
Public Information Meeting Summary

Los Lunas Corridor Study

Los Lunas, New Mexico

January 26, 2010



Village of Los Lunas



Mid-Region Council of Governments

Incomplete Draft



Introduction

The Mid-Region Council of Governments and the Village of Los Lunas held the second public meeting for the Los Lunas Corridor Study (LLCS) on January 26, 2010. The meeting was held at the Los Lunas Transportation Center in Los Lunas, NM. The objective of this meeting was to update the public on the progress of the study, to present the alternatives currently under consideration, and to obtain community input on alternatives under consideration. The meeting was held using an open house format with information displays, a continuously running slide presentation, and a handout that provided the following information:

- What a corridor study is and what it accomplishes.
- The conditions and factors present within the proposed project area that warrant consideration of new transportation routes.
- A description of the alternatives being considered including the no-build option, improvements to existing infrastructure, and a new roadway.
- Illustrations of and information about alignments under consideration for the new roadway alternative. Eight possible alignments were presented and were included in the meeting handout (Attachment A).
- Recommendations regarding improving traffic flow from the East Mesa to NM 47.
- How decisions will be made and the schedule for completing the study.

A copy of the meeting handout is provided as Attachment A.

Project representatives were available at the open house to provide additional information, discuss the study and issues, answer questions, and record public input and comments. Approximately 240 persons signed in at the meeting entrances. Other persons may have participated in the meeting but did not sign in. A schematic map of the general study area was provided near the meeting room entrance. Persons who signed in at the entrance were asked to place a dot on the map that indicates their place of residence or business. This data was collected to determine the geographic origin of meeting participants. The resulting map is provided as Attachment B.

Meeting participants were able to provide comments and ask questions to project team representatives. Comments and feedback from the public were collected using two methods. The first method consisted of completing a comment form. Comment forms were available at the meeting and were included as part of the meeting handout. Persons unable to attend the meeting were able to obtain a comment form on-line through the project webpage. The second method of providing comments and input was to write comments on flip charts. These comments were either recorded by the individual making the comment or by a project team member who was available to transcribe comments upon request.

Comments received at the meeting and after the meeting are summarized in this document. Only the salient points of comments are included. The names of persons who submitted comments are omitted in this document to respect their privacy.



Comments Recorded on Flip Charts

The following comments are those that were written on flip charts located in the meeting room. These comments were either written by the public or, if requested, recorded by project team staff.

1. Consider NM 47-263 as site – (historic site no longer an issue). Los Lunas can rebuild the Daniel Fernandez School if that is an issue. The school is outdated and falls in LL proper. They should “donate” a site for another school.
2. Opposed to Morris – too close to their property.
3. When will you get the money and how would it start? Could take another 10 years.
4. Opposed to S-1 – would disrupt traffic in Los Chavez. Prefer S-2 or S-3, or Morris. Morris is already set up with lights and ROW.
5. Prefer S-5B.
6. S-5B seems the most efficient with less disruption. Should connect to both ends of NM 263.
7. Give Los Lunas an interchange and connection to 314.
8. Use Morris Rd where ROW is available.
9. Tome Vista was the 6th most active subdivision in the metro area in the last year. Growth continues on the East Mesa.
10. Should have happened 10 years ago.
11. Should be routed and connected to South El Cerro Loop.
12. Quick ambulance service is a concern.
13. No bridge except on Los Lunas land they have now.
14. First, Los Lunas needs to solve its congestion (more I-25 access and second road through the heart of town to the high school). Leave areas east of the river out of the equation – most people drive north on NM 47 to I-25 at Isleta and do not cross the river. County residents need a public voice in decisions made by township that affect their property and lifestyle.
15. A roundabout at the intersection of NM 314 and NM 6 would greatly improve traffic flow – no lanes of traffic coming to a complete standstill at the lights.
16. A big highway crossing the river and the valley is not just a highway. It leads to all sorts of negative development, destroys rural character, and promotes growth that can't be supported by limited water (which would be made worse by climate change).
17. The purpose is to serve Los Lunas and the East Mesa. Keep Los Lunas answers where the need is; in Los Lunas.
18. The largest and most immediate need is north-south (extension of Manzano Expressway) not east-west, and will remain so in the future.
19. If purpose is to serve all of Valencia County then none of the proposed routes are sufficient. Need route midway between Los Lunas and Belen that connect to UNM Valencia.
20. Do not dump traffic onto NM 47 in one spot. Los Lunas needs to solve their own traffic problems, perhaps with exits north and south of NM 6.
21. What is Los Lunas doing to alleviate traffic from commercial development on NM 6? Use an inner loop at 314 and 6 to route around the bottleneck, especially high school traffic. Use overpasses over the rail road.



22. Why can't you go up/double deck NM 6 on an elevated highway from 314 to I-25? This would already fit within the corridor and have the least impact on wildlife and continued human land use.
23. Concerned with the proximity to property and effect on property and noise. Will create a bottleneck at NM 314 and at the rail road tracks. Will destroy the value of the property that remains. A Los Lunas problem that destroys the rural parts of the County.
24. Wants the bypass but not by her house. Prefers southern alignment.
25. What about roundabouts?
26. Morris Rd is most economical with the least intrusion on property owners.
27. Access to State and County facilities from I-25 removes that traffic from NM 6.
28. Opposed to South El Cerro Loop. Moved out there to get away from traffic.
29. Access not needed to NM 47 across river. Not wanting to go East-West. Don't believe connecting NM 47 will relieve NM 6. Want to connect only to NM 314. In favor of a north-south corridor on east side.
30. Make sure N1 and N2 are eliminated. They go through Peralta homes and the riverfront.
31. Emergency response across the river would be easier with a southern crossing.
32. Will Morris affect prison security?
33. Need to alleviate traffic on NM 6, especially after school and evening rush hour.
34. Prefer S-5B.
35. Prefer S-1 and S-2. Use frontage roads along I-25 on any alternative. Build them immediately. Need to get ahead of the curve.
36. City of Albuquerque solution was to use local streets and make them one way (e.g. Lead Ave. and Coal Ave.). This improves traffic flow without new roads.
37. Why have public meetings if all of the data hasn't been analyzed yet?
38. S-5B is too close to NM 6 to make a difference.
39. Makes sure the road does not go through Mid Valley Air Park (Miller looks close on map).
40. Miller is right on the edge of the Air Park – opposed.
41. Would like to see Morris extended to NM 263 and continue to the Manzano Expressway.
42. Concerned that the study is short-sighted. It takes 6-10 years to build and by then growth on East and West Mesas continues. Need to look for long-term solutions, especially how to get to the Rail Runner from the Mesas. The community has changed a lot in the last 20 years, and will continue to do so.
43. If S-1 is chosen, need grade level and a stoplight at NM 314, and a grade crossing for the rail road. Extend Los Lentos to Elain Dr, (Air Park) to keep slower traffic, bicycles, and horses off main roads like NM 314, and provide access to town.
44. Why is not consideration give to going east to the Manzano Expressway? Access to hospital? Need (2) 4-lane bridges between Los Lunas and Belen.
45. County resident doesn't want to take on Los Lunas problems. Wants north-south options, not east-west alternatives. Don't care about Los Lunas problems.
46. Mid Valley Air Park north-south flights are incompatible with Miller Road.



47. Put traffic on conservancy ditch road next to Luna Mansion and route onto NM 314 and remove median on Main Street (NM 6). Make 5th reversible lane.
48. Look at changing behavior patterns (i.e. number of drivers, using buses). Don't just look at infrastructure; look at transit/trains/vans for work commutes.
49. Not getting real public input or paying attention to it. Meetings are bogus. It's a land development process.
50. A bridge does not seem to be necessary. I crossed today at 5:15pm and the only issue with traffic (mild) was between Don Pasqual and the rail road tracks. The bridge was not crowded at all.
51. Traffic flow east-west is a negligible issue. The concern seems to be with Las Maravillas. If these folks need to get the Albuquerque, they certainly would not go west to go north. Therefore, revisiting the extension of the Manzano Expressway would be helpful if it were a true expressway with limited access. This would eliminate some of the rush hour traffic through Peralta, Bosque Farms, and rural Isleta Pueblo.
52. The population growth projections are outdated. The main development seems to be west of I-25. Development on the East Mesa would be better served by an extension of the Manzano Expressway to the Isleta Casino area.
53. Add additional interchanges and frontage roads into Los Lunas. And 1 or 2 additional ways to get from I-25 to NM 314. An extra bridge would not be effective or cost-worthy unless it was much farther south than proposed.
54. Add timelines for all phases. How long does the whole process take?
55. Not South El Cerro Loop. Too much traffic already. It is like a racetrack.
56. Use Tondra Rd to alleviate traffic from the high school and keep traffic off of Main Street (NM 6).
57. Can we add north-south frontage roads along I-25?
58. Let's get some choices to help with NM 6/NM 314 intersection congestion. Move some traffic off NM 6 in town. Those alternatives are not in any of the options.
59. Morris Rd option will take state prison, County government and jail traffic off NM 6 and away from the middle school and high school.
60. North-South local traffic could be handled with frontage roads or an equivalent to the Manzano Expressway on the West Mesa. Make its inclusion be part of any developers' traffic plans.
61. A raised bridge road would probably be cheaper (even with the cost of the bridge) because access condemnations would:
 - Least impact protected wildlife migration corridor from north-south along river basin and native animal populations.
 - Allow for easement access condemnation instead of more costly purchase costs. This also allows for continued use of land by own with the least impact.
 - It reduces flood water displacement the least (should be looking at least 500 year flood with this massive of an invasion to valley drainage).
 - It will help more effectively than most ground-level options with sound pollution (use to advantage: make a couple sight-seeing stops to see river).



- Make trail (equestrian, walking, biking, small vehicle, fishing/hunting) along river and new commercial and housing developments possible (County/Village make a requirement of these developers).

Written Comments

Input received on comment forms are summarized below. Many of the returned comment forms commented on multiple issues. These comments have been summarized and broken down by topic. The numbers at the beginning of each comment represent the comment form from which each comment came.

001: I would like to see the no-build alternative because new crossings will damage the rural nature of the valley and encourage development.

001: Climate change and drought mean we need to reduce greenhouse gases, which are increased by traffic.

001: Since you intend to build, I recommend you put the alignment through areas where the least number of residents will lose their property.

001: The proposed roadway and other transportation improvements should be completed in phases.

002: I recommend the no-build alternative due to past and present problems.

002: A new roadway would encroach upon pristine farmland, increase the crime rate, and add to air pollution and litter.

002: A new roadway would be detrimental to the communities of Tomé, San Fernandez, South El Cerro Loop and Peralta.

003: An alignment along Miller Road would conflict with take-offs and landings at Mid Valley Airpark.

003: An alignment following Morris Road seems to be the most direct route. This alignment is fairly straight and much of it is on state owned property.

003: Any development plans must preserve the agricultural economy and feel of the Green Belt area.

003: This area is habitat for many migrating birds that are dependent on the Rio Grande for survival.

003: The commission should resist the lobbying of special interest developers who want to develop the Green Belt into a high density commercial and residential area.

004: An alignment following Morris Road would have the least environmental impact, as it utilizes an existing road and right-of-way. This alternative has the most potential to relieve congestion on NM 6.

005: Los Lunas has internal traffic problems and, as such, needs to find an internal solution.

005: A new bridge will not solve the problems. No bridge!

005: Don't dump traffic into the El Cerro area.



005: I doubt the validity of the numbers that have been presented.

006: Time the traffic lights on NM 6 and add right-turn lanes.

006: The only east-west option at present is NM 6.

006: East-west collector streets designed to provide access to NM 314 will help relieve congestion.

007: Traffic congestion is due in part to traffic coming to and leaving from the high school. Students should have to commute to and from school by bus.

007: If public transportation options, including the Rail Runner, were more convenient for those who commute to Albuquerque for work, they would be used more frequently. This would in turn reduce traffic.

008: The Morris Road to NM 263 connection makes the most sense. It is the least disruptive to property owners.

009: I would like to see a solution that includes improvements to NM 47, the Manzano Expressway and NM 263. NM 47 must be widened all the way to Belen.

009: A multi-use trail would be a great benefit to the community.

009: The S-1 and S-2 alignment would be beneficial due to the intermediate location between Belen and Los Lunas.

009: The S-5B alignment could spread traffic out along NM 47 between N El Cerro Loop and S El Cerro Loop.

010: I have doubts about the accuracy of the 2030 population projections.

010: Most of the planned development shown on the displays is west of the river, which suggests we do not need a new river crossing, but rather better access from I-25 to NM 314.

010: North-south traffic is more of a problem than east-west.

010: We want to keep the rural character of our neighborhood. Two smaller bridges would be better than one big one.

011: No new bridge is needed to mitigate Los Lunas traffic issues.

011: Improvements in the form of new interchanges off I-25 connecting to NM 314 (at Morris Road and the N-2 alignment), timed traffic signals, and walking bridges over the road near the schools.

011: North El Cerro Loop is frequently congested and would benefit from being widened.

011: South El Cerro Loops has no congestion and very little traffic in general; therefore, it does not need to be improved.

012: The N-2 alignment does not seem to alleviate any existing problems. It puts traffic back onto NM 314, and will not mitigate congestion at the intersection of NM 314 and NM 6.



012: N-1 and N-2 should not be advanced.

012: S-1, S-2 and S-5 present the best opportunities to address current traffic issues.

013: I prefer the S-5B alignment (using Morris Road), as I believe it would disrupt the least amount of homes and farmland.

014: Please do not advance alternative S-5B. This will not provide any relief to NM 6. It will simply dump unnecessary traffic onto NM 47.

014: I am concerned that property values will be negatively affected by a new roadway.

014: This study is outdated and incorrect.

015: The study offers a no-build option. Why is there not a no-bridge option? Widen and improve current roads without building a bridge.

016: The best alignment is S-5B. It is the least disruptive to the Air Park and the Green Belt, it is close enough to NM 6 to allow detouring from NM 314, it provides east-west access to the El Cerro area with the potential to connect to the Manzano Expressway, and it does not impact the historic Tomé area.

017: I prefer the do-nothing option. Synchronize traffic lights instead.

017: I strongly oppose any action that would negatively impact the historic and cultural resources of the Tomé and El Cerro areas.

017: The funds are not available to complete this project.

017: Development on the East Mesa is not progressing.

018: I live right off of Otero Road in the Ponderosa Farms subdivision.

018: The S-5B alternative would negatively impact the El Cerro area. The area around Otero Road is a rural neighborhood where people ride bikes and horses along the road. Adding more traffic would devastate the neighborhood.

018: Los Lunas growth has caused this problem.

018: The proposed solutions will negatively impact other Valencia County residents.

018: I ask you to take these proposed routes off the table and to preserve the rural nature of our community.

019: I am considering buying property in this area. My decision will be based on the location of the corridor.

020: Alignment S-5 makes the most sense to me. It would not affect the NMSU Agricultural Science Center, which is a valuable resource for farmers and residents. S-5 is closer to the intersection



of NM 6 and NM 314 and the Village proper. It seems to impact the least property owners and could be aligned with NM 263.

021: All of the options presented show only east-west alignments. Where are the options for north-south traffic, such as extending the Manzano Expressway?

021: Destroying family homes and land for developers is just wrong.

021: Please consider the no-build options for NM 47.

022: My preference is to use S-5 across NM 314 and the railroad tracks. Connect the road to NM 263.

023: We just bought a house here a few months ago. We moved to this area from Albuquerque for the "country feel", and we would like that quality to remain intact. My biggest concern is commercial development coming into our area and increasing property taxes. We should preserve small town life.

023: The traffic problem is not on the Eastside, it is on the Westside. Deal with the problem where the problem actually is.

023: The project should not move forward until there is more money available to pursue it.

024: Why not an interchange north of NM 6 that feeds into NM 314?

024: I prefer the S-5B alternative along Morris Road. It would cause the least disruption to homes. Miller Road is too close to the Air Park. Consider an interchange north of NM 6.

025: I think that if Los Lunas has traffic problems they need to solve it within Los Lunas without impacting Valencia/El Cerro. We moved to this area to be away from town, knowing that our commute would be longer.

025: No to the S-5 option.

025: People will not travel south to go north to Albuquerque.

025: Build roads to NM 314 and leave the bridge out.

026: I prefer the Morris Road option (S-5B) because it would relieve traffic flow in Huning Ranch, provide an alternate option for jail traffic while avoiding related security issues, and provide access to Los Lunas businesses.

027: S-1 destroys agricultural land, including the NMSU Agricultural Science Center. It is too far south to relieve congestion on NM 6. This alignment puts too much pressure on Los Chavez to maintain its rural feel.

027: S-2 avoids the NMSU Agricultural Science Center, but is too curvy and also too far south of NM 6.



028: Alignment N-2 would be a poor choice. It would filter traffic to the intersection of NM 6 and NM 314, which is already highly congested.

028: S-5 is the best option still recommended. It would provide the most traffic relief to NM 6. The feeder route into NM 263 is the best option to reduce traffic congestion.

028: S-2 and S-1 are both okay, but will not provide as much relief of traffic congestion.

029: Alignment S-1 would have to comply with the Valencia County airport encroachment overlay zone ordinance. There are many homes and businesses in Mid Valley Air Park. The County would lose a lot of tax revenue if the Air Park were shut down.

029: Alignment S-2 would divide the Honor Farm from the penitentiary. This makes no sense. S-2 would also negatively impact the NMSU Agricultural Science Center. This facility would be expensive to buy, and attempting to close it would likely result in litigation.

029: N-2 dumps traffic into the intersection of NM 314 and NM 6 – makes no sense.

029: S-5 is the best alternative. It would affect the least number of property owners, provide good access from I-25 to the penitentiary and courthouse, provide relief to NM 6, and connect to NM 263.

030: We oppose any alignments through the Tomé area. The HTANA had a “gentleman’s agreement” with the DOT that no alignments would be proposed in the Tomé area. The HTANA will merge with the El Cerro Association to aggressively seek a no-build option.

031: At least two river crossings are needed between Belen and Los Lunas.

031: A 4-lane from the Manzano Expressway to I-25 with exits at NM 314 and NM 47 is a must.

031: Make NM 6 3 lanes with one reversible lane. Turn lanes on NM 6 have caused many accidents.

032: I recommend Morris Road. The right-of-way is available for an interchange, it connects to future developments, commercial development could occur near the interchange, the studies show a major reduction in traffic on NM 6, and it would provide access to commercial areas south of NM 6.

032: Los Lunas needs another interchange off of I-25.

033: Do not dump traffic onto NM 47 in one spot.

033: Add exits for Los Lunas off of I-25.

033: Preserve the Green Belt and County farmlands. Do not allow greedy developers to destroy our beautiful valley.

034: I am in favor of S-5B.

034: The flow of traffic on NM 6 would be improved with roundabouts or overpasses.

034: Avoid putting new roads through quiet and uninhabited areas.



034: Keep NM 47 rural and 2 lanes.

035: I am a new-comer to Valencia County.

035: It is hard to understand why this study is being done to relieve traffic on NM 6 when most of the proposed alignments seem to be aimed at providing access to facilities on the east side of the river.

036: Any of the alternatives south of NM 6 will considerably reduce traffic congestion, but this solution will only be successful temporarily if the village continues to grow as the projections suggest.

036: It is inevitable that NM 6 must be widened. The best thing to do is to widen NM 6.

037: S-5 is the only option that protects farms and rural communities while alleviating traffic congestion.

037: It should connect to both ends of El Cerro Loop. Connecting to NM 47 between the north and south ends of El Cerro loop will cause greater congestion on NM 47.

038: The alignment should go straight down Miller Road.

039: The no-build option should be considered.

039: The Village of Los Lunas needs to do better planning overall.

040: Emergency access east of the river needs to be improved.

040: Many who live on the Eastside use NM 47; therefore, this road should be improved.

040: S-1, S-2, or S-5B would be beneficial to those who live on the west side of the valley.

040: I travel NM 6 to the Manzano Expressway daily, and at times it can be dangerous.

041: Something must be done to eliminate traffic congestion ASAP.

041: Growth has been steadily increasing for the past several years.

041: S-1, S-2, and S-5B would help.

041: I live on the Westside and commute to the east side for work. A new road would shorten my commute.

042: There is no reason to build a bridge over the river and direct traffic to NM 47 south of El Cerro Loop. All of the congestion on NM 6 occurs west of NM 47.

042: I do not believe the Steering Committee is listening to input from the El Cerro area.

042: Widening roads east of the river or building a new river crossing will increase traffic congestion and noise in the El Cerro area and damage the Green Belt without relieving congestion on NM 6.

042: This would be a waste of taxpayer money.



043: No bridge is needed.

043: East-west traffic is not the issue – north-south traffic is.

043: The area of NM 6 that needs relief is between Don Pasqual and NM 314. This would not be improved by an additional interchange.

043: I do not believe that the population projections for the east side of the valley are accurate.

043: The population is increasing on the Westside, and will continue to do so.

043: It appears that the Las Maravillas development is of concern in this study. People from this area, me included, will not travel west to go north.

043: Extending the Manzano expressway makes the most sense.

044: The crossing at the railroad tracks should be an overpass.

044: S-3 would be the easiest route.

044: I doubt the concerns regarding security are valid.

044: S-5 along Morris seems to be the 2nd best option.

044: S-1 should be closer to the feed lot than existing houses.

045: Hand-drawn map showing road south of NM 6 connected to southern portion of NM 6-I-25 interchange.

046: Map with alignment drawn along Morris road.

047: El Cerro Mission Road (at least to the Manzano Expressway) should be included in any improvements. The sharp turn from El Cerro Loop to El Cerro Mission should be modified and some traffic calming strategy put in place.

048: There is inadequate justification for pushing Los Lunas' problems off on the rest of the county. The village created this problem by encouraging growth without planning for associated transportation improvements. Now they want the county to absorb the impacts of their lack of planning.

048: I have been commuting from Tomé to Albuquerque for 14 years and have found that it is no faster to take I-25 than NM 47.

048: There has been no discussion of where the people who use NM 6 are coming from. People are not taking NM 6 to get to I-25. Much of the traffic is coming from the west side to the shopping area at the "Y". A new road will improve access to the shopping area at I-25 and NM 6, but will not improve access to the shopping area at the "Y".

048: There need to be extensive improvements to NM 6.

048: If traffic is coming from the East Mesa, the S-5B alternative would be preferable. S-1 is too far south. Why would anyone drive south to go north?



- 048: To serve the Eastside, improvements to NM 47 are needed. It should be 4 lanes all the way to Rio Communities. Consider a bypass around Peralta and Bosque Farms.
- 049: I live in the Ponderosa Farms subdivision.
- 049: Regarding the S-5B alignment: options 1 and 2 will heavily impact Otero Road. Otero Road is a narrow 2-lane road with no shoulders or sidewalks and a narrow ROW. This road was never intended to be a major route east, and should not become one.
- 049: The alignment should connect to the north and south ends of El Cerro Loop. These roads were designed for a greater volume of traffic. North and South El Cerro Loop should be improved to 3 lanes with shoulders.
- 049: Connecting a new road to Lemons Drive would create traffic congestion.
- 049: It appears that you have worked hard to minimize impacts on the west side of the valley. Please consider the impact on those of us who live near the termini of these roads as carefully.
- 050: S-1 not an option – too close to Miller Rd. It would disrupt the Los Chavez area by bringing traffic and noise into our community. It would destroy one of the state’s best agricultural centers.
- 050: S-3 and S-4 seem to be the best for traffic and Rail Runner access, and use existing roads (Morris).
- 050: S-5A seems to be the best option because it would have minimal effects on agricultural land, less impact on residents of Los Chavez, utilize existing infrastructure, improve the intersection at the courthouse, and provide better access to the Rail Runner and I-25.
- 050: S-5B would result in less acquisition of homes and less impact overall. It would provide easy access to El Cerro Loop and the Manzano Expressway.
- 051: We live off of Miller Road and oppose any road being built in our backyard. We moved out here to get away from the noise, traffic, and all forms of drama. Building a 4-lane highway next to our home will bring the noise, traffic, and drama to our neighborhood.
- 052: I support alternative S-5B.
- 052: We will benefit from a new bridge and it should be built soon. It will improve safety.
- 052: If people on the Eastside are opposed to it, they should pay a toll to use it.
- 053: This bridge is extremely overdue. It would benefit everyone on the highway.
- 053: Traffic congestion and having only one river crossing create safety hazards for area commuters.
- 053: Students could use a new roadway as an alternate route to and from school, and everyone could use it to access I-25.
- 053: I strongly support alternative S-5B.



- 054: Many small, rural communities and subdivisions branch off from South El Cerro Loop. Widening this road, and directing traffic along it to access the Manzano Expressway would compromise the rural way of life and safety of residents of these communities.
- 054: Many people ride horses along South El Cerro Loop. Widening this road and increasing traffic flow would make this road unusable to equestrians.
- 055: N-1 and N-2 make no sense because they deliver traffic to an already congested intersection (NM 47 and NM 6).
- 055: S-5B makes the most sense because it gets traffic to I-25 from NM 314 and NM 47, and includes a river crossing. It also offers connections to the north and south ends of NM 263.
- 056: Consider a 4-6 lane road from the Manzano Expressway to I-25 with exits at NM 47 and NM 314. There are many developments in that area that would benefit from improved access to the interstate.
- 056: Finish 4-lane NM 47.
- 056: Widen the Manzano Expressway.
- 057: The most logical connection from I-25 to NM 314 is Morris Road because of the location of the courthouse and the prison along the road. This would benefit local law enforcement as well as the public.
- 058: The segment of N-2 still under consideration would result in the taking of many houses, including my own. It does not improve access to developing areas. This alignment would only take traffic back to the intersection of NM 6 and NM 314. It would not relieve congestion on NM 6.
- 059: The projected population increase will lead to greater congestion on NM 6. This factor compounded with the increasing cost of fuel will greatly increase commuting costs for those who use NM 6 in the future if the current conditions are not improved upon.
- 059: The way the traffic lights are timed on NM 6 slows traffic moving east-west.
- 060: We live in a subdivision on Marilyn Dr. that would be impacted by the S-1 option. It would be directly behind our property. The S-1 option would also go through the UNM Agricultural Research Center, rendering it unusable.
- 060: The S-5B option along Miller road is the best choice as it would use an existing road with traffic signals and a railroad crossing, would cross land that is owned by the state, would take the least number of homes and would connect to NM 47 at two locations.
- 061: I have lived in the Mid Valley Airpark for several years and am associated with two local businesses.



- 061: It is likely that growth will continue in Los Lunas and Valencia County. As growth continues, global warming and the cost of energy become of greater concern. Access to public transportation will become more desirable. Alignment option S-5 will provide access to the Rail Runner for the growing communities on the East and West Mesas.
- 062: I have concerns about the project team's interests and the amount of money that is going into this project. I am concerned that out-of-town firms do not fully grasp the local issues relating to this project.
- 062: The Village of Los Lunas has encouraged growth without planning to sustain it.
- 062: The area outside the Village has a rural atmosphere and character. This area is habitat for many migrating bird species.
- 063: The N-2 alignment would affect several homes, including my own, and a house that is over 100 years old with a family graveyard. I am concerned that this alignment being considered has already devalued my property. A connection from I-25 to NM 314 will do little to help traffic in Los Lunas.
- 064: The S-1 and S-2 alignments are preferable. These alignments would alleviate traffic on NM 47 and provide access to I-25 to those who live on the East Mesa.
- 064: We are members of the Lemons Dr. Association. S-5B with an intersection at Lemons Dr. will create congestion in our neighborhood. The traffic on NM 47 near Lemons Dr. is already dangerous due to speeding and the narrowing of the highway from 4 lanes to 2 lanes. I am concerned that the S-5B alignment will increase these problems.
- 064: Congestion at the intersection of NM 47 and the north end of NM 263 should be evaluated.
- 065: We are concerned that we will lose our home if the S-1 or S-2 alignments are chosen. We have an irrigation system and livestock that would be negatively impacted by the construction of these alignments. S-1 and S-2 are too far south of NM 6 to affect traffic. Most people living on the Eastside will not use this route to go to Albuquerque, but will take NM 47. The alignments will not improve access to Huning Ranch and Rancho Cielo more than an interchange off of I-25 would.
- 065: Construction of a new road will reduce property values, and create noise and dust during construction that will negatively impact the quality of life of nearby residents.
- 065: The proposed multi-use trail will lead to more noise, litter and crime.
- 065: This problem is associated with the growth in Los Lunas. The proposed solutions will destroy rural land and farm land in Valencia County.



066: Any option is better than S-1/S-2.

066: In the long term we need to find a way to get people from the East Mesa to I-25.

066: S-5 would provide good access to the court house, is centrally located, is near the Rail Runner station, and is within Los Lunas.

066: Consider the northern corridor options. Most people want to go north, not west.

066: The best place for a bridge would be halfway between Los Lunas and Belen. This could improve access to UNM-VC.

066: The Village needs to work with the County to plan for what will benefit the county as a whole. It seems unfair that the village take land from the county to solve their problems.

066: The Manzano Expressway should be extended through Isleta Pueblo.

067: I live at the Mid Valley Airpark, and am concerned with disruption to flight patterns.

067: S-5B appears to cause the least concern for flights and residential properties.

067: We need to look for ways to improve north-south access to I-25 and NM 60 east of the river.

068: I live on Lemons Dr. and believe the road should not terminate here. The traffic is already bad at NM 47 and Lemons Dr.

069: The members of the Lemons Drive Association are most concerned about safety issues involving the intersection of NM 47 and Lemons Dr., which is already dangerous. Several factors contribute to concerns regarding safety at this intersection including: NM 47 narrows from 4 lanes to 2 lanes just north of Lemons Dr.; drivers do not see the intersection with Lemons Dr as it is not well marked; there is a blind curve south of the intersection; some residents on Lemons Dr. use heavy farm equipment which makes slow turns onto and off of NM 47. We would like to see improvements made to NM 47 and Lemons Dr. that address these issues.

069: If S-5B is selected, we recommend that the intersection be either at Los Cerritos or at Otero Rd. We are concerned that an intersection south of Otero Rd will create a traffic hazard.

069: The growing population on the East Mesa is a major contributor to traffic congestion on NM 47. Why is a connection through to the East Mesa not recommended? We recommend a connection from I-25 to NM 47 be made near where traffic from the Mesa already travels; North and South El Cerro Loop, and Rio del Orro. Two connections would provide for current and future development on the Mesa while relieving traffic on both NM 47 and NM 6.

069: We believe that S-1/S-2, terminating at South El Cerro Loop instead of Rector Road, will provide maximum access for current and future populations while diverting traffic from NM 47 and NM 6. Alternatively we support S-1/S-2 as is, or S-5B.



069: We strongly support the implementation of limited access, berms, landscaping, multi-use paths, and noise-reduction measures.

070: A new crossing should be built sooner than later. S-1 and S-2 are preferable because they disturb the least amount of Bosque, affect the fewest homes, present the option to extend the road west in the future, and do not require reconfiguration of existing infrastructure. S-2 should be straighter – go through the southern part of the Honor Farm rather than along Miller Road.

070: N-2 is not a viable option as it hurts too many and benefits too few.

070: S-5 dead-ends at Los Lunas Hill. It could not be extended westward.

070: Use frontage roads.

071: N-2 accomplishes very little; neither traffic nor financial relief for any of the parties involved. It should be re-evaluated and/or eliminated from future consideration.

072: As a Valencia County resident living on Lemons Dr. I am most concerned with safety. An arterial connecting I-25 to NM 47 will increase traffic at the NM 47- Lemons Dr. intersection. Please ensure that residents of Lemons Dr. have a safe way to enter and exit NM 47.

Comments Received Between Public Meetings

The following comments were received after October 15, 2009 and before the January 26, 2010 public information meeting.

- Tierra Y Cielo LLC is in full support of the Los Lunas Corridor Study and the need for a new/additional route from the Eastside of the river to the Westside of the river to I-25. Additional comments include: the road is not too close to the current I-25/NM 6 interchange; its location halfway between Miller and Morris would benefit both Los Lunas and Belen; acquire land now before more development occurs; acquire ROW to accommodate light rail and bus lanes; include south and north frontage roads from the interchange; and acquire ROW for these roads (frontage roads are important to us).
- To ease the congestion on NM6: construct a bridge over the railroad tracks at NM314 which would provide for traffic over the tracks but would still enable traffic to access local businesses.
- Based on proposed alignments presented at the last CAC meeting: I prefer the alignment S5, Option 3. Any option which accesses bridge and I-25 from NM 47 south of South El Cerro Loop will place a very heavy traffic load on South El Cerro. By placing the access between south and north El Cerro, both roads will carry traffic in route to I-25, and neither will be overburdened.
- Prefers the No Build Option, but if some action is necessary, proceed in phases: Immediately – improve the El Cerro Mission intersection, add speed bumps on Sandhill Road, and install a



traffic light where South El Cerro meets NM 47; Phase I – 2012, build the N2 and S5 alignments from I-25 to NM 314; Phase 2 – 2017, build the S2 alignment from I-25 to NM 314; Phase 3 – 2022, build the S2 alignment from NM 314 to NM 47; Phase 4 – 2027, add turning lanes or traffic circles on North, East, and South El Cerro.

- The S1 and S2 alignments would benefit the neighbors to the south. Please consider these two as a more agreeable to all people.

