



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.

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Reach out to the study team with any questions.

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I-25 S-Curve Area Study

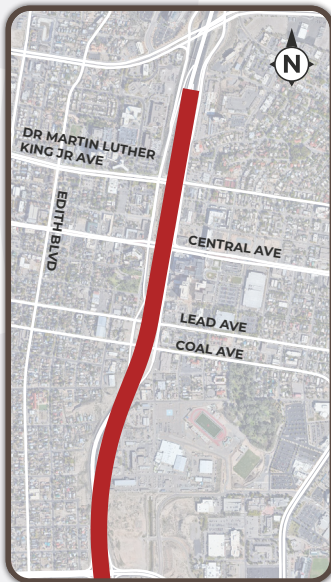
Comments and Questions from Spring 2024

The image below shows a summary of key trends from all the comments.

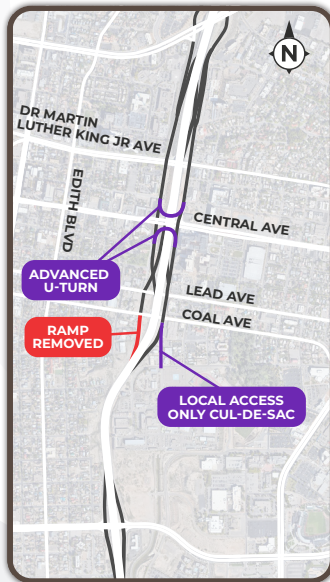
129

Total Comments

- Surveys (in person or online) — **90**
- Live Q&As — **15**
- Emailed Comments — **22**
- Called-In Comments — **1**
- Comment Form — **1**



I-25 **Alignment Option I** is generally supported out of the nine options.



I-25 **Interstate Exchange Option C** is generally supported out of the three options.



The public was also in favor of a **No-Build Option** to avoid impacts to residential or commercial properties.



Between the public meeting and stakeholder meetings, the study team met with over

170

individuals during the comment period.



Read through some common comments or questions we received along with responses developed after further research and consideration.

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Public Input #1:

Comments about increasing police enforcement for the current speed limit, adding cameras to help enforcement, or adding more warning signs, as a way to avoid realigning I-25.

Study Team Follow-Up:

We met with the New Mexico State Police and the Albuquerque Police Department to understand their perspective as the enforcement agencies. Law enforcement cannot safely target this area to address driver behavior issues due to narrow shoulders, traffic congestion, and roadway geometry. Speed cameras are currently not allowed on federal highways like I-25. The State Transportation Commission does not support automated speed enforcement on federal highways. It is important to note that speed is not the only metric studies use to improve safety. This study is looking to improve safety comprehensively while improving the functionality of I-25.

Excessive signage distracts drivers and reduces safety. This study adheres to the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), the national standard for traffic control device design and implementation. Safety involves more than just speed and signage; it also includes staying in lanes, merging, lane changes, and identifying landmarks. The study focuses on the challenge of drivers managing all these tasks simultaneously for a safe driving experience.

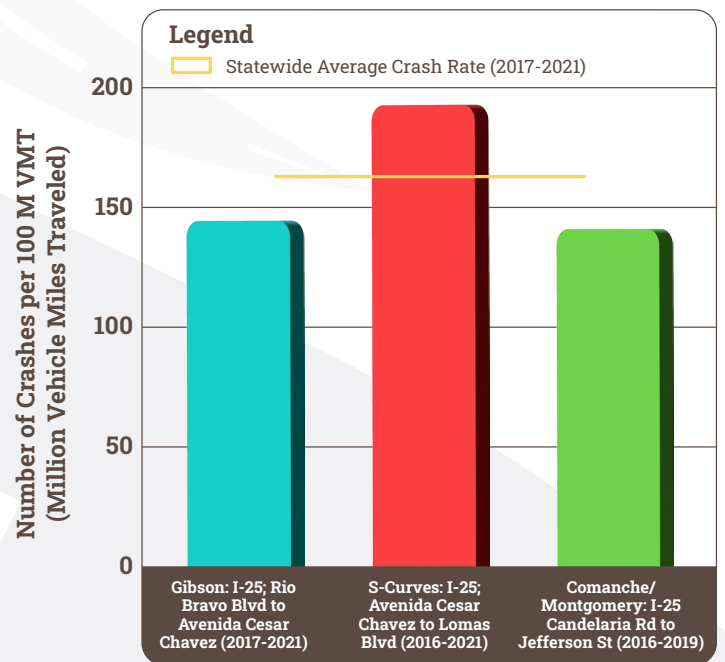


Public Input #2:

Comments about not feeling like this area of I-25 has more crashes than others or that there is not a safety concern.

Study Team Follow-Up:

Crash rates are a federally approved methodology to compare the relative safety of different sections of roadway. Rates are used to compare different roadways while considering traffic volumes and the length of a segment. Historical crash data has shown that the I-25 S-Curve experiences more frequent crashes on average than the adjacent interstate segments (see graph to the right) and other statewide roads overall.



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Public Input #3:

Comments about not making alignment improvements and instead focusing on improving existing infrastructure or widening the freeway without changing the alignment or ramp configurations.

Study Team Follow-Up:

A No-Build or a modified No-Build as recommended by stakeholders does not meet the study's Purpose and Need. The purpose of the study is to improve safety, improve travel time reliability, prepare for future travel demand, and replace aging infrastructure on I-25 between MP 223 and 225, and to accommodate nonmotorized transportation across the I-25 corridor. The needs are listed in the image below. The study follows the NEPA and uses the Federal Highway Administration (FHWA) definition of a No-Build: "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." Simply limiting improvements to replacing existing infrastructure (such as bridges) while maintaining I-25's current alignment would curtail the NMDOT's ability to address traffic problems (such as congestion) in the future. Bridges are a significant infrastructure investment expected to last for over 50 years, and the FHWA expects an appropriate return on investment for the federal dollars spent on bridge construction.

Needs:



There is a need to **improve roadway geometry** to accommodate the appropriate design speed.

There is a need to **reduce crashes** within the S-Curve area.



There is a need to **provide a safer driving experience** by reducing driver workload around the S-Curve (merging, weaving, staying in lanes, navigating).

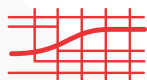
There is a need to **prepare for increased traffic** resulting from regional growth.



There is a need to **improve infrastructure**, such as bridges and drainage facilities, that has reached the end of its service life.



There is a need to **accommodate alternative modes of travel across I-25** in accordance with the Mid-Region Council of Governments Bikeway System Plan and Transit Network Plan, City of Albuquerque Long Range Bikeway System and Long Range Transit Network, and Bernalillo County's Pedestrian and Bicyclist Safety Action Plan.



There is a need to improve this section of I-25 to **provide compatibility** with the planned transportation network.

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Public Input #4:

Comments about the effects of the original construction back in the 1960s and not wanting to see neighborhoods further divided.

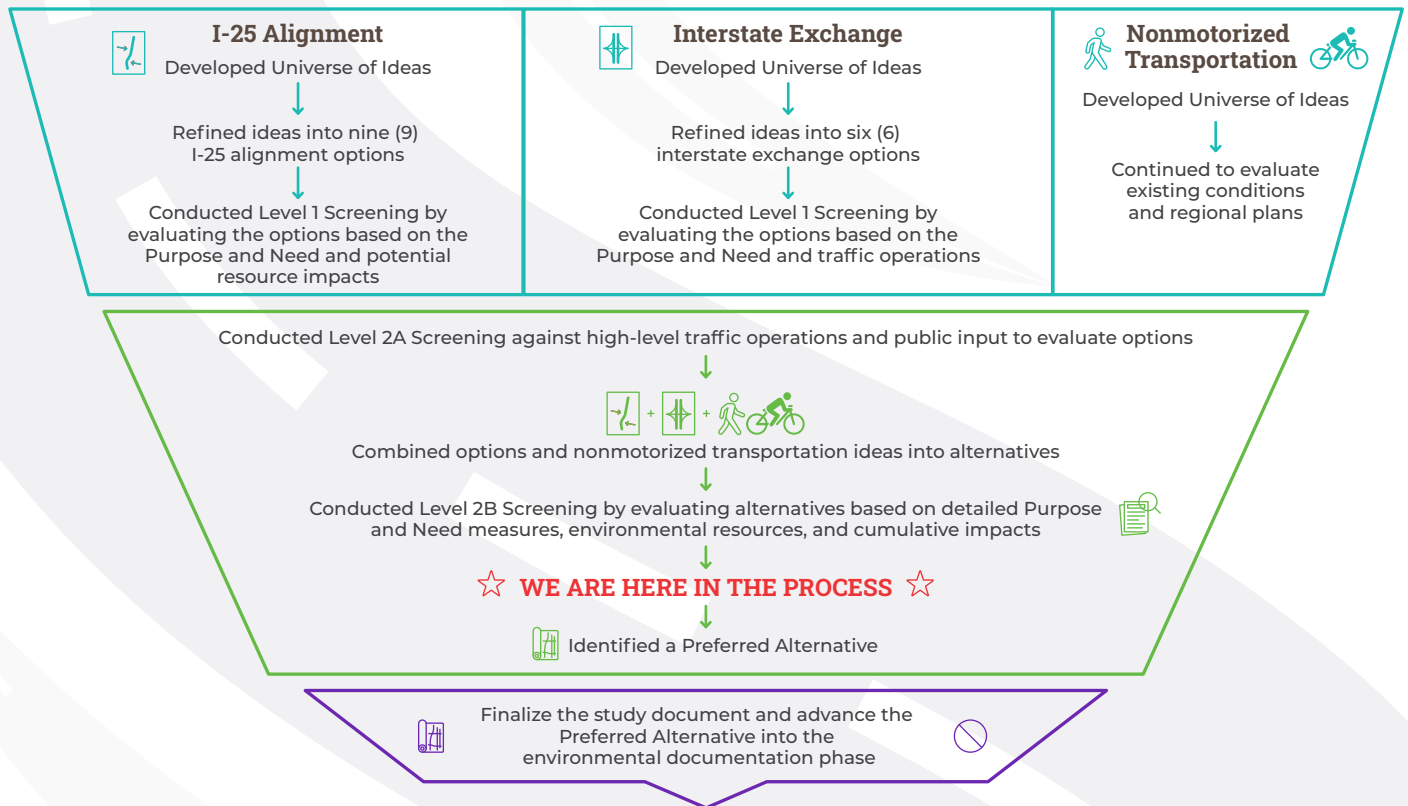
Study Team Follow-Up:

We could not find documentation explaining why the interstate was originally constructed with this curve in the 1960s. Today, we are bound by law to avoid (and if we cannot avoid, to minimize) impacts to neighborhoods and communities. Based on the public input received, we assessed these historical impacts by using a Cumulative Impact Analysis to take into account past impacts to resources along with any new impacts associated with any alternative. This additional analysis will help us understand not just what today's impacts could do, but how they could add to past impacts or provide quality-of-life improvements to help mitigate the issues caused by decisions of the past. **You can find this analysis at Station 5 tonight.**

Please see the FAQ tab on the study website for more detailed responses to common questions.

Alternatives Development and Screening Process

Environmental studies are process-driven and subject to change.



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Where Are We Now in the Process?

After reviewing public comments and continuing traffic and safety analysis since spring 2024, we developed alternatives that combined the I-25 alignment and interstate exchange options and the nonmotorized transportation ideas presented previously.

Those alternatives have been analyzed in the Level 2 Screening, with two alternatives recommended to move forward.

Based on public input and additional development, we divided the Level 2 Screening into two parts: Level 2A and Level 2B.

The presentation and materials around the room focus on the Level 2B Screening since that is the bulk of the analysis, but we wanted to share what we did for the Level 2A Screening as well.

Level 2A Screening

The following questions were asked as the alignment and exchange options were evaluated:

- Do they improve high-level traffic operations?
- What did we hear from the public?
- How can we modify and refine the options before we develop alternatives?

We used the screening factors (image to the right) to determine which options should be eliminated or carried forward.

During this stage, we developed and evaluated some potential nonmotorized transportation ideas, including grade-separated crossings and other at-grade biking and walking options.



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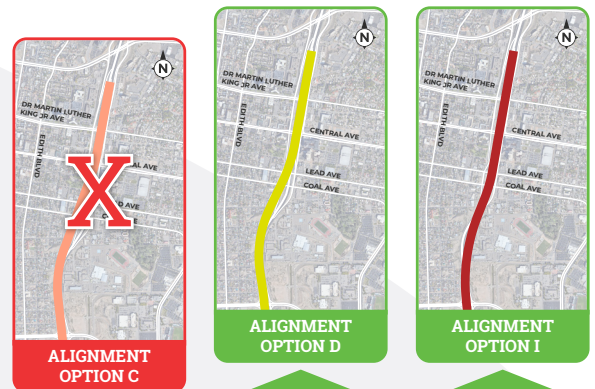
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Screening Criteria	No-Build	Alignment Options			Interstate Exchange Options			Nonmotorized Transportation Options		
		Option C	Option D	Option I	Option A	Option B	Option C	Silver Ave Pedestrian Bridge	Silver Ave Underpass	At-Grade Options
Improves Traffic Operations for Interstate Traffic	✗	✓	✓	✓	✓	⊖	⊖	⊖	⊖	⊖
Improves Traffic Operations for Local Traffic	✗	✓	✓	✓	⊖	✗	✓	✗	✗	✓
Improves Traffic Operations for Nonmotorized Traffic	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓
Construction feasibility	✓	✓	✓	✓	✓	✗	✓	✗	✗	✓
Public Input Summary of Comments	Split support	Concerns with impacts to the community	Concerns with impacts to the community	Generally supported	Concerns about impacts to access to commercial properties	Concerns about frontage road adjacent to Highland Park	Generally supported	Generally supported	Generally supported	Generally supported
Advance to Level 2B Screening	➔	✗	➔	➔	➔	✗	➔	✗	✗	➔

Level 2A Outcomes Options Dismissed

- **Alignment Option C did not advance** because the potential impact to community resources is greater than Alignment Option D, without providing more improvements.
- **Exchange Option B did not advance** due to geometric limitations tying the southbound exit ramp at Lead Avenue to the new Frontage Road, making it infeasible.
- **Grade-separated crossing options for nonmotorized transportation did not advance** because of geometric limitations and user safety concerns. More information on these options will be available at the public meeting.

I-25 Alignment Options



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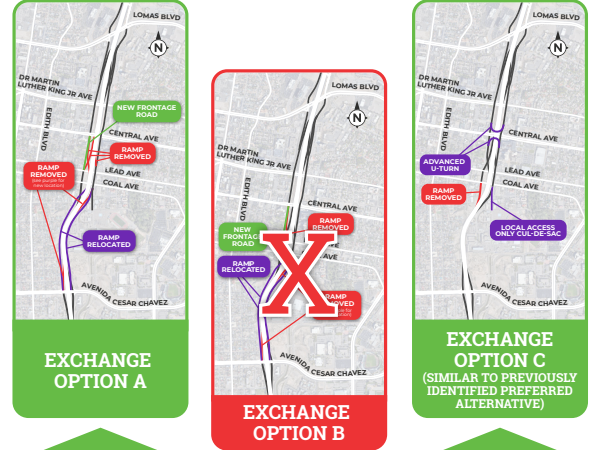


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Options Advanced

- **Alignment Option D and I advanced as presented** in the last public meeting.
- **Exchange Option A advanced with a refinement** to add a frontage road connection from Avenida Cesar Chavez to Coal Avenue.
- **Exchange Option C advanced with a refinement** to remove the advanced U-turn on the north side of Central Avenue.
- **At-grade nonmotorized transportation options advanced** and will be presented during the public meeting to show how these options are being incorporated into the alternatives.

Interstate Exchange Options



What to Expect at the Public Meeting

We will be presenting the alternatives, including four Build alternatives and the No-Build alternative, and the recommendations to move forward. We have analyzed the alternatives against the Purpose and Need and the impacts to environmental and community resources and conducted a cumulative impact analysis.

Before we can select a recommendation, we need to hear from you.

Public Survey

The third public comment period is open from Dec. 3, 2024, through Jan. 6, 2025. Take the survey included with this packet after you listen to the presentation and look at the materials around the room. You can submit it before you leave tonight or before Jan. 6, 2025.

Please share the survey with your friends, family, neighbors, or coworkers today to get them involved!

Reach out to the study team with any questions.

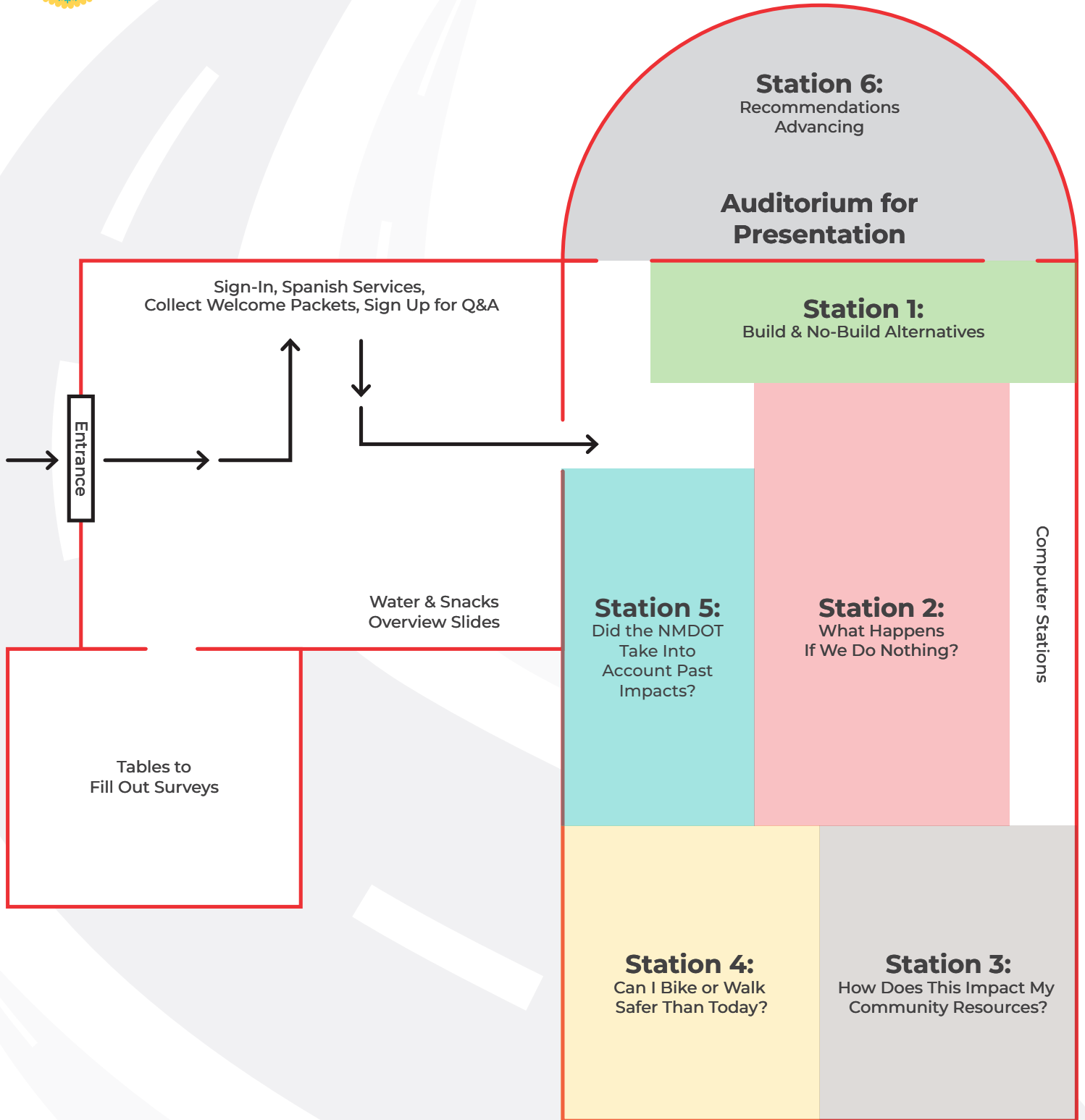
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