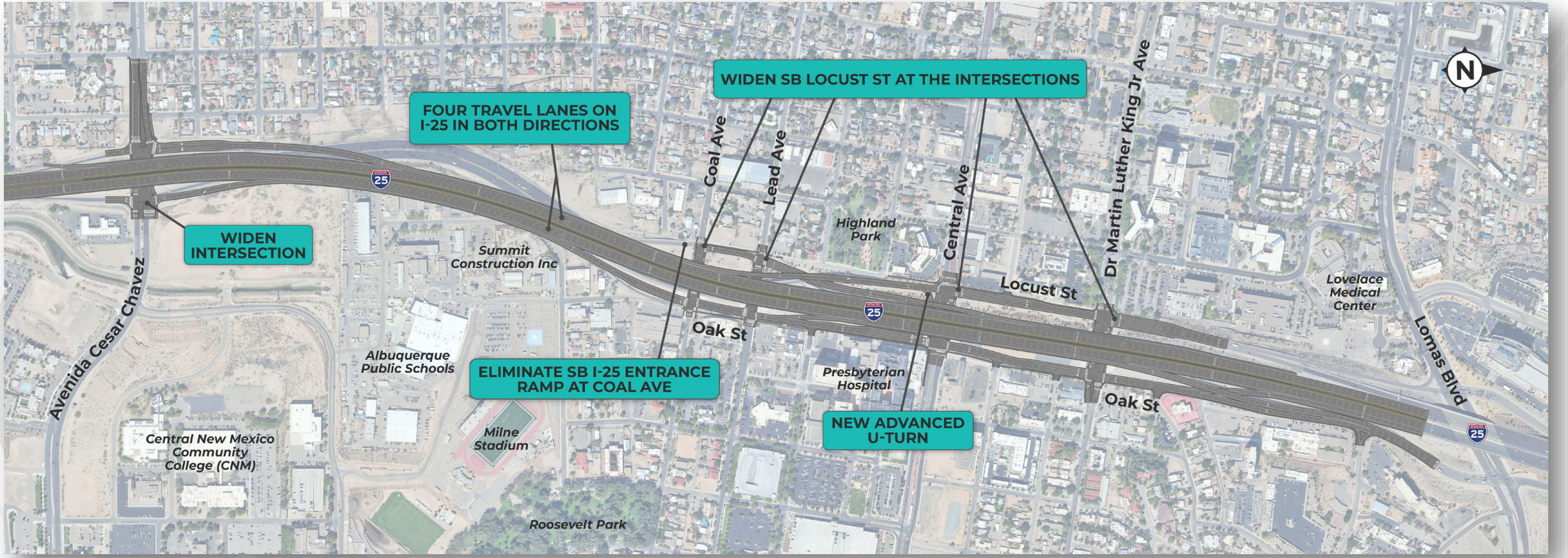
Build alternative designs are subject to change through the study process.

Build Alternative J



Build alternative designs are subject to change through the study process.

Build Alternative L



Build alternative designs are subject to change through the study process.

Level 2B Screening
Purpose & Need Analysis

Information located at Station 2.

Measures of Effectiveness

- Reduce crashes
- Reduce average delay
- Increase average speed
- Reduce average travel time
- Replace aging infrastructure
- Improve nonmotorized transportation

Does the alternative sufficiently address Purpose and Need?

Takeaways

Alternatives				
No-Build	**E**	**G**	**J**	**L**
Does not meet the Purpose and Need but will be carried forward as the benchmark to which the impacts of other alternatives can be compared to.	Meets the Purpose and Need.	Meets the Purpose and Need.	Meets the Purpose and Need.	Meets the Purpose and Need.
⊗ ⊗	✓ ✓	✓ ✓	✓ ✓	✓ ✓

Level 2B Screening
Resource Impact Analysis

Information located at Station 3.

Resources

- Number of impacts to historic buildings
- Number of neighborhood blocks impacted
- Number of residential property relocations
- Number of non-residential building relocations
- Number of impacted community resources
- Section 4(f) property impacts
- **Direct impact to the surrounding community**

Resource Impact Analysis Takeaways

Alternatives				
No-Build	**E**	**G**	**J**	**L**
No impacts.	Most impacts to historic buildings, highest impact to neighborhood blocks with underserved communities, highest number of residential relocations, second-highest number of nonresidential relocations, and highest number of Section 4(f) impacts.	Second-highest impact to historic buildings, highest impact to neighborhood blocks with underserved communities, second-highest number of residential relocations, lowest number of nonresidential relocations, and second-highest number of Section 4(f) impacts.	Lowest number of impacts to historic buildings, minimal impacts (minor strip acquisitions) to neighborhood blocks with underserved communities, no residential relocations, highest impact to nonresidential buildings, lowest impact to Section 4(f) properties.	Lowest number of impacts to historic buildings, minimal impacts to neighborhood blocks with underserved communities (minor strip acquisitions), no residential relocations, lowest number of nonresidential relocations, lowest impact to Section 4(f) properties.
✓ ✓	⊗	⊗	✓	✓ ✓

Level 2B Screening
Cumulative Impact Analysis

Information located at Station 5.

Resources

- Neighborhood/residential impacts
- Non-residential impacts
- Noise mitigation
- Nonmotorized transportation impacts
- Impacts to minority and low-income populations
- **Cumulative impact to the surrounding community**

Takeaways

Alternatives				
No-Build	**E**	**G**	**J**	**L**
No opportunities to improve upon past impacts, including evaluating noise walls or providing nonmotorized transportation facilities across I-25.	Additional impacts to neighborhoods and residents, non-residential buildings, and minority and low-income populations, and likely increased noise levels (moving I-25 closer to residential properties). Provides opportunity to improve nonmotorized transportation facilities across I-25.		No additional residential relocations or impacts to minority and low-income populations. Additional impacts to non-residential buildings. Provides opportunity to improve nonmotorized transportation facilities across I-25 and would likely decrease noise levels (moving I-25 away from residential properties).	
				

Alternatives Advancing

Information located at Station 6.

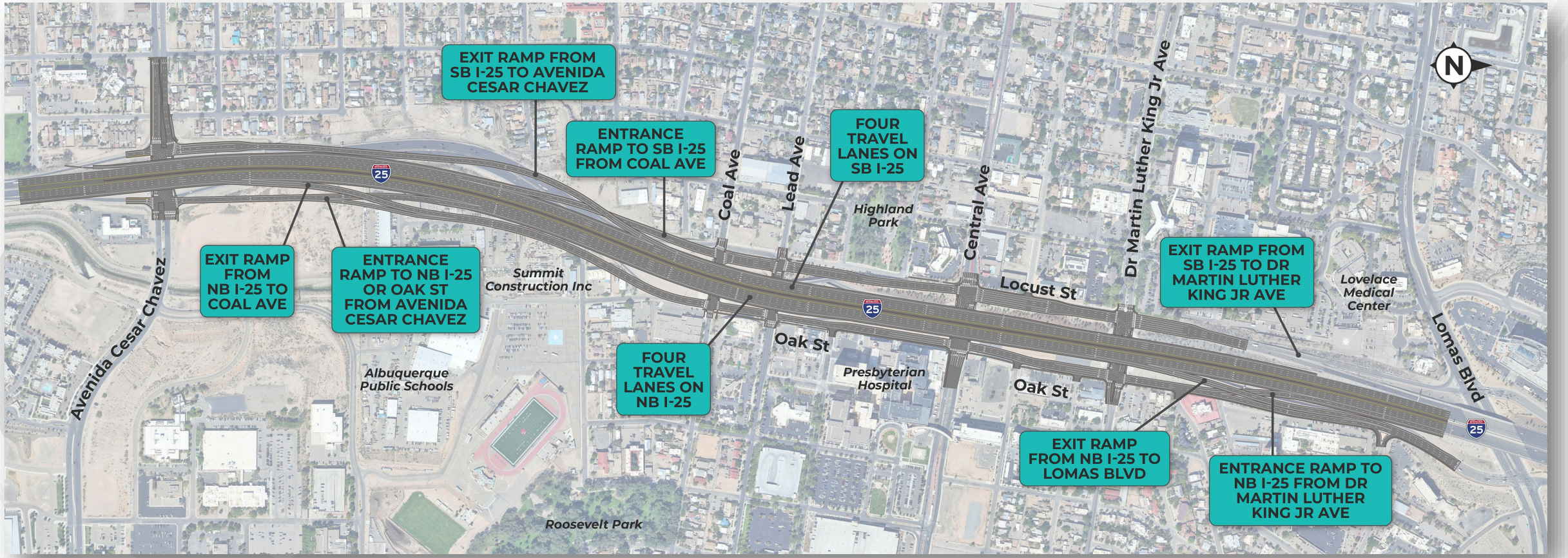
NEPA requires agencies to demonstrate and document that we ultimately identified a recommendation that **best avoids and minimizes environmental impacts** while meeting the transportation needs.

Analysis Summary

Analysis	Alternatives				
	No-Build	E	G	J	L
Purpose & Need	⊗ ⊗	✓ ✓	✓ ✓	✓ ✓	✓ ✓
Resource Impact	✓ ✓	⊗	⊗	✓	✓ ✓
Cumulative Impact	⊗	⊗ ⊗	⊗ ⊗	⊖	⊖
Advance to Next Stage	→	→	→	→	→

No-Build Alternative will be carried forward as a benchmark against which the impacts of other alternatives can be compared.

Build Alternative J

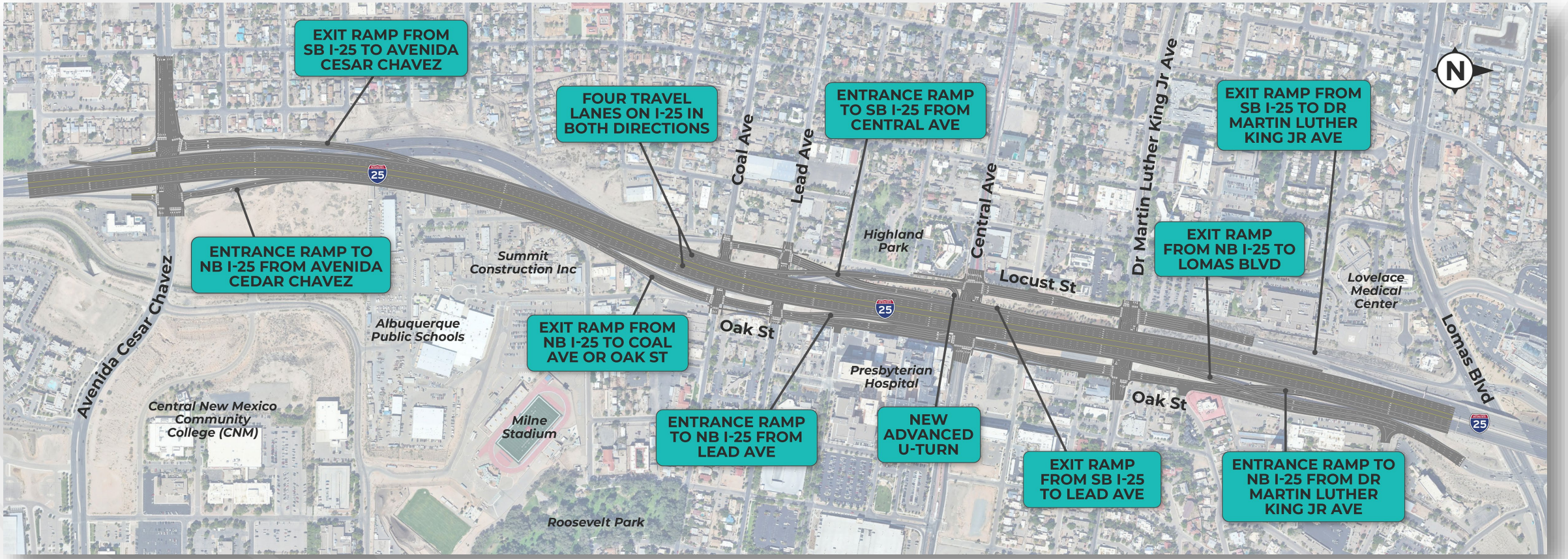


Build Alternative J

Meets the Purpose and Need
while minimizing impacts to environment and community resources.

- No residential relocations
- Highest number of nonresidential relocations
- Lowest number of impacts to historic buildings, Section 4(f) properties.
- Minimal impacts to neighborhood blocks with underserved communities (minor strip acquisitions)

Build Alternative L



Build Alternative L

Meets the Purpose and Need
while minimizing impacts to environment and community resources.

- No residential relocations
- Lowest number of nonresidential relocations
- Lowest number of impacts to historic buildings, Section 4(f) properties.
- Minimal impacts to neighborhood blocks with underserved communities (minor strip acquisitions)

What Comes Next

Winter 2025	Winter–Spring 2025	Summer 2025	Summer–Fall 2025	Late 2025
Identify recommendation based on public input and data analysis and finalize alternatives analysis study	Advance recommendation (Preferred Alternative) for environmental documentation phase	Draft environmental documentation of selected recommendation	State and federal reviews	Finalize environmental documentation

Design and construction will follow, but timing is unknown until funding is identified.

Public Engagement

Survey Questions

How did you hear about this public comment period?

☐ Postcard ☐ Email ☐ Newspaper ☐ Social Media ☐ Other_____

Which best describes you? Mark all that apply.

☐ Resident in or adjacent to the study area

☐ Business owner/ employee/ student in or adjacent to the study area

☐ Commuter frequently driving on I-25

☐ Commuter frequently driving on cross streets in the study area

☐ Cyclist or pedestrian in the study area

1. What feedback do you have on the No-Build and Build Alternatives?

2. Did the screening process presented by the team make sense? Please explain.

☐ Yes ☐ No ☐ Not applicable

3. Was the material shared easy to understand?

☐ Strongly agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly disagree

4. What input do you have on the nonmotorized elements included in the Build Alternatives?

5. What do you think about the recommended advancing alternatives (Build Alternative J and Build Alternative L)? To see maps of the alternatives, please visit i25scurve.com.

Thank you for your input

Comment period closes Jan. 6, 2025

Please email comments to **study@i25scurve.com** or mail to **6001 Indian School Road NE, Suite 250, Albuquerque, NM 87110**.

A comment is not a vote on whether the recommendations will be implemented. Diverse perspectives and values from you and your neighbors are critical to ensure that better-informed decisions are able to be made. When possible, provide specific examples of issues and concerns and share your ideas and solutions.

How to Submit Public Comments

1. Submit today, in person, via the survey or Q&A
2. Visit i25scurve.com and fill out the survey (posted Dec. 4, 2024)
3. Email us at study@i25scurve.com
4. Call us at 505-600-2232
5. Mail us a comment form at:

   I-25 S-Curve Area Study
   c/o Horrocks
   6001 Indian School Road NE, Suite 250
   Albuquerque, NM 87110

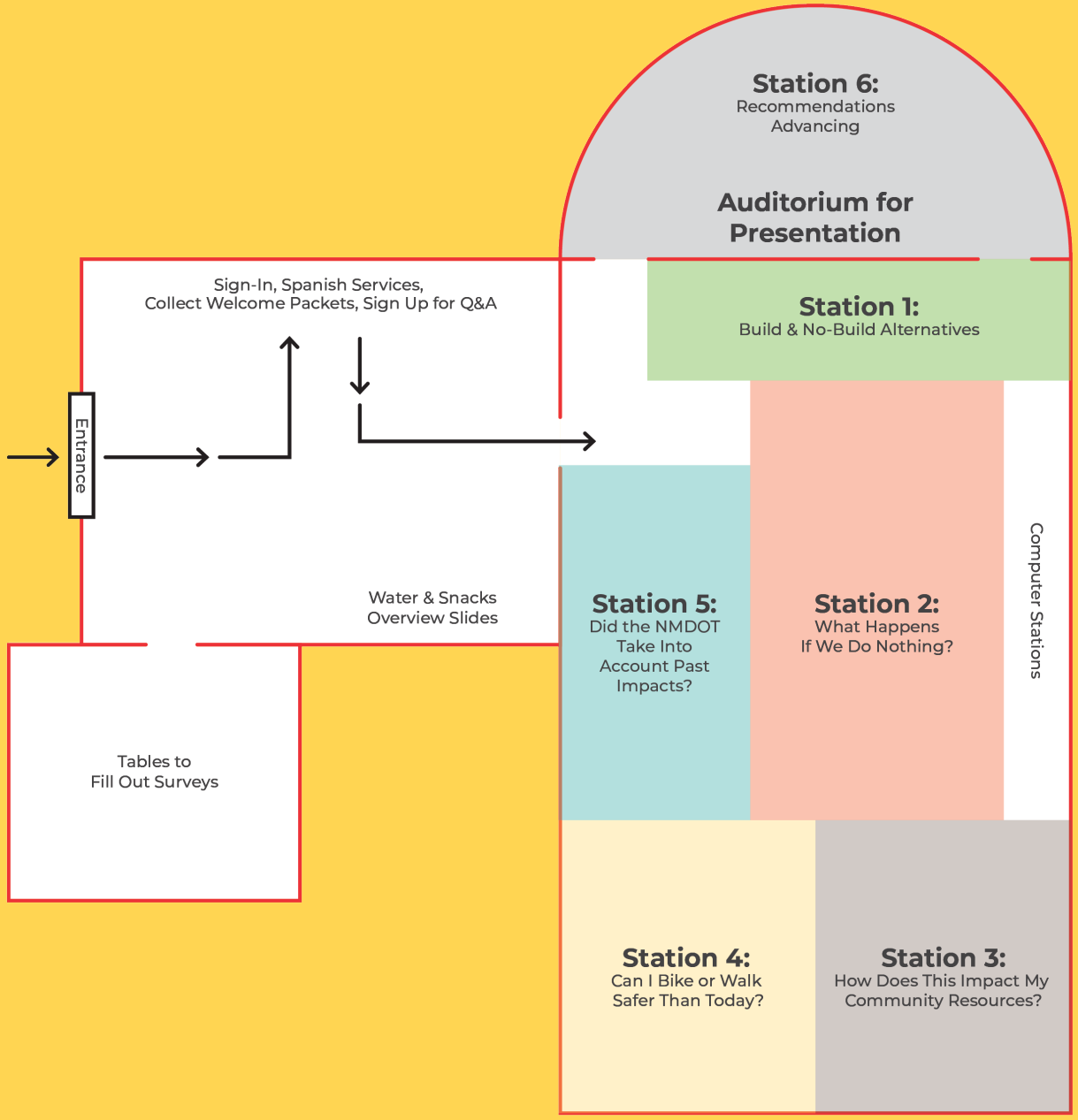
Comment period open through Jan. 6, 2025!

Questions

Q&A Guidelines

- Keep questions to one minute
- State your Q&A number that was provided prior to your question
- Be respectful of the attendee asking the question and of the team answering it

Station Map


Station 6:
Recommendations
Advancing
Auditorium for
Presentation
Sign-In, Spanish Services,
Collect Welcome Packets, Sign Up for Q&A
Station 1:
Build & No-Build Alternatives
Entrance
Water & Snacks
Overview Slides
Station 5:
Did the NMDOT
Take Into
Account Past
Impacts?
Station 2:
What Happens
If We Do Nothing?
Computer Stations
Tables to
Fill Out Surveys
Station 4:
Can I Bike or Walk
Safer Than Today?
Station 3:
How Does This Impact My
Community Resources?