



→ An NMDOT Study

# I-25 S-CURVE: PHASE 1B/1C



## **PUBLIC INPUT SYNOPSIS**

PUBLIC COMMENT PERIOD: NOV. 15 - DEC. 17, 2023

PREPARED BY HORROCKS

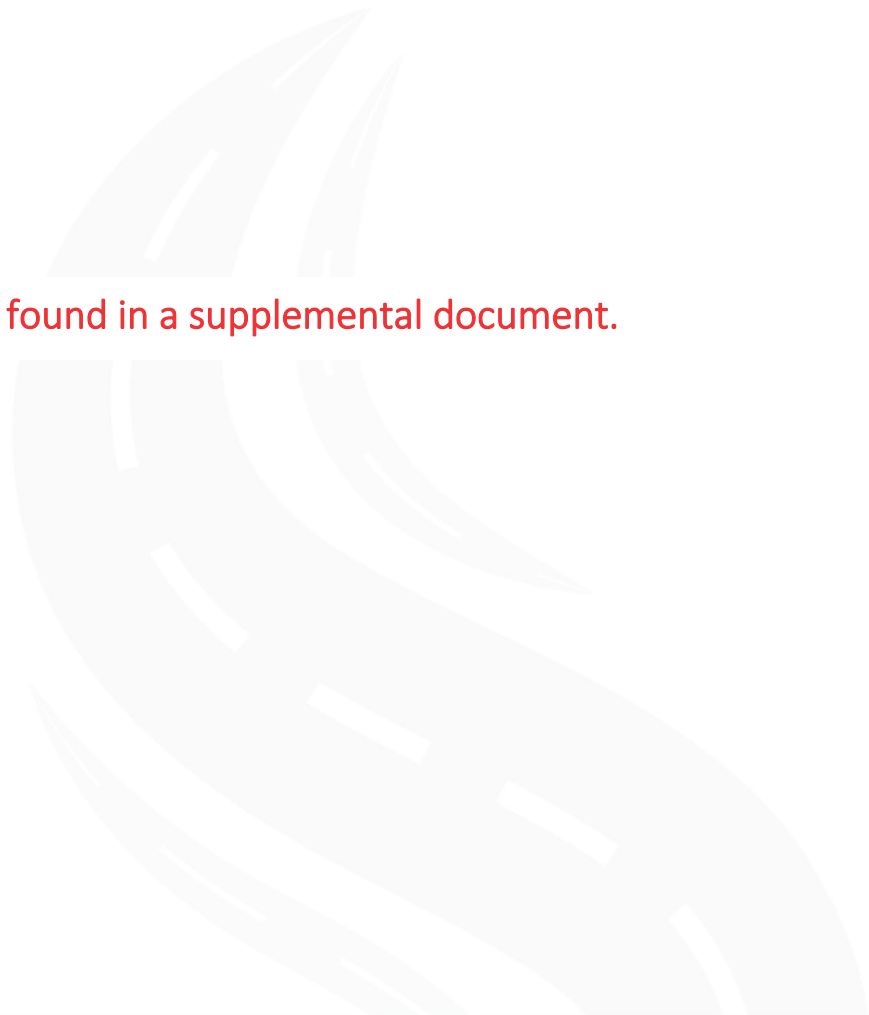




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# Introduction

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The New Mexico Department of Transportation (NMDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting a Phase 1B Study along I-25 in the S-Curve area in Albuquerque to explore transportation solutions that improve safety and mobility between Avenida Cesar Chavez (Exit 223) and Lomas Boulevard (Exit 225).

As part of Phase 1B, the study team held a public meeting on Nov. 15, 2023, and a public comment period between Nov. 15 - Dec. 17, 2023, to receive input on the Draft Purpose and Need and various factors to be considered in the study, including a Universe of Ideas.

This synopsis presents a comprehensive overview of the outreach completed to engage the public, the information shared to the public, and the comments gathered during both the public meeting and the public comment period.

## Outreach and Public Notification Process

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The I-25 S-Curve study team includes public involvement (PI) staff focused on ensuring delivery of effective outreach and communication to stakeholders. As part of the overall outreach effort, a dedicated study hotline (505-600-2232), study email address ([study@i25scurve.com](mailto:study@i25scurve.com)), and study website ([i25scurve.com](http://i25scurve.com)) were established.

In preparation for the public meeting, the PI team developed an extensive outreach plan to engage residents, community members, and stakeholders that encompassed all demographic groups within the immediate area. The outreach plan included various materials, in both English and Spanish, inviting the members of the public to the meeting. Public meeting information was also shared on the study website, and a 24/7 hotline remained open and accessible to those needing additional or special accommodations.

Personalized emails and phone calls were made to key stakeholders in October. A Stakeholder Working Group meeting was also held in late October, which included representatives from the City of Albuquerque, Albuquerque Public Schools, Bike ABQ, Central New Mexico Community College, ABQ Ride, South Broadway Neighborhood Association, Silver Hill Neighborhood Association, and Bike ABQ. These key stakeholders represented commercial businesses along the immediate corridor, government agencies and nonprofit organizations that serve the immediate community, and community groups who are representative of the local demographic.

Communitywide notifications included social media posts by the NMDOT and a press release to local news stations, which were distributed in November. The social media post and press release informed the community of their opportunity to participate in the upcoming public meeting.

Door hangers (650) were distributed to properties within the study area inviting residents to attend the meeting and learn more about the study. Flyers were also distributed to local businesses.

Approximately, 8,000 mailers were sent out in November to the surrounding community.



Prior to the public meeting, the study team was invited to present at a Santa Barbara Martineztown Neighborhood Association meeting. During the public comment period, the study team was invited to present at the East Downtown Neighborhood Association (EDo) meeting and the Greater Albuquerque Active Transportation Committee (GAATC) meeting.

To view material distributed, refer to [Appendix A: Outreach Materials](#) of this document.

## Public Meeting

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The I-25 S-Curve Area Study public meeting was held in person on Wednesday, Nov. 15, 2023, from 5 p.m. to 8 p.m. at the National Hispanic Cultural Center located at 1701 4<sup>th</sup> St. SW Albuquerque, NM 87102. The meeting room was set up in an open house style with a presentation area. A presentation was made at 6 p.m., followed by a live question and answer (Q&A) session.

The presentation included the following:

- Study Overview & Process
- Community Context
- Purpose & Need
- Universe of Ideas
- Public Engagement

To view the presentation and materials presented during the public meeting, please refer to [Appendix B: Public Meeting Presentation](#) and [Appendix C: Public Meeting Boards](#) of this document.

Sixty-five attendees signed in at the public meeting. NMDOT and study team staff were available to talk to attendees before and after the presentation. Survey packets were handed out to attendees as they arrived to be filled out as they reviewed the meeting materials. Thirty-three survey packets were completed that night and submitted to the study team (additional survey packets were submitted through web, mail or email following the meeting).

Due the demographics in the community, the study team translated all materials into Spanish. That includes, outreach materials, public meeting materials, information on the website, and providing two Spanish interpreters at the public meeting. Two attendees at the public meeting utilized their services.

All materials, including a recording of the presentation and live Q&A session, were posted to the study website the following day (see [Appendix D: Online Story Map](#)).

## Public Comments Received

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The study team accepted public comments from Nov. 15 through Dec. 17, 2023. However, comments were submitted via email leading up to the public meeting and the team did include those in this report, as input from the public is always encouraged. A total of 163 comments were received, broken out by:

- Public Meeting Live Q&A Comments - 10
- Emailed Comments - 50



- Called-In Comments - 1
- Mailed-In Comments - 1
- Comment Forms - 6
- Survey Packets - 95

## PUBLIC MEETING LIVE Q&A COMMENTS

Once the presentation was complete, the public meeting was open to a live Q&A session. The questions and comments are listed below as they were asked along with the study team's response in italics. Note: Public comments have not been edited.

### Q&A #1

My name is [name redacted] and first off, I want to thank you guys for putting all this together. This is amazing. Usually in some cities they just come out and do it so it's kind of nice to have this public forum. One thing I haven't heard and I haven't seen it in your documents is traffic control during construction and right now. I live in the area. At the library you turn onto the oh the street on, I can't think of the name of it right now. Come across that street and you come over to Edith and what happens right now, the construction is causing people to back up on Broadway to Garfield is the name of the street. And what they do is, there's no stop signs on Garfield so they take turn there. They come flying down there 40 miles an hour. They hang a hard right they shoot up Edith looking for the traffic light to end Edith and Cesar Chavez. There's a school halfway up there and me, and I say me because about a week ago, I was walking across the street some guy made that turn, come up that street I was two-thirds away across the street he actually knocked my scooter out from underneath me. The, my ring camera caught that and in reference to the last century video game called death rates 2000, I put it on YouTube. It is death rates 2023, so if anybody wants to see that can they can see that but I think it's a concern of how you're going to handle the traffic during the construction so it doesn't overflow into the residential areas?

*That's a really good question and it's a relative one. Unfortunately, at this point it's really early to say how that's going to be addressed. I think you can probably imagine to reconstruct a facility like this and maintain traffic is a bit of a magic trick in some ways and it certainly will be here, as congested as this area is but as we move on and the more time I spend in in my career, the more important it is to find ways to keep traffic moving during construction and the more innovative approaches need to be found. So that's the only thing I can probably give to you tonight, is that is that once we know more, what we build, we're going to be looking and not impacting the community. Unduly, it's almost impossible to do it without having inconveniences, certainly and having you know traffic be affected. I've already heard from a number of people that whenever I25 is impacted whether partially or it's closed completely that Broadway takes the brunt of it. I've heard that from a number of folks. So, and you're saying exactly the same thing I've already heard so I appreciate that, okay. Just thank you.*

### Q&A #2

My name's [name redacted], I live on [address redacted] right next to Cesar Chavez and I-25. A couple of my neighbors here are backed up houses right next to I-25 and sort of less of a question more just comments. Again, I appreciate what he's doing, I'm glad you're asking these questions and I pray that you don't move it an inch West because you'll displace many people and there's a big empty lot East you know and lots of APS buildings that can be moved onto that lot. So that would be my request there and



basically babying people as much as possible because nobody is looking at the road when they're driving anymore. Actually, in the study area on Coal, a lady a ran a red light and hit me on my motorcycle two years ago. She was texting at her phone, ran the red light 10 miles an hour because she wasn't paying attention. So anything to make it easier on the drivers; longer freeway onramps anything like that go gung-ho with that. I just worry about you know South Broadway is a poor area and we don't get much attention. The rich areas in town they got at least a sound wall meanwhile we've got trucks, semis hitting the engine brakes waking me and my wife up at 2:00 in the morning. So yeah just, those are some of my comments less of a question.

*There're a couple points that you brought up and well more than a couple, right? And one of the things that I think is important to say at the onset, we're at our first public meeting of several and we're going to, as we move forward, there's going to be increasing levels of detail that we're going to present. Alternatives that are refined to increasing levels and much much more able to comment on. I'm sure we'll receive quite a bit of feedback on those as we move forward in a process, such as this. And I would love to bring each of you along with this mindset that we will consider a full range of alternatives. And I've heard, you're not the first person that said don't move, don't impact the neighborhoods to the West and I appreciate that. I lived in that same area for the first year I lived in Albuquerque. So, I'm kind of attached to it myself but we will consider those things because in order to make an informed decision we have to consider all of the full range of alternatives, good, bad, ugly, or otherwise. And to be able to make an informed decision. So please stick with us through that process. You also mentioned noise walls. That's also very persistent theme. I've been working on a project to the North of I-40 for the last three years, coming on 3 years now and that is probably the most often received comment that we receive in that project, which isn't even where we're at, that we need noise walls in the neighborhood South of Lead and Coal adjacent to. And I understand I had a bedroom window that was off a High Street as well, that I heard it too. So, I get that part of the thing that is a part of our process. We will be talking, we will be doing a full noise study and what that will entail is measuring noise levels today near and adjacent to what we call receptors. That's an impersonal way to refer to somebody's home but we will be taking noise measurements. And then as we get to the final alternative that we consider that we will do a modeling, a computer modeling of what the noise levels are expected to be like in future year, I.E 2050 traffic volumes. And with the proposed location of the of the highway and the lanes and then that will be assessed as to the extent. And I'm not I'm not naive to think that there's not some noise mitigation that's needed throughout the area so I appreciate that comment and I'm very sensitive to it having experienced it myself. Let's see, what was the other part of it? I think you said something about non-motorized. All right well, if you think what what's that driver overload and driver over the distracted driver, yeah, you're right about that. So maybe it's just me, and hopefully not as a transportation professional, but whenever I drive through that section I have to focus to stay between the white lines right and then there's all this other stuff going on about people weaving in and off coming in and off of the ramps and crossing over in front and then you have to make decisions, am I in the right lane, I got to get off here, I got to be in the right lane to get to I-40 or whatever. There's just a ton of stuff happening right here. And so, Ashley is the expert in this, but she talks there, she has a station over there where talks about driver overload or traveler overload so it's relevant. So, I appreciate your comment, really good thank you.*

### **Q&A #3**

It's more along the lines of comment on the current alignment and some improvements that can be made to safety because it is as everybody knows a mad house when it comes to that section of the





highway. And I take inspiration from a construction project that was similar in the San Francisco Bay area in California when the Oakland Bay Bridge was being replaced and there was a similar S-curve that was temporary and the safety features of that could greatly reduce collisions injury fatalities and they were as follows; there were polymer rumble strips so that way the driver could have been audibly and physically alerted to the s-curve coming up, as well as increased signage, yellow ditch lights alternating lights and speed radars with signage that of course you know would be more encouraging for motorists to slow down. So, I thank you for listening to my comments and that's quite simply all I have for tonight thank you.

*I appreciate your comments about the that project in San Francisco and some of the safety features. There's a couple safety features, there's a couple safety improvements that the department has tried to implement to help here. I don't know that they've had this desired success that you would hope. Number one is reducing the speed limit and there is a speed zone through this section. I've been doing this for quite a number of years and the only real thing I've ever retained from a mentor of mine is nobody does anything for a piece of aluminum on a stick. And so, we can set any speed zones we want, people to drive according to what they feel is the appropriate speed to drive at, right. Now beyond that one of the things that if you're driving that and you're not taking your eye off the road you're seeing it you'll notice that there is reflectors that are glued to the barrier all the way through the curves the department cannot keep those glued to the barrier because the vehicles go up and scrape them off because they keep running into it and scraping it off so just a couple anecdotes to kind of demonstrate a little bit of your point.*

#### **Q&A #4**

I'm [name redacted] and I own a property on [address redacted], and I feel like South Broadway isn't even being considered and it's been a problem for 75 years when my parents were alive, and they lived there, and my younger brother was hit by a car at that time. Since then, there are accidents, speeding cars, hit cars that are parked on Broadway, people pedestrians are getting hit. So, I would like to propose that the boundaries be changed and all those wonderful things that you're going to do in that little study area that the boundary is extended to Broadway. Since we've been complaining about it for so long and to Gibson. The onramp to the freeway on Gibson and it's on Cesar Chavez and the traffic since I grew, I grew up there as a little girl and it's worse now it's congested and they're speeding like 50 60 miles an hour and we've been complaining about it forever. City counselors come and go.

Mayors come and go, and they all promise when they're campaigning that they're going to do something about it but nobody ever does anything about it. And now I see all these wonderful changes that are going to happen and I'm sure it's not just because the new In-N-Out Burger is going to open up in that area and there's a Starbucks and all of a sudden it all stops right there by the freeway. The area that that extends to Gibson right there where the new all these new businesses are. Well Broadway is lined with businesses too and residents and there's pedestrians. Please just consider extending that boundary that is all I can say my that's my question would you please consider. Or maybe we will have the In and Out Burger put over there, on South Broadway.

*Thank you so much for your questions. From a public engagement standpoint I do want to just make a couple of comments. We are really ensuring that we are trying to make equitable outreach and develop relationships with all you wonderful people. We've established some really good relationships. I see a*



*couple of my little friends speckled in here but also from a personal perspective I too am raised around this area. I'm from here so we understand, and we hear you.*

*You and I chatted quite a bit over in the open house I appreciate it. And I believe what you're saying we have a bit of a challenge with this project. Actually, Broadway itself falls outside of New Mexico DOT's jurisdiction. But I did promise you that I would make sure that your concerns are heard, right. So, I that's what I can promise you and the most vexing question I've heard all night, I have no idea where the In-N-Out Burger is going. So, I don't know if you noticed they're right on the other side of that wall kind of just on the other side of the door, there's a board and a table about Gibson. So, the Department of Transportation does have a project that's moving forward to reconstruct the I-25 Corridor along with the Gibson interchange and also extending as far south as Sunport and extending as far north as Cesar Chavez. It does not include a full reconstruction of Cesar Chavez that's probably going to be addressed with this s-curve project, but it will address ramps and reconstructing ramps and the entirety between Cesar Chavez and Sunport and then the entire interchange of Gibson and a portion of Gibson as well. So, you and I can meet over at that after this maybe.*

#### **Q&A #5**

My name is [name redacted] and I live over there by the freeway. I'm here with my wife I'm here with my daughter and if you do decide to extend the freeway to the West, we live on properties there. What are you going to do with those properties?

*I don't know that that's what will happen. Like I said, with this study we are going to consider a range of alternatives. We'll probably look at what that looks like to go West and so we'll consider that. And assess the impacts of that one way or another. I don't know that that's what will happen. If it does happen, there is a prescribed process for which the department acquires right away for projects and you and I can talk about that in more details. It's probably beyond the time we want to get into with this. If you and I want to have a conversation where we can talk about what that process if you're really interested in that but I at this point, we don't know that that's what's going to happen.*

One of the things that most bothers us living over there is the noise. We've been living over there for 44 years and when an accident happens on the freeway it wakes us up in the middle of the night.

*Wow yeah, I don't doubt that. Yeah, so again, noise is a very important part of what we have to consider with this. A little background, part of, I think the frustration with from the neighborhoods about why there isn't noise walls or noise barriers today is because the department doesn't know what the highway is going to look like until the study's done. In order to be able to put noise walls in the right and in most appropriate locations. So that's part of what we have to come up with when we actually identify what the solution is we will assess and model the noise and anticipate what the noise is and then identify specific measures to mitigate that.*

#### **Q&A #6**

Of the three accessibility solutions and the five non-motorized transportation alternatives, they look like they would take up different amounts of real estate east to west. So, could you speak to what speak to those which ones would take up the most and how it relates to the current east west footprints?

*Correct me if I get this wrong but from like Lomas to the South to where the onramp gets in going Southbound from Central right so the whole area from like where the Presbyterian church is and then*





*extending South adjacent through Central past where Presbyterian Hospital is in that area, it's pretty uniform in width and that includes the freeway that's up elevated and then the frontage roads on the sides. That width I believe is about 400 ft wide today and so if we could probably if we were to implement the frontage roads adjacent to the freeway, we could probably expect a similar type of width through that area. With some of the other ideas we talked about, mentioned the collector distributor roads that takes up quite a bit of extra, that's quite a wider footprint. The exact number I would guess, and I wouldn't get it right but it's quite a bit wider. Does that help, does that?*

#### **Q&A #7**

Good evening, my name is [name redacted], I'm a resident of the neighborhood and I'd like to ask well according to the website Better Burque, which is not mine I'm not making a plug for it the NMDOT ran the s-curve project through with little debate in 1956. The impacts on the study area's historic neighborhoods were frequently negative. Your proposals say the widening of intersections the widening of lanes in the surface air streets could have the same impact sixty plus years later. My question is why should we the residents of the study areas historic neighborhoods trust and NMDOT today? Thank you.

*Thank you very much for your comment and your concerns about the process. As you can see tonight, we have a lot of information available and we're hoping to bring you on this journey with us and really promote transparency in this process. So, the study team is very, and the DOT is very committed to transparency. Regarding making wider facilities we definitely haven't made any determination that we're going to be widening anything for sure. That's all still in the works and not predetermined at this time. So, we'll be assessing the existing conditions, gathering data and seeing what are the transportation needs before we start looking at footprints. Anything to add?*

*The only thing I can add, that the freeway is built in 1961 that predates me a little bit. That was the year I was born so I can't exactly answer why, what was done, and who was responsible for it so I apologize for that but all I can say is we're here as a part of this process and we want to involve, and with without the community being involved and giving us feedback all the way through it's not going to be as good a process or as constructive of a decision and an informed decision as it should be, so please stay involved.*

*Just so you know that this is the beginning of the study right so we're still in the beginning phase, so stay involved and follow us through this journey.*

#### **Q&A #8**

Hi, thank you, would you mind moving back to the slide with the of the overall schedule including the draft environmental impact statement. I was wondering if you could talk a little bit about your plan to and also your legal obligation to respond to public comments particularly those related to adverse impacts and displacement at sort of each stage in the process? Per the NEPA process?

*Right now, we're using any public comments that we have to help inform and shape the process. We want to understand what your concerns are, what are we not aware of that we need to be aware of as we start this process, and then we'll use those comments like I said to help shape and inform the solution and the process and the analysis. When we move into the NEPA phase, we'll have a public hearing, and we are required to respond to all of those comments.*



Is there sort of any legal obligation about kind of documenting adverse impacts that people bring up and responding to those once it enters the NEPA process like between the draft and the final environmental impact statements?

*Yeah, we will definitely. When we receive comments like on the draft environmental document or the environmental document, we'll take those into account and if needed we will go back and look at if we need to reanalyze some of the resources that we've looked at or reanalyze some of the impact. And so yes, we will take a look at that. And we are required by NEPA to take a look at what our proposed action is and what the impacts are to the environment as a result of the proposed action and that's all documented.*

### **Q&A #9**

Hello uh my name's [name redacted] I live on [address redacted] just west of the S-curve. So, part of my question got answered by the other individual in regards to your footprint and how much the surface street accessibility and the I-25 accessibility could increase the footprint correct. So, it could end up coming over into the High Street area, is that a possibility? I mean I know that's a hard one to answer but.

*Yeah, I don't know. I mean certainly anything's possible. What I can say is we are going to consider those to make sure that we understand the impacts of that. So, I'm going to add a little bit to the last answer. So NEPA stands for the National Environmental Policy Act, right. And what it is, this is how I think about it. Sometimes I feel like the use of the word environmental conjures all sorts of images in people's brains and of what the process is. The way I like to understand it is NEPA dates back 1969 signed by President Nixon. But it requires any federal agency to, before they make a decision or make use of federal funds, that they have to conduct a process to number one, make sure that the decision or the money that's being used is being used in in a manner for which the legislation which designated it was intended. Like the money's getting used for the way Congress intended it to be used. And number two, that there are no unintended consequences of that decision. So, what that essentially means is and we talked a lot about purpose and need, right, that's really defining why improvements are necessary and that's a really important part of that because it also translates to, are we are we doing an action for which the money was intended to be spent for? So then beyond that the unintended consequences part of it, is that it doesn't mean that there's not impacts but then when we make a decision that we make in full light and knowledge of what those impacts are and that we do that in a transparent way that people can comment and provide feedback on. Does that make sense, I don't know if that helps.*

I'm just curious about because of your diagrams here and the width so I'm like that width can actually increase depending dependent upon the other.

*It could, yeah. There's nothing magical about those widths. So, there's two diagrams, which one are you looking at?*

Well, I'm looking at all three.

*You're looking at okay the one with the three? So, there's two diagrams and I wanted to explain one that you're not showing. One was just the study area because there's been some there's been some questions about the study area and it's a big broader area. I think it goes from Walter over and I can't remember actually how far. The only thing that that means is that is the area where we're gathering data to*



*consider. There's nothing magical about that. That's an envelope for which we're gathering information, we're identifying where the home...*

It could be changed though depending on these other criteria that might be added or taken away?

*It's possible, yes.*

Then what I just want to add in there is about the wall for the noise, to also take into consideration yeah, the corridor is also I know LA had a big problem with this and that was lungs problem with the was it brake dust and exhaust and all that. Because if it's widened we may be even closer to the freeway than we were before being on High Street so I just want it taken into consideration not just noise but also maybe a lot of like pine trees, fir trees they found that the larger ones can take in some of that exhaust and things like that and help with our lungs and all that type of things so.

*That's really good and I appreciate that a lot. It's really good, there's all sorts of stuff you don't want a part of that comes off of the freeway.*

Yeah, causes lung damage, thank you.

#### **Q&A #10**

Good evening. I guess I'm not sure if I'm question number nine or questionnaire number nine. My name is [name redacted]. I do not live in the immediate area. However, I've moved to Albuquerque in 1978 from a small place called Chicago, Illinois. So, I've had prior experiences with high volume traffic, congestion, and freeways and a thing called the s-curve on Lakeshore Drive and that was there originally and no longer exists but it that was rebuilt probably about 30 years ago. So, I wanted to ask you is that first of all I've sent some comments to you in your email your study email and since I'm the last speaker would the audience and you mind more than one question or comment?

If you could put up your schedule there again, please. My question goes to this is you show the schedule which is a and also the previous slide going back to 2014 I believe where you had a series of these studies and now so starting in 2014 or the latest series of studies going back to 2014 we're now here in 2023 so we're here 9 years later in these studies. Can you give an estimate as to when you will actually start construction? How long will the construction do you anticipate the construction take and your anticipated completion?

*I can give you an estimate. I can understand that things are frustratingly slow with stuff like this. The biggest limitation that exists for stuff like this is money, in flow of money. Very few of us have much say or input or leverage into how money flows into infrastructure projects or projects like this. Now that being said, this District of NMDOT, District 3. which is the Albuquerque area. They have a funding stream and, but they also have other projects that are in the pipeline that consume that funding. There are three other or there are two other significant projects that are planned in the immediate I-25 Corridor. The first one is north of I-40, basically Comanche Road Montgomery Boulevard area being rebuilt. That construction will start sometime next year. So that project is moving. There is another project um which is I-25 reconstruction of the Gibson interchange and that's what Greg's project is. That extends from basically the North side of Sunport to the South side of Cesar Chavez. That will not start until that Comanche Montgomery project is complete because it's just too impactful. There was a comment about construction traffic before. It's just too much strain on the system to have two projects on the I-25*



*Corridor at one time just for traffic impacts. That project is not funded right now. We don't know what the funding is, and we don't know what the timing of that is. However, the department is planning to begin that sometime what late 2026. The s-curve project, this project schedule that we showed up here is a schedule for the study. It is not for the implementation of the project. The s-curve would not begin until after the Gibson reconstruction would start. Only because, well two reasons, number one, flow of money and number two just to not have more than one major project like that in along the I-25 Corridor impacting traffic. That's an educated guess it's not an absolute answer because again it depends on the flow of the money which we don't necessarily control.*

Okay thank you for your honest answer. I was looking for approximate date but thank you for your honest answer. Speaking of budget, what is the anticipated cost of or cost range of the s-curve realignment? Because I know that from a government standpoint before you undertake even a study you have to have some idea of what the cost range is to see what the monies would be and where the money would be coming from?

*Yeah, hopefully I give you an equally satisfying answer with this one. I'll talk from my recent experience with what I refer to as the Comanche Montgomery project. That's about 2 and a half miles of the interstate corridor including the reconstruction of two interchanges. That total project cost is, this is round numbers, roughly \$200 million. That project is not as complicated as the s-curve area. So, if you can kind of use your scale and judgment about that, we're talking hundreds of millions of dollars.*

So, it would be easy to estimate that if combined s-curve realignment and Gibson interchange, Chavez interchange rework together would be about a billion dollars?

*I don't know if that's the right number or not. I'm trying to give you orders of magnitude. We don't know what's getting built so we don't know what the actual cost estimate is, but I mean we're talking hundreds of millions.*

Thank you. Along that budget line, do we have especially since you're in District 3, do you have any idea what other lines of funding you could tap into?

*I think everybody has heard in the news of the infrastructure bill, right. That's out there. I'm not an expert in that. That has increased some flow of money and increased some funding around. There is also a number of grant projects or grant programs that are out there to fund large scale projects and the department has applied for those and has not been successful. They are highly competitive programs and there's a ton of competition for those countrywide and that's about as far the extent of my knowledge on it.*

Thank you if I may ask one more question? With the recent invention or demonstration of flying automobiles, is your study taking into consideration how the I-25 or any highway within the city could be impacted by flying cars and the design of the highways?

*I'm certainly not an expert in it. It hasn't been a consideration thus far. Outside of flying cars, the more emerging consideration is intelligent transportation or intelligent vehicles and there is an awful lot of research going on. Actually, how that is being applied on a project-by-project level it hasn't made it to that point yet but DOTs across the country are having to consider what that might mean for them in the future so that they don't build things now that might preclude it.*



Quite understandable, since they've been doing that in California since 1985, thank you.

## EMAILED COMMENTS

Note: Public comments have not been edited.

Emails that included attachments are denoted with an \* (asterisk). Attachments are included in [Appendix E: Email Comment Attachments](#).

### ***Comment #1***

There are no sidewalks south of Coal Avenue for pedestrians to cross I-25. Cesar Chavez and Gibson Boulevard both need sidewalks and safe bike lanes to traverse I-25.

### ***Comment #2***

As a cyclist who commutes under I-25, I see new debris from car accidents every day in the E-W streets that pass under the interstate. This is an accident hotspot due to poor design that encourages high speed and risk-taking. On my bike, this is easily the most vulnerable part of my commute. Low lighting, high speeds, lack of a protected bike lane, and high surge traffic all lead to unpredictable behavior by drivers. What I would prefer is for a downtown E-W non-arterial street without an on-ramp as a safe alternative for cyclists and pedestrians, multiple would be even better. As an example, look at Gabaldon Dr NW where it crosses N-S under I-40. I think Copper Ave, Gold Ave, Silver Ave are all excellent candidates for this type of street. Or even a smaller bike/pedestrian only tunnel might suffice if well designed. I would also say that the modifications to MLK Jr Ave are a failure, with the intersection remaining as dangerous and chaotic for everyone as it was before. The on ramp should be completely removed here. The cycling and pedestrian community badly need a show of goodwill in Albuquerque and remedying these long-standing issues would go a long way.

### ***Comment #3***

Please rework the S curve. Every time I travel that area it feels unsafe. The combined factors of speed of traffic, narrowness of lanes, the density of other cars, and the curves, all form together to cause an anxiety-inducing drive through that section, and during bad weather it's even worse. I personally witnessed two crashes happen in real time in the curve area during winter weather a few years ago.

### ***Comment #4***

You already have enough with there for all the traffic. However, the curve messes it all up. How feasible is it to stack the highway in that section? You still then continue connecting the frontage roads on both sides. And you may successfully take the curve out. APS might have to give up some of their land on the side of the freeway. Just was thinking about a solution as I was one an OTR long haul driver.

### ***Comment #5***

Anything to keep the freeway moving...Fix it. 100% support fixing it. Issues bonds to pay for it etc.

### ***Comment #6***

I think the S-curve stretch of I-25 in Albuquerque is a prime candidate for a pedestrian crossing. The Silver Avenue bike corridor is a fantastic option for pedestrians, but it gets cut off by the interstate, and the only options for crossing the interstate on by very busy and dangerous intersections for pedestrian/bicycle traffic. A safe way across would help connect the neighborhoods on either side of the





freeway. It would also provide a much easier corridor for non-motorized travelers between downtown and the university area.

***Comment #7***

One need only look at the black tire impact marks on the barriers to get a true picture of the problems. Although there are many reported accidents there are many barrier strikes that are not reported. If they were all reported it would show the true dangerous nature of the section.

***Comment #8***

I do not recommend it, and this is why. I live in Santa Fe and the put one in under I 25 on Cerrillos. The accidents are bad and often with people going the wrong direction because it is the norm on how to drive to always stay to the Right.

***Comment #9***

The curve is largely problematic because a) it requires a significant reduction in speed to navigate, which in turn, adds to a bottle neck and back up of every lane especially northbound at rush hour. It became a standstill, which Germans on the autobahn call a stau. It is maddening if you are traveling north bound from a long 250–400-mile trip and are almost home only to stop dead. b) It needs to be straightened to be able to both navigate safely and maintain a speed which does not bring it to a halt, c) several on off ramps in that section can go, reducing problems with merging, people can learn to take new exits and utilize the access ways, and d) figure out how to widen it to eliminate the physical bottleneck of reducing lanes, after the widened north bound section, north of Rio Bravo. And while the DOT is taking suggestion, overhaul, repair surface and all infrastructure of I - 40 west of Albuquerque, and I - 10 west of Deming. Worst pothole highways in the west.

***Comment #10***

I have been commuting on the I 25 corridor for the last 18 years and have found this area of road to be a constant frustration. Recently, with the closure of the Martin Luther King exit and the extension of the on-ramp from lead to Lomas, the traffic has been better in that area. The merging traffic from Cesar Chavez and Lead to the northbound lanes still causes quite a backup in busy traffic times. I have noticed the southbound lanes are not usually subject to quite the same back up due to the fact that there are no on-ramps before or in the S-Curve area, as there is in the northbound lanes. There are plenty of exits here, but no entrances until south of the S turns. Ideally, the Lead on ramp should be closed. Traffic could easily be redirected along Locust to the MLK on ramp and to Lomas. If that is not a possibility, maybe a metering light or re-prioritizing it for emergency vehicles only. Drivers merging onto I 25 northbound from Cesar Chavez also use Central exit lane as a passing lane in order to cut over in front of the slower traffic entering the S-Curve. This could be remedied by shortening the merge before the S-Curve starts. I feel that making these types of small adjustments, to the configuration of the exits and on ramps in the S-Curve, will help traffic flow smoothly through this area without negatively impacting the surrounding community. Thanks for your time and I look forward to the results of this study.

***Comment #11***

I wonder if the curve just needs to be decreased instead of straightening. Perhaps you mean the same thing. My concern is people own houses on that stretch and do not want to see them have to sell for this. I would love a study done for Unser and Ladera. Bad crashes happen at this intersection.

**Comment #12**

Straighten it out.

**Comment #13**

Good afternoon: These are my comments for the NM DOT I-25 S-curve study. Thanks in advance for your help and consideration.

I find it nonsensical that it should take until 2025 to study this short stretch of freeway. I have driven it constantly for eight years during my commute to work and would be happy to tell you that it needs to be completely removed and rebuilt. Even 25 years ago when I was learning to drive, when the traffic was not as voluminous as it is now, the curve was difficult and stressful to navigate. I understand this is owing to the angle of the curve combined with the speed limit of 55. Few drivers take the curve at this speed unless there is some kind of slow-down.

I assume there are existing studies, if not mountains of complaints like mine, that should tell the DOT what it needs. Even I, as a lay driver with no engineering background, can understand how the curve is problematic. How does the DOT plan to justify such a lengthy study, except to collect additional money for its "effort?" I expect we'll hear the usual platitudes about how NM DOT is committed to the safety of NM drivers and maintaining its roads. To offer an appropriate idiom, please tell us how the rubber will meet the road.

What does the NM DOT intend to DO during this study? What are the material outputs it wants to achieve? Why does the DOT lack what it needs to know about the S-curve already to require another year to discover the information? What does it hope to learn? It isn't as though the DOT is unfamiliar with the surrounding city blocks and current traffic flows to where it doesn't understand how the area will be impacted. Right?

The curve should've been addressed during the closure of the MLK onramp. That would have been the opportunity to tear it down and build a better, wider, straighter thoroughfare. Any future deconstruction of that section will be a mess on the scale of the reconstruction of the interchange, the Montano bridge, or the Paseo rebuild, but it could be a decision that shows that the DOT is putting some consideration into the maintenance of its roads, long-term population considerations, and the safety of NM drivers. It could be, if done correctly. Do something drastic about this curve, do it right the first time, and for heaven's sake, do it fast. The current lane closure for median work at Avenida Cesar Chavez has already been in effect for a month and it's still not finished. Please stop taking your time, NM DOT. It eats into the time that belongs to the taxpayers.

All that said, please do not contract whoever designed the Paseo rebuild. That interchange is a hot mess, I don't know a single driver that understands the layout or cares to drive on it, and the DOT can do much better. Please hire an engineering firm and not a borderline architectural firm.

The NM DOT likely already has a plan in mind and this call for comment and study is just political theater, but I'm always happy to be proved wrong on that kind of suspicion.

Best regards and good luck to us all, Albuquerque,

**Comment #14**

NMDOT S-Curve Area Study Team,

The Santa Barbara Martinez town Neighborhood Association (SBMTNA) would like to thank you for attending our SBMTNA meeting in October 2023. Thank you for explaining the New Mexico Department of Transportation in cooperation with the Federal Highway Administration proposal to do a study that explores a transportation solution to improve safety and mobility on I-25 between Avenida Cesar Chavez and Lomas Boulevard.

The association is writing this letter to oppose any recommendations that considers removing the historic homes in the Huning Highland and South Broadway Neighborhood on the westside of I-25. The I-25 S Curve Area Study should be required to include the protection of the health, safety, and welfare of the current residents by protecting the historical neighborhoods.

The SBMTNA requests that the NMDOT Study team should not recommend the westside of I-25. We also recommend that inclusion of another lane is not considered. The SBMTNA recommends public participation and the public's recommendations are implemented. The residents' homes which are on the list for removal should have their recommendations listened to first. SBMTNA does not agree to the removal of any homes. Any recommendation to remove homes is discrimination against economically disadvantaged people.

SBMTNA requests that the current environmental effects of the freeway be included, not only the proposed assessment of the environmental effect of the final proposed action.

One of the City of Albuquerque's goals is to encourage people to use alternative transportation to protect the environment. The expansion of the highway to include another lane goes against the recommendations to protect the environment.

At the October SBMTNA meeting, the board agreed to write this letter to oppose any idea or recommendation to use the westside of I-25 to straighten the S-Curve or include another lane. There should not be any proposals to include the west side for this project. The proposal needs to consider the health, safety, and welfare of the residents as well as the preservation of these historical neighborhoods.

Thank you for your attention to this email.

If you should need to contact the association, you can call [contact information redacted].

**Comment #15**

I usually drive "the Curve" in our 45' motorhome and have found that the curves are too sharp, for being in the middle of an interstate highway, and the banking of the curves make maintaining one's traffic lane problematic. If I am in a car the curves are not a huge issue, but still require a speed reduction. Added to the banking and the sharpness of the curves, merging/exiting traffic (both directions) complicated an already piece of road. Straightening the Curve and moving the Ramos would make this a totally unremarkable piece of road!



**Comment #16**

I'd like to comment on the S-curve study. The area you want to acquire west is the freeway is historic. Many families have been living there their entire life. My aunt and uncle have lived there since the 50's. I was born and raised in this neighborhood before I left to the military. I returned after retirement to look after my parents who still live in the neighborhood.

Where will all these displaced families go? Housing is too expensive and highly sought after. People are bidding thousands over asking to be considered for a purchase. Hundreds, if not thousands of families will have to find somewhere to live.

Options to consider instead of this project could include:

1. Reduced speed they're the Metro area freeways to 55, while the S-curve could be reduced further to 50.
2. Traffic speed enforcement with cameras.
3. Educating Albuquerque drivers in safe practices. We are ranked 6th worst drivers in the country.
4. Consider building a loop around the city for trucks and others who would benefit from not using the Metro area. Most major cities have loops to alleviate traffic in the Metro area.

There are options that don't displace historic families and destroy some of the first neighborhoods after old town. The street names are named after the civil engineer who first developed this area. We must key our historic areas or else we lose what makes us special.

**Comment #17**

I say build the interstate up over the top of either West or East side, maybe folks will think about conceding a bit.

**Comment #18**

Absolutely not. Leave it alone. It's been like this for years. People need to learn to drive better and put away their phones. There's nothing wrong with it. It already takes an hour to get through I25 with the current construction I can only imagine how long it would take to get to work if you all fully reconstructed it. Whatever is going on now on I25 is taking too long I can only imagine how long something like this would take.

**Comment #19**

Slow down traffic with plenty of warnings clearly marked. If needed add one additional lane on each direction. Start now slowing down traffic with clearly marked warnings. Make it be a highly ticketed area with warnings. Also let people know they will be ticketed. (cameras not officers) Use the 100 million to improve other streets in the city!

**Comment #20**

Currently, the only signs warning drivers of the S-curve is a reduction in speed limit to 55 MPH. Maybe you should experiment with warning signs/lights etc. before you tear up the road and communities. Might be that all you need are some warnings and people would have a heads up what's coming.

**Comment #21**

Hello, how about teaching new Mexicans how to drive? Instead of giving driving licenses to people who shouldn't be driving make the test harder, teach them the meaning of "stop", "yield", "red light", basic stuff; then limit the speed of semi-trucks to 60 while on urban areas, and finally enforce the LAWS! Anyone pretending to be "fast and furious" should get their license suspended for a year at least. Put highway patrols on the highways. Easy. There's no need to modify anything and waste tons of money on something that was engineered for proper driving in the first place if people in this state would actually know how to properly drive and behave. Good luck.

**Comment #22**

Thank you for the opportunity to provide input into possible solutions to remedy the unsafe traffic issues related to the S-Curve along I25 in historic neighborhoods. It is important to consider the aesthetics for surrounding neighborhoods and sound levels as the hospital and homes are nearby.

What a fantastic opportunity to create a space that helps traffic flow more easily, gives the nearby neighborhood, to the west, several updates with artwork and sound barriers and creates a place that visitors to our city will appreciate.

I propose an over/under version to the current issue.

You could use the existing shape to create on and off ramps but northbound traffic could stay in the 3-4 lanes in a top deck while southbound traffic could be continued at the current level which would become the lower deck while the integrity of the streets below with necessary improvements to these as needed. Because this will be quite tall, there does need to be consideration given to making this a beautiful addition to our city. Not just a road. Design to include unique creative solid innovative design, beautiful artwork in the form of metal work and or murals included and upgrades to the neighborhood parks and roads that will receive traffic flow from easily accessible ramps.

Perhaps looking for ways to include solar power and create a space for individuals who are hospitalized to enjoy the artwork or appreciate the design of this traffic solution.

I look forward to seeing a magnificent solution and again thank you for the opportunity to provide input.

**Comment #23**

Thanks. My only comment was a suggestion to do a double decker, similar to what Austin, TX did back in the 1980s with I-35. No property claiming necessary. Traffic on the bottom level would flow just like it does now, while traffic on the top level, which would only need to be two lanes each way, would have no off/on ramps south of I-40 through Avienda Cesar Chavez and would be a way to move traffic through that tricky congested area with ease. The higher level could start just north of Sunport and merge back with the lower-level south of the big-I. Granted, this wouldn't solve the s-curve, but would reduce the volume through the s-curve significantly and make it easier for driver to enter/exit the interstate in that downtown stretch.



**Comment #24**

I would recommend you look into this idea I have for the s curve on I 25. My recommendation would be to put s curve underneath the ground. It would be great if you use a combination of stainless steel and concrete for the tunnel.

This would be a straight eight lane highway. Four lanes on each side of the highway. This will eliminate issues from above ground vs. underneath the ground. During winter weather, you won't have to plow the snow inside the tunnel. Thank you.

**Comment #25**

I've been an Albuquerque resident for over 35 years and have travelled that curve many times over the years, as have most of us.

It is not the curve itself that has caused so many accidents, it is the failure on the part of most drivers to observe the speed limit.

So, my opinion is that it should not be rebuilt- this would be VERY expensive- but rather flashing lights, larger signs, speed enforcement should be implemented first.

ANY speed enforcement on 25 and 40 through town would be wonderful!

**Comment #26**

Thanks for asking public input. I travel this area frequently and it seems there are 2 problems... feeder on/off ramps and the curve.

I suggest making two x's at either end of the problem area... here the northbound and southbound would cross over one another and then once through the area cross back to original. I think this would cut down on the severe curves. The feeder roads need to exit before area on both sides north/south and allow local traffic to enter /exit safely while giving I 25 more room to handle follow through traffic.

**Comment #27\***

Hello! I just wanted to share something that might help with the I-25 S curve. It mostly involves just paint so it would be a minor investment to try while the study goes on.

Chicago's Department of Transportation had success with a simple illusion on a notorious hot-spot for crashes, a bend at Oak Street on Lake Shore Drive. City officials tried nearly everything: making lane markings clearer, putting up bigger warning signs, flashing lights at the side of the road. All in vain; drivers just kept crashing.

In the end the department painted white lines across the road – each line closer to the next as cars got nearer the curve. This perception of shrinking distances makes drivers think that they're going faster than they really are. According to a study there were 36% fewer crashes in the six months after the lines were painted in September 2006 compared to the same six-month period the year before. Hansen believes this is one of the best psychological tricks to reduce speeding.

<https://www.bbc.com/future/article/20140417-road-designs-that-trick-our-minds>

**Comment #28\***

The S-curve area should be buried in a tunnel so that all the historic areas including the University and hospital could enjoy green space and tranquility.

**Comment #29**

This is our once-in-a-generation opportunity to fix mistakes made building our interstate highways in the 1960s, cutting city downtowns in half and considering the speedy movement of motorized transportation above all other area users. The result is a grim combination of area value destruction (air and noise pollution, property/city tax monetary values, etc.) and a poor user experience, including death from crashes. This, in the middle of THE major city in the State; in many ways the “calling card” area of NM!

Instead of continuing to favor North/South motorized traffic passing as fast as possible through town the new plan should prioritize reconnecting the University area with Downtown in a way that equally considers all modes of human movement in the whole area (pedestrians, bicyclists, buses, cars). By doing so, the feel of the whole City would improve; area business (therefore, City tax base) as well as a myriad of positive knock-on effects which happen when cities accomplish this type of change. Indeed, Austin, Texas is considering similar highway through downtown changes. They’re also choosing between expanded lanes to accommodate ever more cars (which only induces more demand) or real alternatives like burying the highway and building a tree lined boulevard connecting East Austin with downtown.

Do we want the same horrible design we’ve had all these years for the same horrible outcome? I hope we can think differently and act boldly for something much better.

**Comment #30**

I've lived in Albuquerque since 1980 and have used the "S Curve" portion of I-25 primarily when traveling to/from the ABQ International Airport, and only during low peak hours. I've considered design alternatives every time I see brake lights ahead of me, when I see tire marks on the edge barriers, and when I hear that traffic is backed up due to accidents in that section.

I've studied existing properties on the east side of I-25 and realized there aren't any crucial businesses, hospitals, schools, historic cemeteries, or topography that would restrict shifting this curved section to the east. Properties south of Coal to just north of Avenida Cesar Chavez are prime for straightening the S-curve. I don't know if APS would have to give up a portion of their Maintenance Complex.

I think property owners that must give up land should be fairly compensated, even if an added premium is offered to use this land for the benefit of the community and I-25 motorized traffic. The first priority should be the straightening of the curve.

Secondary consideration may be access to/from Central, since Presbyterian Hospital access by first responders is a high priority.

My comments do not address roads that cross I-25 since I don't live in the area, however, since I'm a bicyclist, I prefer designs that utilized barrier-separated shared-use paths to provide a safe area for pedestrians and bicyclists. I would use this design even under bridges or tunnels. One life saved by such a design far outweighs the costs of barriers.



Recent reports of pedestrian-automobile incident deaths as well as my personal experiences have provided me with ideas for traffic light pattern modifications. Some intersections have higher number of pedestrians than others, so my comments related to these types of intersections, not all! Over the years I found myself at an intersection wanting to cross, after pressing the "Walk Button", I got the "WALK" signal. Unfortunately, automobile traffic wanting to make a left turn, also got their "Green Arrow". I've carefully commenced to cross the lanes but have had to look over my right shoulder hoping the driver saw me and was kind enough to allow me to get to the other side. I've had drivers honk at me, flip me off, speed up before I reach "their" lane. I've pointed to my "WALK" signal, only to hear a "F... You!" and get a one finger salute. I've called Traffic Services in both Santa Fe (I worked 30 years at the NMDOT General Office for 30 years) and Albuquerque (after I retired) asking if the signal pattern could be modified in some high pedestrian use areas to switch to an "ALL RED" pattern for a set number of seconds, after the walk-button had been pressed, allowing time for the pedestrians to cross. I've never received a supportive response.

I chose not to offer an opinion on I-25 accessibility options, other than access to Central, which I already addressed.

I appreciate the offer to take public input on this project. I'm including my contact information for accuracy in your record keeping.

**Comment #31**

Comment on the S-curve in South Albuquerque, instead of widening I-25, increase public transportation, allow busses to travel from Rio Rancho, Los Lunas, to work with ABQ ride. Lived in Denver over 30 years, their RTD. crosses several counties, providing access to major employers and DIA, the airport. My thoughts.

**Comment #32**

Looking at the photos on your website, it would appear that any alignment would approach the backside of the community center immediately across the street from my home. It is the white horseshoe shaped building to the north of Avenida Cesar Chavez.

This would take out many homes between I-25 and Walter (to the west of the freeway).

You are not making me feel good about your plans. You really respect my neighborhood? It would not appear to be the case.

**Comment #33**

Good morning,

Why can't the speed limits on this stretch of I25 be enforced? People know not to speed in the areas of San Ysidro or Cuba. The police enforce the speed limits at great cost to those pulled over. That is as it should be.

This seems to be the simplest solution to the whole problem. Why should my neighborhood have to experience all the inconveniences and (probable) disruptions because people who don't live there can't obey posted speed limits?

Looking at the study area, it appears that changes to the S Curve could end up almost in my front yard. I live at [address redacted] and [address redacted] across the street from the community center that



shows up as a white horseshoe on the aerial photo of the study area. The realignment would have horrible consequences for us.

I also know that NMDOT asked Albuquerque Public Schools about acquiring the land to the east of I25 to straighten out the S Curve. This would have cost roughly \$12,000,000.00 back in 2014. What has inflation done to the price of this property since then?

We can all see in which direction the alignment would move; through the same neighborhood that suffered through the construction of I25 back in 1960. Your organization is no more interested in us now, as it was then.

**Comment #34**

I drive the 's curve at least once a week.....perhaps a little better signage could help folks un familiar with it....but it is not an infrastructure issue, it is a driver issue issue...in a town with MANY driver issues!

**Comment #35**

I fully support straightening out the roadway. The reduced speed limit does little to slow traffic down to a reasonable speed.

The obvious solution is to just "move" the freeway to the east, which is a big deal, but the land usage in that area is limited to industrial buildings and storage lots and only four of them would need to be either relocated or over-decked. Single story buildings would easily fit under the relocated freeway.

**Comment #36**

I bought my home in the Huning Highland Historic District because it was a beautiful, 100-year-old Pueblo-style home, surrounded by others with even more history and architectural interest. I bought it because it was in a gorgeous, walkable, truly unique neighborhood- the kind of neighborhood every city would value and protect; the kind of neighborhood that would forever be considered a desirable place to live.

Huning Highland is a pedestrian-friendly, downtown neighborhood crowned by Highland Park. It is one of only two historic neighborhoods in downtown Albuquerque- arguably the only two truly historic and walkable neighborhoods the city has to offer. (The other being the DNA/ Old Town, which is home to several politicians.) Both neighborhoods have established residents who have invested years of love, time, and their lifesavings into restoring their historic homes. In addition, both neighborhoods are home to mature trees and shaded streets - a valuable ecological feature in the desert Southwest.

Highland Park draws people from all over who come to picnic, walk their dogs, and play with their kids. (Many people drive to this park to enjoy it- I see them every day from my house which sits above the park.) Hotel Parq Central, which borders the park to the north, is a historical landmark central to Albuquerque's history. Its recent restoration cost 26 million, and it is currently one of the Crown Jewels of our neighborhood.

Highland Park is also one only TWO small public green spaces in the downtown area. (The other being the park bordering the DNA, which hosts Sat Grower's Market.) In addition, Highland Park is home to the historic ABQ Press Club, which was built by famous architect Charles Whittlessey. (Whittlessey built the renowned El Tovar Lodge at the Grand Canyon.) Whittlessey also designed my neighbor's house in the groundbreaking style of Greene and Greene- California early modern. These structures are historic



landmarks, the stuff generations tell stories about- they are central to the history of Albuquerque. Countless articles have been written about them through the decades, including a feature in ABQ monthly on my neighbor's home.

Considering any proposition to take the highway to the West, therefore cutting INTO this historic neighborhood, would be insanity. Literal, insanity. I for one, would leave Albuquerque permanently should this happen. You would be destroying one of the most charming aspects of downtown ABQ- rivaled only by Old Town. It is the Huning Highland neighborhood (intact with its park and all of its charming architecture- much of which are adjacent to the highway in close proximity) that provide a beautiful border to downtown on the East- and make downtown more than just another bunch of office buildings, random condos, and urban chaos. It is our neighborhood (along with the DNA and Barrelas to the South) which give Albuquerque's downtown a sense of identity- a sense of history and permanence.

Doing ANYTHING to disrupt this long-established neighborhood would displace long-term homeowners (and newer homeowners like myself who have put their life-savings into restoring their properties), remove a park well-loved by the nearby communities, and ruin one of the most charming features of downtown Albuquerque. (Not to mention possibly shuttering all the local nearby businesses that serve the neighborhood.) It would be an urban planning disaster on a historic scale- not to be forgotten by those who remain in this town.

Take the highway to the Southeast, where the actual S curve can be straightened with least amount of land impacted. Take it through an area which is commercial and mostly undeveloped. Do NOT take it through a residential, historic, well-established, and ALREADY WALKABLE neighborhood downtown, on the 'pedestrian friendly' side of the highway! Take the highway away from the residential parts of the city; not into them more!

We've already suffered the decade-long, pork-barrel "electronic bus-line" project- let's spare the city another humiliation which closes businesses and wastes tax-payer dollars only to make things worse in the end. (To the benefit of a few, already wealthy individuals, and shareholders.) The only safety issue with IH25 is that the on-ramp from Coal immediately turns into an Exit-Only Lane, so drivers have to merge quickly across two lanes, with traffic racing past at 80 mph. The fix for this would be to lengthen the merging lane or prevent it from being an Exit-Only Lane. If it is deemed that straightening the curve is really necessary (I do not think it is, nor have I ever witnessed or heard an accident there), then straighten the road to the East, south of the Coal on-ramp.

However, far more effective would be actually enforcing the speed limit along the downtown stretches of both Interstates. This S-Curve project- to the tune of hundreds of millions of dollars- seems like a huge and futile waste of tax-payer money. It is a project that will be incredibly unpopular; especially if it damages the very neighborhood it aims to assist- the residents of Huning Highland who are overwhelmingly the people using the Coal on-ramp! That money could be better spent on a myriad of other improvements that Albuquerque actually needs.

Sincerely,

***Comment #37\****

I am very concerned about any alignment that will damage or remove properties to the west of the current alignment. The community to the west was damaged enough with the original construction. I





have attached two sketches for possible realignment. If land is to be taken, it makes more sense to take underutilized land owned by UNM.

Although I do not live adjacent to I-25, I am involved in the protection Albuquerque's historic neighborhoods and properties. This is not limited to those currently registered historic properties but includes those which still tell the story of our city.

Thank you,

**Comment #38\***

I was unable to attend the NHCC Meeting. I would like to share my thoughts with your working committee.

Intro: My interest/info:

- A South Broadway Homeowner 1993-present [address redacted]
- photojournalist for Instagram's @abqonscene, a page for Abq First Responder photographs (attaching several photographs of i25scurve mva's .
- as a citizen and as a volunteer for Abq's Community Emergency Response Team, I have rendered aid at several crashes.
- I was involved in a 7-vehicle crash where a trucker hauling an actual 'median' that flew off rig and exploded high into the air, after it hit an actual median. Concrete fell out of sky onto 7 vehicles; this story made media outlet stories. Trucker illegally driving during 'rush hour' (for one thing).

Opinions/comments:

- Since my earliest neighborhood meetings (1993) the S Curve, it's history with APS, has been a topic of interest to residents.
- Often discussed: Why No Sound Barriers?
- Why the boondoggle of the Sunport extension to ostensibly the South Valley, in fact to 'nowhere' when our neighborhood lacks so much road wise?
- For the Huning Highland, Martinez Town, South Broadway neighborhoods, sound and 'bad air' are accepted and have been a 'forever problem'. When combined with train traffic, astonishing to me how yard decorations so easily become blackened by poor air quality.
- No longer a joke, GENTRIFICATION is happening now and will increase. Are higher income folks likely to 'put up with noise and poor air quality, as older residents?

Thank you for hearing my written input about the i25scurve's future.

For your interest, I will share my original photographs published by me [name redacted].

**Comment #39**

I suggest you leave the S Curve and build a straight flyover (elevated road) over it.

The S Curve below would be modified to serve as a frontage road to access surrounding areas .



This approach could reduce the funding required significantly.

**Comment #40**

I strongly encourage you to eliminate the S-Curve. I hate driving through this section of I-25 because it is so curvy and dangerous! My family of 20 extended family members agrees with me!

**Comment #41\***

Please see the attached file called "Option A" to view my ideal alignment for I-25. The attachment "Option A-Structures" summarizes buildings that could be affected by this alignment.

I am also attaching maps and rationales for two proposed bike/pedestrian bridges across I-25.

As for other bike/pedestrian infrastructure improvements, I would like to highlight the conditions in the area around the Avenida Cesar Chavez interchange. The current state of affairs is woefully inadequate. Indeed, any bike/pedestrian infrastructure on the east side of the interchange is nonexistent. There are no sidewalks! I live on [address redacted], and my neighbors 3 doors down is wheelchair-bound. It would be impossible for him to travel to the Pit by wheelchair or motorized scooter to see a basketball game. This is a tragic and astonishing situation. Furthermore, the sidewalks on the west side of the interchange are too narrow and contain utility poles that impede movement.

As for noise, I emphatically agree with the numerous comments at the public meeting regarding the lack of noise walls in the South Broadway residential area. I want to state that noise walls would also be needed along any frontage roads—not just the interstate itself. We also need signage on Interstate 25 reminding truck drivers not to use their engine brakes in this residential area, because they frequently do so.

Thank you for your efforts. If you need elucidation about any of my comments or proposals, please do not hesitate to contact me.

**Comment #42**

Dedicated bike crossings/bike lanes at Central/I-25?

Concerned about displacement of local residents, historical buildings

Concerned Parq Central is being targeted although it is a historical building

Concerned about Highland Park being further ruined by I-25 changes

Could we work with city to add pedestrian and/or car intersection @ The Grove and @ The Range Café?

Are there any underpass projects of good quality the team can review and use as inspiration? Central / I-25 is gateway to City and that underpass should be treated as special

Has team considered slowing speed down along S-curve, regardless or in addition to other changes?

Any Case studies EDo should know about?

Idea: Add "Future developments we are aware of" section to website, ensuring the team knows about all future developments including Mesa Del Sol, The Highlands, etc.

Connect w/ Presbyterian/Titan about The Highlands and Future plans



Book “The Geography of Nowhere”

Opposed to ideas that force Broadway into a main N/S alternative to I-25, especially given that I-25 is so close, it was never intended to be a main way of traversing N/S through downtown.

What federal funds/programs are being looked at in conjunction with improvements made here?

**Comment #43**

The Office Building of Summit Construction at 900 Hazeldine SE is a one-of-a-kind building designed by Don Stevens of SMPC Architects and built in 1965. We have made countless renovations, upgrades and additions throughout the years, such as a complete Mechanic Shop upgrade, improvements to our Steel Fabrication Shop and most recently a [cost redacted] HVAC Unit.

Summit Construction has been a long time Partner Contractor of [name redacted], performing mission critical services in the interest of National Security. Any disruption to our Office performance or Steel Fabrication Shop/ Mechanic Facility would be detrimental to our ability to complete our Federal Contracts.

Before renovating the current S curve, we would recommend first attempting to slow the speed of traffic approaching the S Curve using state of the art technology, such as bold signage installed over the interstate in both directions as well as rumble strips in the asphalt alerting drivers to the upcoming curve and lower speed limit.

If state of the art signage is not an option, we would recommend the construction take the West route in order to avoid the destruction of our entire Office Building, 3.5 acres of Construction Yard, Steel Fabrication Shop, and Mechanic Shop.

Thank you for your consideration.

**Comment #44**

Hello the s-curve on I-25 is antiquated and unsafe. Update it and get it done.

Thank you.

**Comment #45**

Thank you for taking the time to receive community feedback. I filled out the survey at i25scurve.com, but wanted to add more thoughts beyond what was asked.

First of all, I applaud your consideration for pedestrians and cyclists, and other non-motorized users. This stretch of I-25 divides our city in a terrible way, and having access across the freeway, not just at the streets where an onramp exists, will be wonderful. I hope there will be many crossings, both bridges and underpasses, that connect the neighborhoods on either side.

Now to the part about actually straightening the freeway. I was shocked to see that not straightening was not one of the options. To put it bluntly, I think straightening is a terrible idea. Years of construction will massively disrupt, and in some cases destroy, the surrounding neighborhoods. Even if all the benefits of straightening were to come true, straightening is still not worth the trade-offs. It is 2023, seven decades after racist redlining to build freeways destroyed the fabric of our downtowns across the country, and we should be done tearing down homes and businesses to accommodate freeways, no



matter their “historical” significance. A home is a home. A 100 year old building is no less valuable than a 50 year old one.

Regarding safety of the actual freeway, the data presented on the s-curve website show the last five years of crashes, but have no reference to years prior and have no proof that shows the s-curve is actually a contributor to crashes. The claim that drivers have “too many things to pay attention to”, i.e. the curve, on/off ramps, and traffic, goes against all sorts of research that shows that drivers slow down the more they have to pay attention. Straightening the curve will only allow drivers to go faster and be more distracted, thus causing even more crashes. See the data on how crashes increased during COVID lockdown even though the streets were empty. It’s because drivers were going faster.

The reason cars go too fast through the s-curve currently is because southbound, the freeway is six lanes wide for the preceding mile with a 65 mph speed limit, giving drivers the comfort to cruise well above the speed limit. There is very little warning that the curve is upcoming, just two little 55 mph signs on either side of the freeway. Northbound has a similar problem, although there are only 3 lanes, but a long stretch of straight-as-an-arrow 65 mph (preceded by 75 mph just a few miles prior) speed limit also with few signs, contributes to drivers entering the s-curve going too fast. Large warning signs with automatic speeding ticket cameras could do a lot here. Possibly eliminating the onramps within the s-curve could reduce the number of conflict points.

The other rationale for s-curve straightening is to keep up with projected future traffic increases. I was shocked to see that the study does not even acknowledge the widely-recognized phenomenon of induced-demand. (In case you need a primer, here is the wikipedia article: [https://en.wikipedia.org/wiki/Induced\\_demand](https://en.wikipedia.org/wiki/Induced_demand)) Furthermore, we must admit that we have NO IDEA what traffic will be in 30 years, let alone next year. Here is a good article about why traffic studies are “junk science”. <https://usa.streetsblog.org/2023/04/04/why-traffic-studies-are-junk-science-and-why-we-rely-on-them-anyway>

The bottom line is trying to build our way out of traffic NEVER WORKS. Widening and prioritizing freeways in the center of our city is the surest path for our city to become another Los Angeles, with its endless traffic and no alternatives to driving.

The final and most important reason to not straighten the s-curve is the massive disruption and literal erasure to bordering neighborhoods. The fact that we are even considering demolishing homes and business for yet another freeway project shows that we have learned nothing from the past 70 years of car-centric city planning that has eviscerated downtowns all across the United States. The idea that we are even considering prioritizing motorists that are passing through the city, shortening their travel time by mere seconds, over families that live and breathe in the area around I-25 shows that we still have a long way to go.

Sure, go ahead, and streamline the on/off ramps, repair the bridges and overpasses, and provide better non-motorized access across the corridor, but PLEASE do not straighten the s-curve. It will be a colossal waste of millions of taxpayer dollars, disrupt and destroy local neighborhoods, and provide exactly zero quality of life increase for anyone.

Thank you for your time.



**Comment #46**

When conducting this study, please provide equal consideration to pedestrians and cyclists. Please focus on the safety of these vulnerable road users in the S-Curve area. Mobility through our city becomes hindered by limited safe crossing options. Feeder streets where the speed and flow of motor vehicles have historically been prioritized have caused these limited options.

Things to consider:

prioritizing level paths for pedestrians and cyclists when grade separation is implemented. This reduces effort for people choosing active transportation.

More grade separated paths dedicated to pedestrians and cyclists

implementation of safety measures like bike lanes protected with physical barriers at intersections.

make dedicated bike lanes linear through intersections.

Do everything possible to make sure motorists are expecting pedestrians and cyclists and to make sure motorists understand pedestrians and cyclists are welcome and are in their right to use our city's streets and roads. Signage and Design (e.g. painted protected bicycle lanes) are a good examples.

Have roads with no feeder lanes crossing i25 that include bike lanes and generous sidewalks running along such roads.

As a cyclist who commutes to work by bike, I find it puzzling that crossing i40 near Winrock or crossing i25 near Osuna requires such a steep slope to access the grade separated bridge. Remember, motorists only need to depress a pedal while cyclists and pedestrians need to put much more effort into traversing such a climb. This is why I ask for the prioritization of a level path for those using active transportation. Grade separation is great, but please prioritize correctly. These planning choices are also experienced on the north diversion channel where it's evident that cycling around the city was an afterthought. With good planning, moving through the city safely won't require a car. Please consider these suggestions so ABQ residents have a viable choice of mobility outside a motor vehicle.

Regards,

**Comment #47**

Hello,

I live at [address redacted]. Please do not move I-25 west. I've talked to several of my neighbors and all of them agree that I-25 should move east if it's going to move at all. We also would like a divider wall between the community and the highway. Thank you for your time,

**Comment #48**

On behalf of BikeABQ, I would like to thank you, Horrocks Engineers and NMDOT for giving us the opportunity to participate in the early stages of planning for the I-25 S-curve project.

According to communications with the survey team, it is unknown whether drivers are abiding by the current 55 MPH speed limit through the S-Curve. We would like to see more information on this topic, and whether increased enforcement and compliance to lower speed limits would satisfy the safety goals of the study.





Our top priorities are to enhance existing bike and pedestrian facilities across I-25, and to restore the connections that were destroyed when I-25 was originally constructed back in the 1960s.

First, streets crossing I-25 that have freeway on/off ramps must be carefully constructed to separate cyclists and pedestrians from vehicle traffic. There are currently no protected bike lanes or side paths in the study area, and sidewalks can also be missing or overly narrow; we ask that these deficiencies be addressed as part of the mobility improvements comprising this study.

Frontage roads present a particularly problematic environment for cyclists and pedestrians due to their width, potential high speeds and the challenge of cross traffic in addition to vehicles making turns. For that reason we urge that the use of frontage roads be avoided or minimized. Where used, there should be no turns allowed on red lights and adequate engineering measures taken to ensure compliance with reasonable speed limits. In addition, frontage roads foster auto-dependent (rather than locally-oriented) development that we would like to avoid.

Secondly, we also urge that the project build additional crossings with NO on/off ramps, as has been done across I-40. These can be either streets (like Washington, San Pedro, and Pennsylvania over I-40) or bike/ped facilities (like at Jerry Cline Tennis Center and Los Altos Golf Course over I-40). Since I-25 is raised in the study section, tunnels may be more appropriate than bridges. Possible locations across I-25 include:

Between Lead/Coal and Caesar Chavez (e.g. Anderson/Kathryn on the west side to Lobo Village access road/Sunshine Terrace on the east side)

Between Caesar Chavez and Gibson (e.g. Garfield on the west side to Basehart on the east side)

We would also like the project to consider North-South Bike Corridors parallel to I-25 to ensure that bike/ped crossings over/under I-25 are connected to them as robustly as possible.

Reconstruction of I-25 has the potential to have significant impacts on regional traffic. We urge that no freeway lane expansion be undertaken as part of this project. Eliminating the danger of the current S curve should not be a pretext for increasing roadway capacity in a futile attempt to reduce congestion. It has been repeatedly shown that induced demand (AKA generated traffic) quickly overwhelms the roadway expansion while at the same time increasing regional external costs. See <https://www.governing.com/now/why-the-concept-of-induced-demand-is-a-hard-sell>. And also see <https://www.vtpi.org/gentraf.pdf> for a more technical discussion

It is also evident from the 2050 congestion projections—in which northbound congestion evaporates after the Coal exit that itself has no congestion, and similarly southbound at Gibson—that the current capacity of I-25 will remain approximately appropriate in the long term, and any limitations can be addressed through improvements to public transportation and bikeways (especially since a substantial portion of traffic on the I-25 here is intra-city).

Any consideration of widening I-25 should involve comprehensive economic cost-benefit analysis that considers alternative transport improvement strategies. If the roadway capacity is ultimately expanded, we ask that users be charged the cost of providing this extra capacity via automated toll collection as is being done elsewhere in the US.



Thanks again for soliciting public input for this project. We are looking forward to working on this with you.

Sincerely,

**Comment #49**

If ABQ can please increase bicycle access on the S Curve it would be appreciated and an improvement in my life.

Thank you,

**Comment #50\***

To The Study Team

Attached are some draft comments, ideas and suggestions for your consideration. I include 2 versions: a PPT slide presentation (best viewed in full screen with animation mode) and same slides in PDF format.

Please feel free to contact me with any questions.

I would also advise you of my interest in joining your study team. I have a broad range of experience, technical expertise and program management skills. Please advise how I may become more actively involved with your team and this study with the goal of rapidly implementing solutions.

Thank you,

## **CALLED-IN COMMENTS**

Note: Public comments have not been edited.

**Comment #1**

The right-hand lane on Avenida onto Northbound I-25 is dangerous, especially for pedestrians. [name redacted] pushes cart of food to feed the homeless and finds it difficult to cross with high speeds and no slowing down. He would like that area to be considered during the S-Curve study and suggests a signal and vehicles to slow down.

## **MAILED-IN COMMENTS**

Note: Public comments have not been edited.

**Comment #1**

Thank you for your request for public comment on the S curve study, as well as your public meeting on Nov. 15, 2023, which I attended.

I feel there is no need to change I-25 in this area the 55 MPH speed limit is sufficient to ensure safety, if it is enforced. A gentleman named [name redacted] remarked at the November 15 meeting that “people do not slow down just because a piece of metal on a stick. They drive as they feel “. We all know that drivers do not “drive as they feel” in Los Ranchos, Corrales, Rio Rancho, or Cuba, New Mexico, because speed limits are rapidly enforced in these places. Why not here? A double fine zone on I-25 between Lomas and Avenida Cesar Chavez, advertised as such and patrolled by APD (which is a responsibility of theirs) would slow down irresponsible, reckless drivers.



Broadway Blvd. cannot accommodate any more traffic that it does at present, and to have all the I-25 traffic during I-25 re-routing construction (how many years?) would be impossible. I am puzzled as to why Broadway has been left out of your study area, as it would be greatly affected by I-25 being closed for any length of time.

At present, the communities between Lomas and Chavez have been giving little given little information, and none of it specific. A flier given out at the Nov. 15 meeting states that this was the first meeting on the subject, indicating that other meetings will follow. I look forward to receiving further information.

Thank you for taking the time to read my letter. Sincerely,

## COMMENT FORM

Note: Public comments have not been edited. (The comment form can be found in [Appendix F: Comment Form](#).)

### ***Comment #1***

I have a suggestion for safety improvements for the current alignment. In California when the Oakland portion of the SF Bay Bridge was being replaced, a temporary S-Curve structure was erected and installed. Approaching the curve, the safety elements were as follows: polymer rumble strips, increased signage, yellow ditch lights, and speed radar(s) with display. A tunnel with “lid” similar to Boston’s “Bid Dig” (written on map and showed the curve straightened out to the East).

### ***Comment #2***

Better safety for area drivers, bikes, and pedestrians. Walkability.

### ***Comment #3***

Issues with people slowing down on the S-Curve- slamming on brakes and coming to a sudden stop.

### ***Comment #4***

Traveling from the South Valley- I experience high congestion getting onto I-25. Overall, the S-Curve is really congested.

### ***Comment #5***

For first time drivers it can be scary- need more of a warning, slammed on brakes because expecting the sharp turn. People also drive too close in area. Overall, people go too slow or too fast. (Coming from Rio Bravo Area).

### ***Comment #6***

Parent drops off at CNM from Candelaria. Mom avoids getting on freeway due to traffic.

## SURVEY COMMENTS

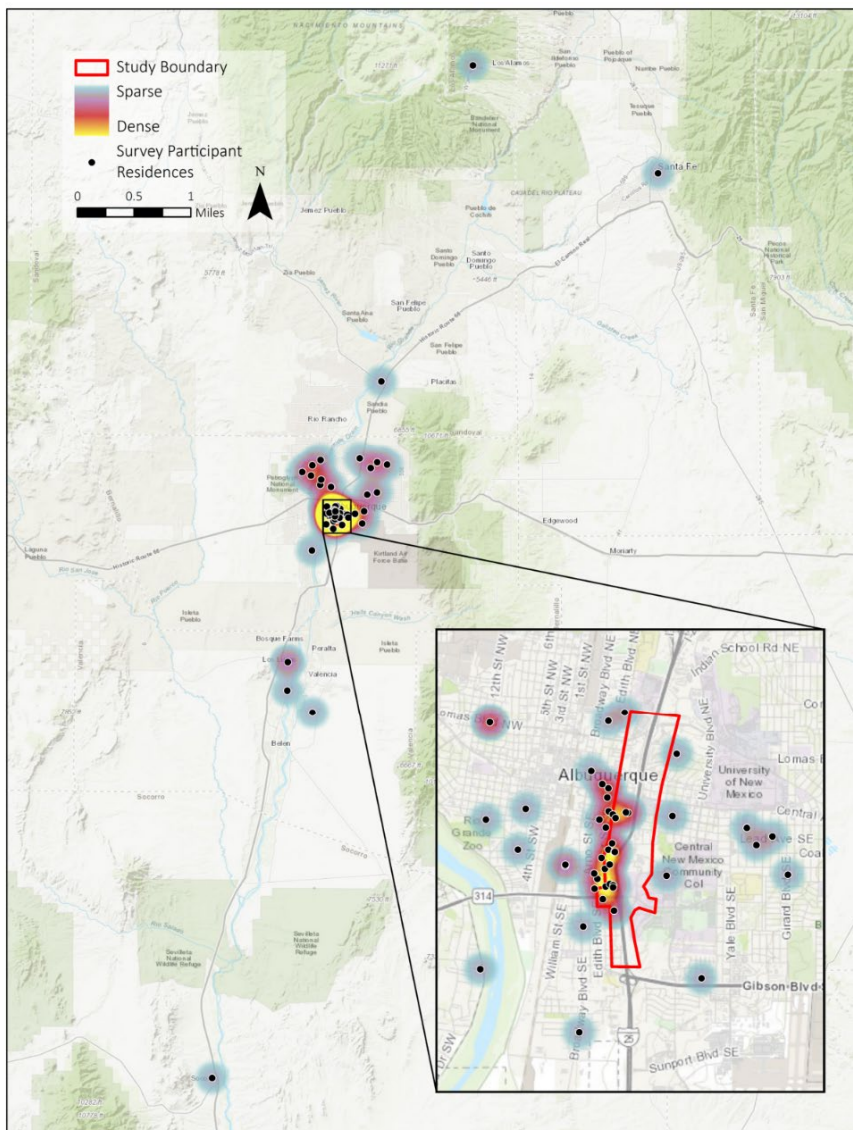
A survey (see [Appendix G: Survey Packet](#)) was designed and distributed at the public meeting for attendees to complete. Additionally, it was made available online for those who could not attend in person or wanted to review materials further before submitting. The intent of the survey sought to gather study-specific input from the public during this first milestone to better inform the study team of the public’s interest and feedback on the study’s progress. Presented below is a summary of data

obtained from the survey, along with responses to open-ended questions. The survey was structured with distinct sections that aligned with content presented during the public meeting: Participant Information, Draft Purpose & Need, I-25 Alignment, I-25 Accessibility, Surface Street Accessibility, Nonmotorized Transportation, and Closing Questions. Individual survey responses are provided in [Appendix H: Individual Survey Data](#). It is important to note that personal data has been omitted.

### Participant Information

A total of 95 surveys were completed either manually or online. Over 83% of respondents (79 individuals) were taking the survey as an individual, and the remaining 17% were taking it on behalf of a business or organization.

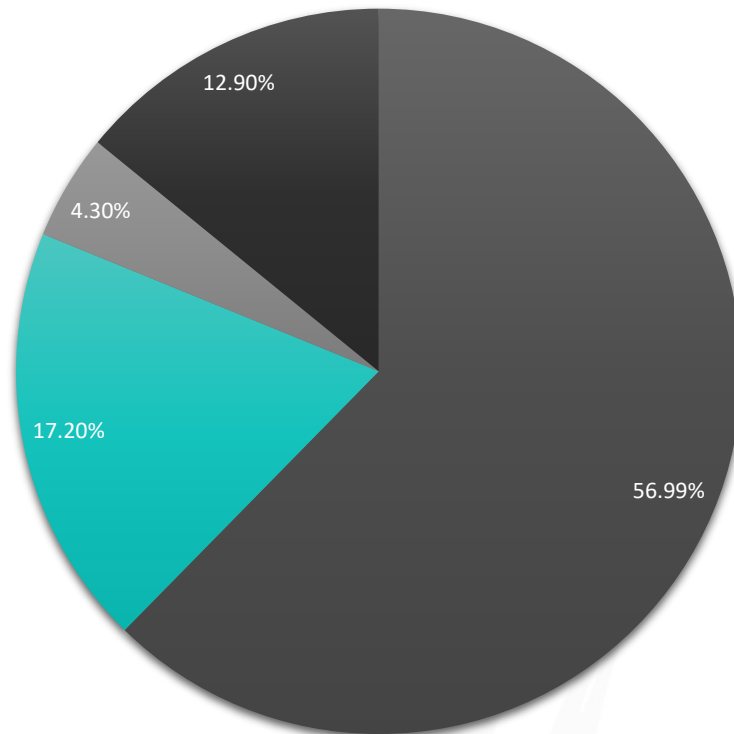
Below is a heat map depicting where the survey respondents are from.





Below are questions pulled from the survey packet along with a summary of the responses.

***Do you want to get updates on the study and to be informed of future public comment opportunities?***

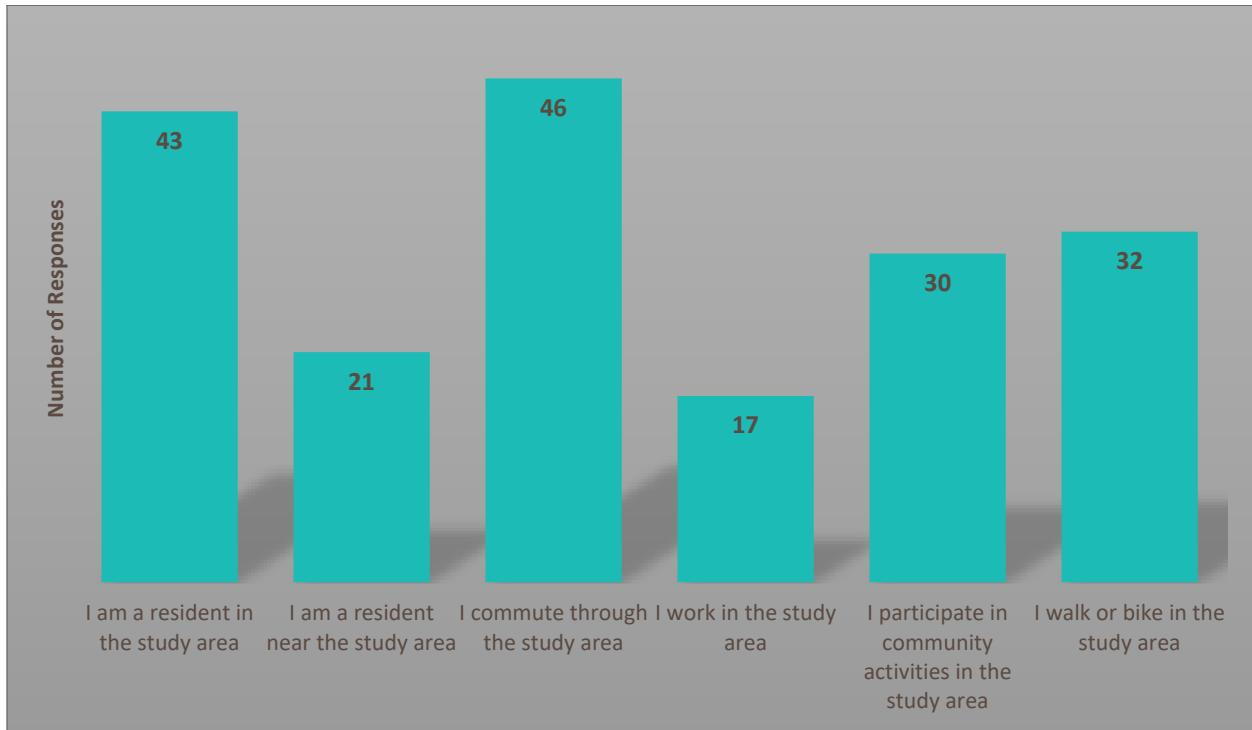


- Yes, by email only.
- Yes, by text message only.
- No, I do not.
- Yes, by email and text message.





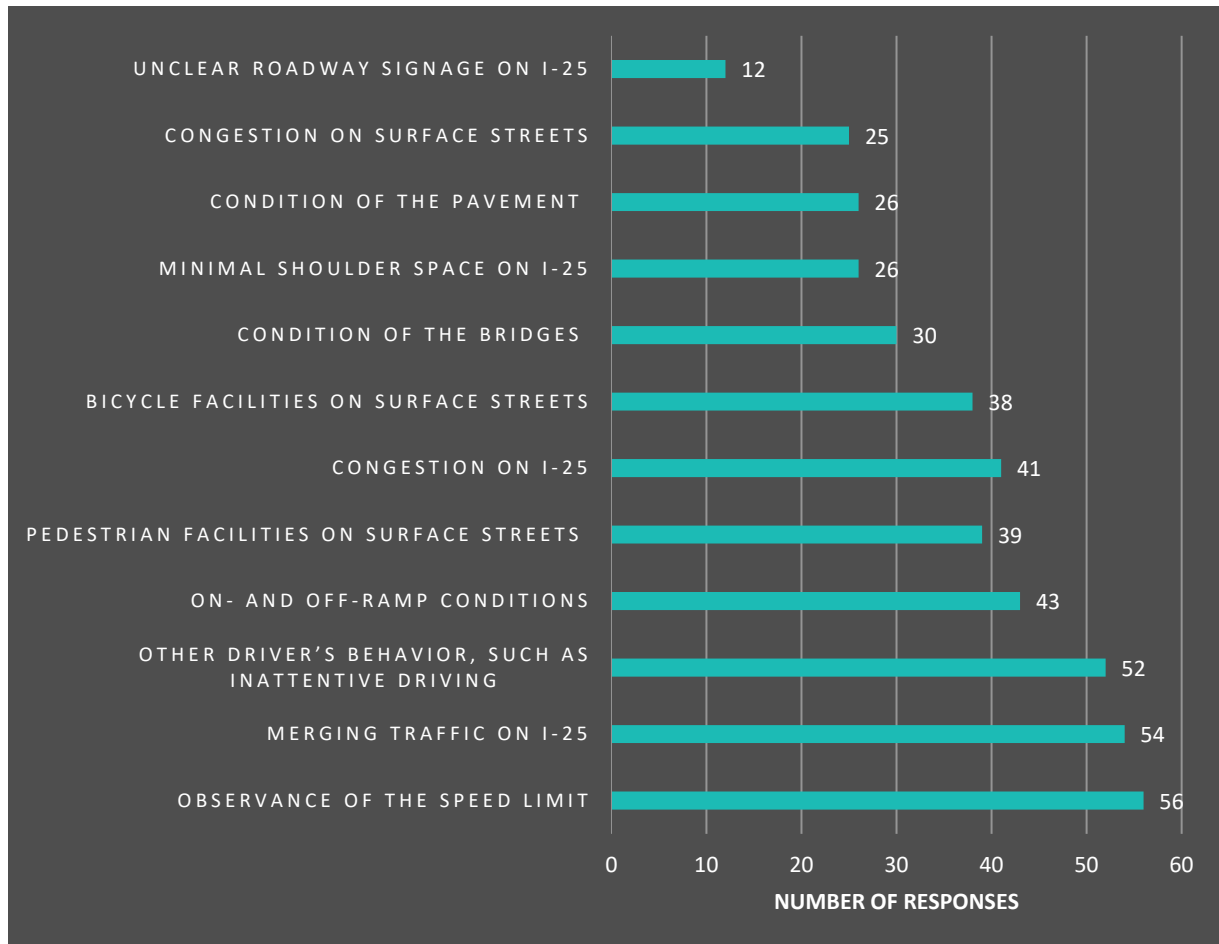
*If you are taking this survey as an individual, please select all that apply.*





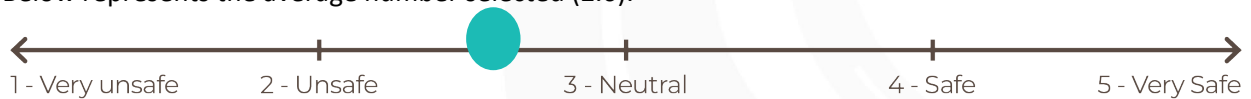
### Draft Purpose and Need

What do you consider as transportation safety concerns within the study area?



On a scale of 1 to 5, how safe do you feel traveling on I-25 within the study area?

Below represents the average number selected (2.6).



On a scale of 1 to 5, how safe do you feel traveling on surface streets within the study area?

Below represents the average number selected (2.9).





**On a scale of 1 to 5, how safe do you feel using bicycle and pedestrian facilities within the study area?**

Below represents the average number selected (2.3).



### **I-25 Alignment**

**Do you think straightening out the I-25 S-Curve in the study area is something you would support?**

Of the responses, 57% said they would support, while 43% said they would not support.

**How do you feel about the different ideas to shift I-25 in the S-Curve?**

Note: Public responses have not been edited.

Written Responses
It should not encroach on residential areas
Shifting to the east seems the best route, instead of damaging people's homes. However, enforcing the speed limit more severely might also fix it without issue
Prefer straightening by moving I-25 east.
It's not mandatory for safety. Rather, eliminate entry and exit ramps, and make the median barrier wide and heavy so that it's not susceptible to knockout.
I think its a complete waste of money. Posted traffic speed limit is there and its not a very dramatic curve. The largest issue is people not obey the speed limit around the curve. Another big issue is unattentive driving mostly people texting and driving
I would like to see NM straighten the curve. I believe there is underdeveloped land near CNM to do this. I trust the eng and city plns to know more about the how and whys than me or the avg. citizen. I would also like to see more lanes added for growth.
Center alignment seems most logical. I believe it should be done consistently with the fixes made at the Big I and North (frontage roads).
There should be no shift. The on ramps are the issue, remove the on ramps, less people will be entering the freeway at 20-30 mph. This happens every day, the on ramps are too short and force people to merge or be asked to go further down and try again.
I think it's truly unbelievable how many projects that are created on roads that aren't necessary and create a huge problem with traffic wasting our tax dollars.
I feel like you guys should leave it alone. And it's not something that we should look forward to. We should live more forward to popping the homeless on the streets instead of making our curved road look better.
Any work on I-25 should stay within existing boundaries & should not displace any homes, or businesses. Funding should be used to improve safety within the existing footprint, reduce noise pollution for residents in the area, & improve bike/ped crossings.
Not enough detail at this time.
Neutral
Road alignment is not the problem. If congestion is the problem, provide alternate routes. If excessive accidents are the problem it's likely due to poor driver behavior. Find solutions to change that behavior.



**Written Responses**

I feel that shift to center is the least disruptive.

Shift to the East seems to affect residents less which I support.

I feel that the options presented so far would be detrimental to all the neighborhoods within the study area.

The shift to the east is best. It goes through industrial areas not residential.

I cannot support any plan to straighten I-25 S-Curve. Just closed the on ramp on lead and coal northbound.

Shift to the East.

A shift to East is a no-brainer in my opinion. The impacts to historic resident houses would be tragic and is clearly avoidable.

Shift to the east!

Whichever one works with one way frontage roads. Noise barriers.

The curve should be realigned to minimize and reduce the amount of accidents and the racing that occurs throughout. However, as a resident along the s curve it is important to consider a NOISE WALL which is long overdue. The noise is UNHEALTHY!

I would vote for the west option if required but would prefer funds be spent on robust signage warning of upcoming curve and lower speed limit.

A less invasive approach. Shifting to the center may be ideal.

Shift to the west and east more invasive. Shift to center preserves surrounding circulation Shift to East provides a freeway detour during construction.

Shifting to the West would be best alternative.

I think they need to eliminate the sharp curve between coal and Avenida Cesar Chavez. Either making I-25 as straight as possible, or easting the curve to that it is barely noticed.

The shift to the East seems to be the least intrusive option.

APD should act up radar on this curve w/double of triple fines to slow people down. We do not need the change or the huge disruption in our neighborhood. Is all this public "input" really going to have any impact, or is it a face.

Maybe, if you shift to the East.

To the center less accidents.

I totally feel that the S curve area needs attention to control crashes.

The SBMTNA has already requested no recommendations shift to the west side. No homes should be taken out.

Shift to the East or center by stacking lanes.

Shift East

Shift to west- opposed/impact to residents, shift to center- opposed/impact to residents, shift to east- favor/lease impact to residents

I'm open to any idea that improves traffic flow and safety.

Strong need. Severe safety issues. I traveled this corridor over 50 years and every day I think it would need to be addressed. Straighten the S-Curve.

I think that changes are needed.

The information provided doesn't show how the exits will be dealt with. Therefore no opinion. It seems that the APS property is the least impact to citizens.

Not sure if I support. Shift to the East.

I would want any shift would to have a minimal impact on existing neighborhoods and businesses.

Shifting to the east would have the least disruption to communities due to the vacant and industrial uses on the east side



Written Responses
Shift to the East.
DO NOT take any homes- no shift to the West. There are no existing homes on the East side of I-25. My home is next to I-25, I consider myself an important stakeholder in this project.
shift it to the East if the project is necessary
This should only be considered if the commercial land gets reorganized, neighborhoods should not be touched, especially the houses in ABQ's oldest neighborhood. So the curve should shift east.
I think any proposal which would impact Huning Highland Historic district by bringing highway features more into the neighborhood would be a huge mistake.
I am neutral about alignment to East and Center but 100% opposed to shifts to the West due to compromising huning highlands historic area and demolishing and/or compromising historic homes. The city does not have enough of these beautiful homes.
I like the shift to center idea and the shift to East.
Shift it East through the APS warehouses instead of destroying more homes in Huning Highland & South Broadway. Highland Park was cut in half when I-25 was first built.
Don't really care about the S-Curve but would love more comfortable, pleasant, safe connections for people walking and biking between the University area and Huning Highlands/Downtown
I mean, I don't think a highway should run through a city in the first place, but if it is to exist, it needs to be safer and easier to access.
I'm not really sure if straightening the highway matters. On and off ramps could be better though.
We think a shift to the east is the better idea.
We live 2 blocks west of I-25. We are a very special neighborhood of beautiful historic homes. You cannot displace the residents of South Broadway!
Vehicle traffic is not a liquid flowing through roads like pipes. It is gas and will expand to take up all the space it is give. Expanding and straightening I-25 only brings us closer to the dystopian traffic scape that is the 101 in California
It seems very expensive and disruptive for a condition that doesn't seem to warrant
to the EAST of present 1-25.
I do not believe the project should take place at all.
This project as a whole is a boondoggle. Leave the S, rehabilitate the highway and bridges. The least damage would be moving East.
The center shift seems the least destructive, but all seem to implicate destruction of buildings and realignment/deletion of surface streets, homes, and businesses. It would be preferable for automated and manned enforcement to be implemented in the area
The alignment should not change. Straightening the freeway would only make drivers drive faster. Every city has freeways that have tighter-than-normal curves and are somehow able to deal with it.
Shift to the EAST, quickest and not a lot of newer buildings will be impacted
Unecessary
Shifting west seems like it has the smallest impact.
the lowest impact to historic structures; emphasize alternative travel options; keep drivers to posted speed limits; more roads=more traffic; wish historic buildings were on Ideal Alignment map below to help inform suggestion
I support the ideas
Shift to the west is mor gradual/ straight pathe for traffic but more intrusive to neighborhoods. Shift to the East still has a curve (slight) back to left but less intrusive in neighborhoods.





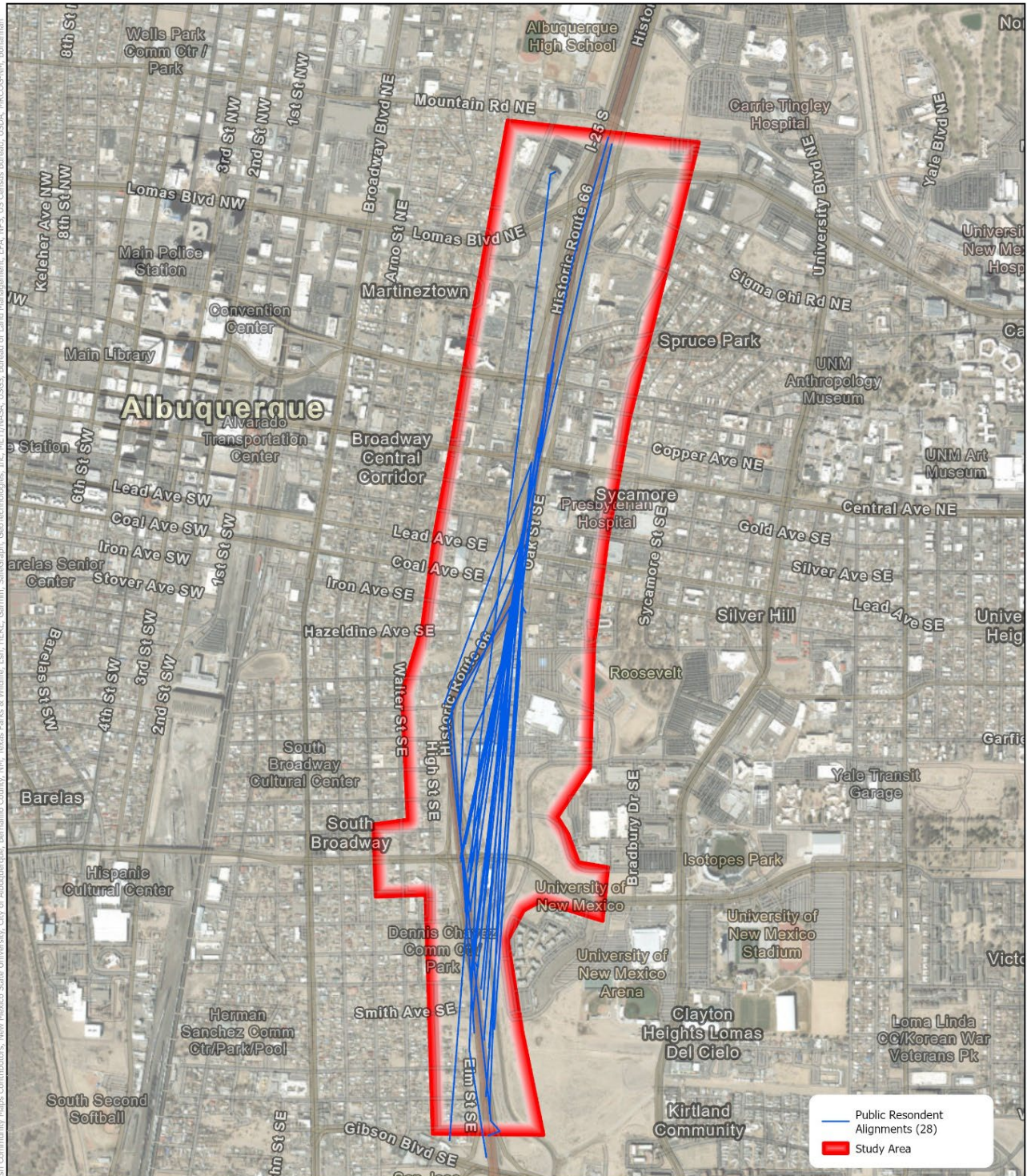
### Written Responses

To keep traffic and freeway away from residential I would select "shift to the East". The "shift to West" is a more gradual curve for freeway traffic but more intrusive into residential.

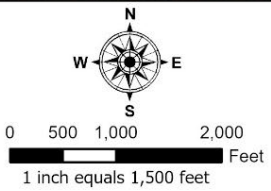
*Individuals were asked to draw their I-25 alignment ideas on a map.*

Below is a map combining all 28 responses.





Esri Community Maps Contributors, New Mexico State University, City of Albuquerque, Bernalillo County, NM, Texas Parks & Wildlife, Esri, HERE, Garmin, SwireGraph, GeoTechnologies, Inc, MET/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, MRCOG-NW, Bohannon



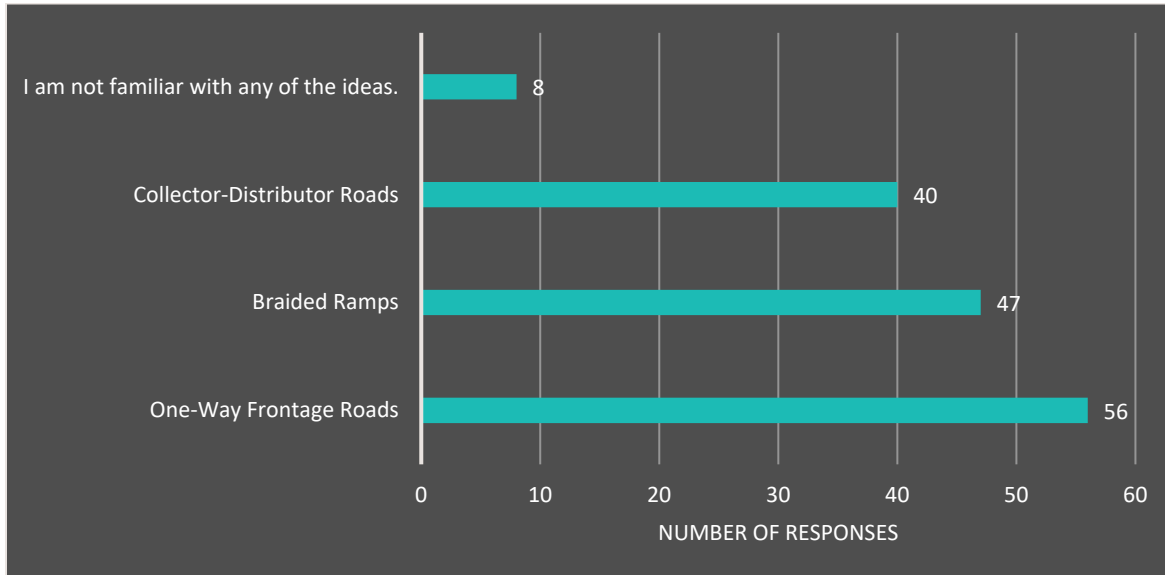


## I-25 Accessibility

**Do you think accessing I-25 in the study area is a problem that you would support improving?**

Of the responses, 66% said they would support, while 35% said they would not support.

**Have you previously driven the ideas shown for I-25 accessibility? Select all that apply.**



**Based on the information above, please let us know how you feel about the different ideas to improve access to I-25 in the study area.**

Note: Public responses have not been edited.

Written Responses
Do not encroach on residential areas
No one way frontage roads, confusion and head on crashes. C-d roads = more frustration and result in people speeding more when they realize they missed their chance for an exit. Braided ramps are ok, but not sure if it would solve anything.
Open to good use of any of them
all ideas seem fine
I think the addition of frontage roads starting at Rio bravo and tie into the existing big I frontage roads.
I would keep the "S-Curve". Lower I-25 to ground level and span over it with bridges. Possibly eliminate 1 or 2 entry/exit ramps to avoid congestion. Straightening the S-Curve would be akin to enlarging the Indy500 Speedway; Necessary?
Easiest way would be to put up speed cameras in the area and have a clear posted sign. That would deter most people from droving their car around the curve above their skill level.
If you choose something that is different than what we currently have, please consider making videos that will play on the news explaining how the new entr/exit/access rds work. Dr's ed is not a req. in NM if you are 18. Dr's Ed. is greatly needed in NM.
Collector-Distributor and Braided ramps work well on the I-25 North area, I'm wary of Collector-Distributor when it is a short on/off lane.





**Written Responses**

The collector/distributor roads are essentially what you have now, and is basically your issue. very short distances that people have to merge causing traffic as people are also trying to get off the freeway. On ramps are the issue, not off rmp. 2 lil txt

Just leave it alone and help the homeless instead

This section of I-25 is near the core of the city. Any changes should primarily focus on improving safety for all road users over speed and throughput.

Collector Distributor roads seems like the best option. Limit the on off ramps through the area. Separate through traffic from users needing to access the areas, frontage road extension from Interchange area.

Neutral

Braided roads seem to provide longer on ramps which I feel would be safer.

You would be asking thousands of people to learn new traffic patterns, congesting the neighborhoods is he study area and the possibility of just taking the properties in the name of progress.

Yes, but not any of the plans of the right.

I am not sure there is space for these ideas. The one way frontage road seems the worst.

The first braided ramp is recommened.

With one-way frontage roads. Barrier walls.

It is well overdue the traffic can't continue this way. The area is too over crowded. However, there also needs to be a NOISE WALL! I support the fact that the highway area s curve is antiquated and needs to be updated to the present.

No alignment change. I would want signage to slow traffic and alert to upcoming curve.

Collector Distributor Roads

One-way frontage roads with braided ramps are best for continuous circulation.

I believe shifting to west between lead, coal, and cesar chavez would help decrease accidents (some fatel) on that curve before Cesar Chavez

Whichever idea allows merging vehicles adequate time to speed up or slow down. The worst in the area is southbound on ramp from Central to Avenida. Northbound all on ramps that quickly dumps into the off-ramp to coal.

Frontage roads in exitance are a great option as they are an option for those not wishing/needng to get on I-25.

It is fine as it is. Drivers need to drive responsibly. Huning Highland and S.Broadway neighborhoods should not suffer for drivers stupidity. Leave it as it is, please.

I suggest to revisited. Need to keep on off ramps from lomas to Cesar Chavez.

Less congestion on other streets when there is an accident on the freeway.

Additional frontage to both East & West sides of I25. Extend distance between off & on ramps to control traffic. Add turn around off the off ramps.

The alternative to take out home on the west side of the s-curve needs to be taken out. The city is encouraging people to get off vehicles. Reduce lanes, slow down speeds. Think about and support the residents along the 125.

Need one way frontage roads

We should have fewer exits and on ramps.

Include the Gibson on ramp

Collector- distributor roads: unsafe due to conflicting accelerating/decelerating traffic for same lane. Braided ramps-favor. One way frontage roads- opposed/ speeding corridor.

I like the braided ramps.



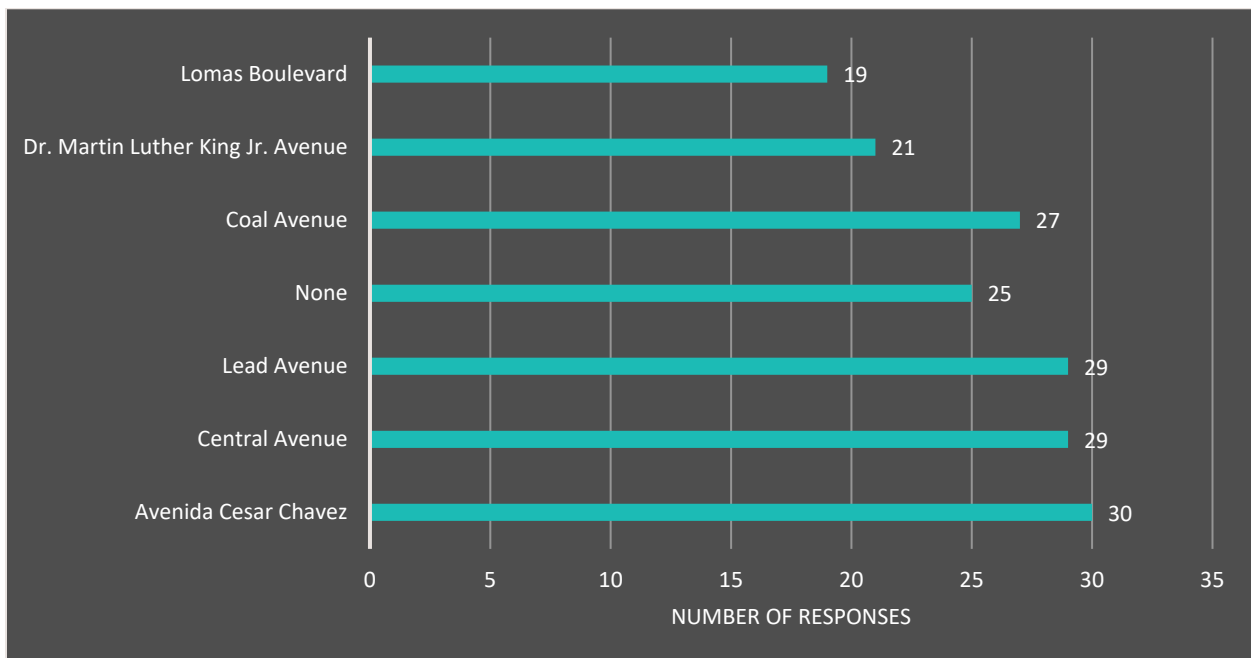
Written Responses
Lead/coal traffic constant/predictable is in disorder since the city has placed w/ light timing. Avenida needs to be sized for high traffic like games and rush hour. Dumping all of downtown onto i25 at MLK would move problems closer to Big I.
Avoid tunnels/ underpasses. Favor frontage roads.
Collector Distributor Roads are preferred but / longer on-off ramps and further in between ramps on both sides. We currently have this similar setup but too close!!
Braided ramps preferred.

### Surface Street Accessibility

*Do you think accessing surface streets in the study area is a problem that you would support improving?*

Of the responses, 53% said they would support, while 47% said they would not support.

*Which surface street do you want better access to? Select all that apply.*



*Based on the information above, please let us know how you feel about the different ideas to improve access to surface streets in the study area.*

Note: Public responses have not been edited.

Written Responses
I feel there is adequate access to the surface streets.
I support the elimination of an entry/exit ramp to improve safety by elimination of congestion. I support one-way frontage roads.



**Written Responses**

We should straighten the S curve with a look towards Abq, growth (Val. co. will always be using this area for access to hosp./Dr. Visits - Val is growing very quickly) and Abq having no loops for traffic to quickly move. Surf st access seems adequate .

Other than the short onramp from Presbyterian's parking garage or the amount of debris in roadway from Central going to I-25 NB. It's not getting off the freeway for me, it's getting on that is challenging to go to the North.

to continue off the previous.. braided could be a possibility, but again there are too many off and on points that are causing this and a braided would look ridiculous and cost way too much. you already have 1 way frontage rds in combo w collectors. so no

I believe this is completely unnecessary

I don't care about the ideas. I think are highway is perfectly fine and they don't need to be straightened out

This may be the only feasible option

Postive

Better access to the above.

We need better surface streets on Cesar Chavez walking access.

Frontage road from Gibson to Coal on East side. Braided ramps from Lomas to Central. Bike routes on Avenida Cesar Chavez and sidewalks.

For me personally, I will on ramp southbound at ether Central or lead; or off-ramp at coal or Lomas and that works fine for me, but I don't know how others may feel.

Improved access could lead to increased traffic through the neighborhood especially if one lives on Edith/Broadway.

We already have sufficient access.

Add collector distributor to the frontage roads.

Why haven't stadium exits been improved? The exit had water building up. There is drainage issues at this exit off the freeway.

Frontage road on North and South shift to the east.

We should remove lead/coal access. Also consider MLK for removal as well.

The speed of Broadway has been a problem for 70 years. My younger brother was hit by a care when he was 6 years old. He is now 62. Patrons of our business have had their vehicles totaled by speeders. Reconsider the boundaries.

I just want safe ped/bike infrastructure. No expansion of the highway. Safe streets first. Highways are bad and loud.

Address S-Curve would improve safety, visibility, going north, can't see other vehicles.

Have additional frontage and extend off and on ramps.

I think that access to lomas is adequate. On ramps for lead and coal are my biggest concerns. Central should not have any direct off ramp. The art project has slowed traffic and central cannot handle any more.

Avoid tunnels/ underpasses.

I don't think access is a major issue. A bigger issue is the dangerous frontage streets.

More direct access to and from Lomas from I-25 would make sense in the area. I am against ideas like increasing the number of travel lanes because we need our city to be bicycle and pedestrian-friendly, not full of "stroads".

Increasing travel lanes and intersection capacity will reduce safety for bikes/peds. Safety should come before congestion. Adding more lanes will induce travel and congestion is not a major problem here.

No improvements are needed.





**Written Responses**

This design has worked for 61 years. Renovation and safety wall needed to protect homes in the area. The on ramp S. of Coal needs to be closed. The on ramp on Central is good enough.

I think the proposal will create more damage than improvement for the residents of downtown ABQ. Surface streets in the area are already easily accessed & walkable/ bikeable! Please don't damage a beautiful, historic, residential part of downtown.

Neutral

Indifferent. I want the streets to prioritize people who get around by foot, bike and bus. People who choose to drive can live with like 30-60 seconds of delay

Need to have more traffic calming, lower speed limits, and literally anything to make it better for pedestrians/cyclists.

Wider roads, more turn lanes.

It's unclear what better access to means and what the ramifications would be for multi modal transportation.

As high speed traffic exits I-25 it puts all people and vehicles at intersections they approach in danger of a high speed collision. We need to ensure cars accessing the surface streets are slowed down before entering residential and commercial spaces.

Area streets need to be designed to be safe for pets, bikes, businesses and residents. For too long Albuquerque has focused on just making our streets fast for cars.

It will not.

If the project is going to move forward no matter what I would favor it to move to the East to preserve Highland Park and the historic homes that would be destroyed.

No improvement is necessary. This is proposing a solution for a problem that doesn't exist. Just fix the infrastructure. We need slower speeds on our highways, not faster.

The biggest improvement would be separated bike lanes, with curbs keeping them out of motor traffic and clear paint/signage. As is, there are too many conflict points between bikers, peds, and motor traffic

Increasing traffic lanes only encourages more driving and more crashes. Increasing the size of intersections makes them more dangerous for pedestrians and bikes.

If there is extra money yes, however I think money would be better spent increasing the amount of lanes. This area is used by surrounding counties to access hospitals and doctors, such as Valencia Co. Val co. is growing very rapidly.

Unnecessary and are accessible now.

I don't understand why we continue to concentrate on individual vehicular travel vs public transportation; why not concentrate on radiating light rail to furthest reaches of the metropol area+ and reduce the size of roads

No extra lanes and no larger intersections. Larger streets/intersections to cross makes those outside of cars more at risk.

I support and approve the ideas

Protected/separated bike lanes, wider sidewalks, lower speed limits, short signal cycles

These roads don't exist in a vacuum. They are embedded in established neighborhoods and can't be widened without vast disruption to their neighborhoods. Does the road serve the neighborhood or the neighborhood serve the road?

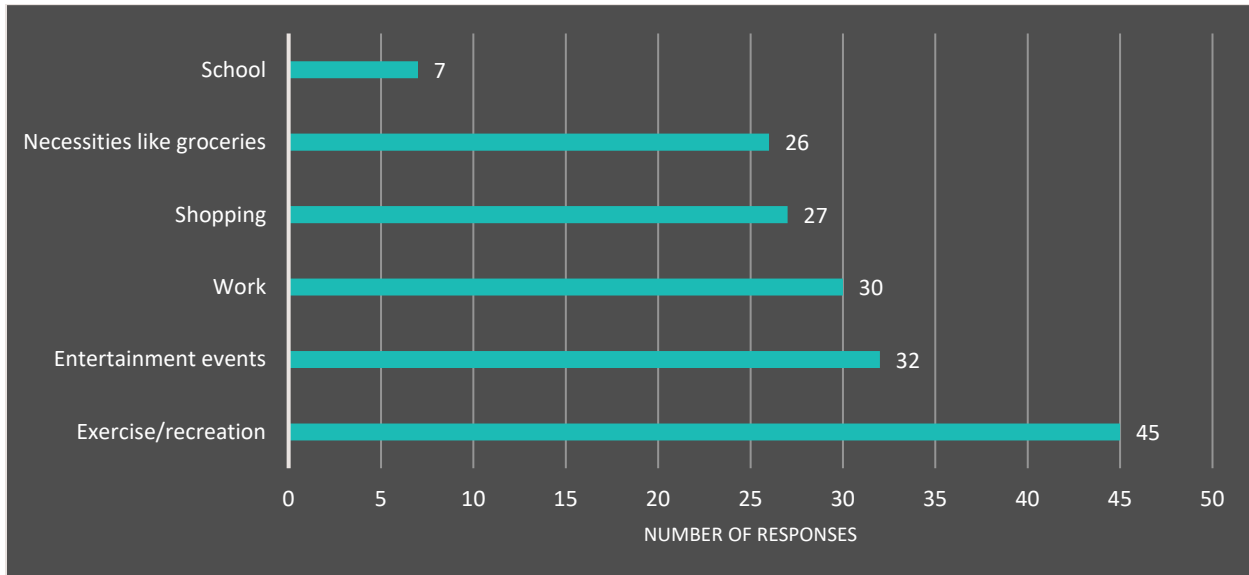
Traffic gets congested on one-ways and makes it difficult for residents in area to get around and turn into. Do like the "new" ramp from Lead to Lomas!

Lead and Coal is a nightmare at times for local residents. To much traffic buildup from downtown or SE area (UNM) to get onto freeway. Not enough time when entering freeway to get momentum and then move into traffic (too congested and dangerous)

## Nonmotorized Transportation

### Do you walk or bike in the study area?

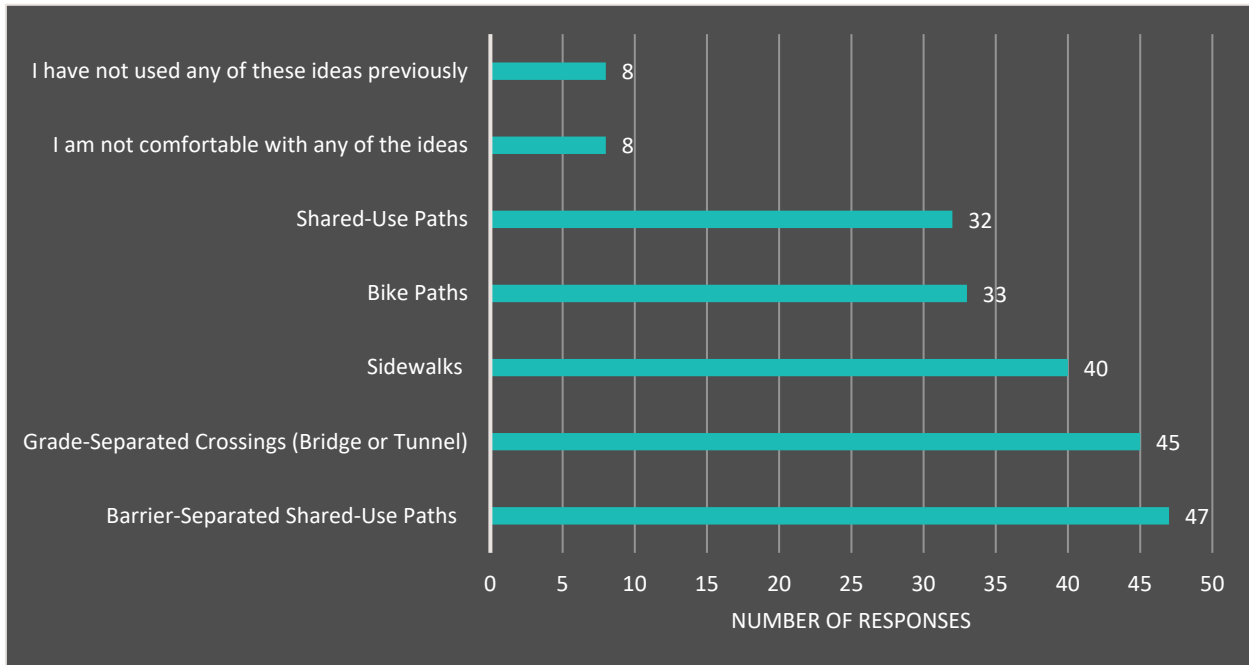
61% of responses said they walk or bike in the study area. When asked why, multiple responses were provided, as shown in the graph below.



### Would you walk or bike more if facilities were improved?

Of the responses, 65 did not answer this question. Of the ones that did, 23 said they would not walk or bike more, while seven said they would.

*Out of the ideas presented above, select which facilities you are comfortable using.*



**Based on the information above, please let us know how you feel about the different ideas to improve nonmotorized transportation in the study area.**

Note: Public responses have not been edited.

Written Responses
Love anything that makes us more bike and pedestrian friendly
Just keep pedestrians & bicycles completely barricaded from the interstate, for safety.
Its fine
Abq and NM is primarily a auto use area, I do not think adding more sidewalks or bike lanes will change that. I have no problem with having bike lanes every 3 or 4 major street, but I do not feel the need to have bike lanes on every street.
I believe all paths should be safely separated from vehicles. I'm only comfortable when there is a good distance form me and car. I'm also worried that paths right against the road attract roadside
By removing on ramps, you will only have traffic LEAVING vs COMING. This isolates traffic to a specific pattern that is more consistent for drivers and prevents slower vehicles from obstructing traffic. This happens A LOT.
Have more than one meeting so you can have more residence and public input on where our tax dollars are going and what is necessary and what is unnecessary
Just leave it alone
Improving bike/pedestrian access is very important. Crossing I-25 is a major barrier. Any improved crossings should make crossing easier, by providing a direct path. Pedestrian overpasses are cumbersome to use.
Positive
The better separation between vehicles and nonmotorized transportation improves safety.
All are goo improvements but the s-curve is the problem.



Written Responses
Car culture needs to be dis-incentivized. Protected bike paths must be built to incentivize cycling. ABQ is prime territory to get this right.
<b>Sidewalks</b>
Better walking and bike paths.
I support all improvements however we need Noise wall for residents along highway area of the scurve.
li would be more inclined to walk-bicycle if it felt safer.
Barrier-separated sidewalks, especially at overpasses, would be great.
The sidewalks in Huning Highland and S. Broadway could use some up grading due to old trees cracking and pushing up, etc. These fancy things will be expensive and disruptive to residents.
Stop taking away in street parking to accommodate bikes. Most people in this area use public streets to get to and from work. Not for recreation purpose.
<b>Walking trails</b>
There should be more efforts to improve the living conditions of the residents. Sound walls, landscaping, deal with flooding, keep the area clean.
<b>Ped bridge like Paseo del Norte</b>
Any road with a speed limit greater than 25 mph should have a barrier protection for bike lanes.
The greater the separation from motor vehicles, the better.
Separated and protected bike lanes. Slow off ramp speeds, no right on red, read light enforcement, wide sidewalks.
Add more areas for bikes and sidewalks but do not take away 2 lanes.
Sounds silly but new bridge design to detour homeless and pigeons under the bridges.
Prefer barrier-separated and Shared use paths.
As a cyclist, the most dangerous areas are where Coal and Lead cross Oak Street. I've seen several drivers run the red light crossing Lead at Oak. As a potential alternative, I would like to see a bike/ped only tunnel or bridge crossing I-25 at Silver.
Pedestrian/bicycle overpasses are unfortunately rarely used. Any improvements to this area should also improve the walking/cycling experience. When the speed limit is over 30 mph, more separation between drivers and cyclists/pedestrians is needed.
I-25 is the biggest barrier to multimodal transportation in ABQ. We need more ways to get across safely. Right now, there is no safe/comfortable place to cross I-25 in the study area.
speeds are too high on broadway, lomas, cesar chavez, pretty much any main road except for MLK to safely bike on
<b>DO NOT GO WEST. DON'T TAKE OUR HOUSES.</b>
A pedestrian bridge existed on S-Curve from 1961-1990. It was demolished and never rebuilt. It would restore access to Milne Stadium, Isotopes and Roosevelt Parks. The old Ped. Bridge was at the dead end of Pacific Ave. SE.
University Boulevard is also in the study area. Bicyclists need at least one major N-S and E-W route with a barrier-separated shared use path.
I don't think it needs improvement. This area is fantastic by most large city standards! Please don't muck it up with unnecessary construction.
Creating walkability and safety of pedestrian and bikers.
Separated/protected facilities are good.
The highway and all ways to access it should be completely separate from any pedestrian/bike infrastructure. Only cars can go on the highway, separate everything else.



**Written Responses**

Please make a safer (ideally bike only) I-25 crossing at Silver. There are so few ways to get across/under the highways in town without being forced into a terrible debris filled bike lane with panhandlers and inattentive merging cars.

Bridges, no tunnels as that is unsafe for people.

Increased ridership happens with protected paths, which then reduces vehicular traffic.

Paint is not infrastructure. Flimsy bollards are not protection. Do we value human life or not? Anything less than separated crossings or solid barriers is like saying 'thoughts and prayers' to all the pedestrians we are about to kill

I'm not aware of the ideas

It's just fine now.

I do not believe the project should take place at all.

Stop making massive investments in interstate highways and make massive investments in pedestrian/bicycle/mass transit alternatives.

Improvements or implementation of all of the above. In addition, more tunnels/bridges over i25 for peds/bikes would help better connect neighborhoods, such as the Bike Bridge at Jerry Cline Park over I-40

All these would be great. Paint-only bike lanes are more-or-less useless because there is no protection for driver error. Especially around freeway on/off ramps, where cars are going very fast. Non-motorized access across using bridges, not tunnels

Abq. will always be a primarily car city. This area is heavily used by citizen that travel more than 5 miles - not able to bike. I have no problem is bike lanes on every 3rd major road, but more than that is unnecessary and impedes traffic. Barrier - best

Crossing a busy street and being close to a busy street without a bike path doesn't feel safe. When there is a grade separated crossing and a barrier between my bike and cars, life is good.

grade separated crossing are nice where walkers/bikers/etc do not have to take a steep winding path over motorized traffic. Pushing a gas pedal=far easier than walkng/bikng etc.; separatr from motorizd=quieter, less pollutn&usu more nature; all electric!

I approve and support the ideas

Bike and pedestrian infrastructure must be physically protected from motor vehicles. The convenience and safety of cyclists and pedestrians should be prioritized in intersection and signalization design. Painted bike lanes are insufficient.

Raised and lowered pedestrian crossings bring worries of safety. After all, we are trying to get the pedestrian sidewalk on Central replaced because of such an issue.

Barrier-Separated shared use pathe is safer. Dn not us tunnels! No safe for pedestrians (women, youth, or elderly) Use bike or pedestrian bridges instead if grade separated crossings are used.

Not safe, no sidewalks, fast traffic. Add exercise paths' and coffee shops or convience stors. Would like more pedestrian and bike paths. Exercise paths would be nice like 2nd and 4th st in NW. Need lots of trees for air quality and noise reduction. No tunnels- unsafe. Bridges better for bikes and pedestrians to cross over. Would like to walk for exercise or to access a convience store nearby. Lots of lights for safety.

**Closing Questions**

*Do you have any other comments that may help the team in this study?*

Note: Public responses have not been edited.



**Written Responses**

I'm curious what out of the previous study what " additional safety concerns" were identified that required NMDOT to basically start over...

Don't overcomplicate it. Consider simple solutions first, like speed cameras maybe?

Consider lowering I-25 to the ground level and spanning it with bridges; Enhance the barrier between N and S lanes, so that they aren't susceptible to knockout. Keep it simple, no complicated lane switches.

If you want more comments try advertising on NextDoor app. Also, maybe place flyers in the parking garages of local hospitals in the area.

The change cannot come soon enough. Until this mitigations should be put into place, there is an urgent need for speed enforcement. In Kansas City they had speed displays/cameras for enforcement on the highway in downtown to improve safety.

I would hope to have the opportunity to propose a more in depth analysis about this issue as each question was only limited to 255 characters, not words, which made it hard to provide complex thoughts and feedback. I have simulated my thoughts and...

Stop wasting tax dollars

Leave everything alone. All it's gonna do is get in to our tax dollars and make everything go up again and people work hard for their money. And this is what we're doing to straighten out our roads to straighten out our highway when it's perfectly fine.

This should be seen opportunity to improve the core of Albuquerque, & avoid displacing residents and businesses. The focus of any project in this area should realize that the area between downtown & UNM is a destination, not just a place to drive through.

Traffic rerouting during construction is a priority.

I-25 is already noisy. Control speed. Post no braking areas. Pollution.

Noise and pollution

In wealthy areas of town great care is taken to make residents comfortable. The lack of at least a second wall between cesar chavez and lead is ridiculous. Nearly every night my wife is awoken by the traffic on I25 and you are proposing a shift West?

Take action ASAP on this solution!

Noise wall!

I am for straightening the I25 s curve, with one way frontage roads, barrier walls for the residents in the area. Better walk ways to the stadiums in the area.

As a resident along the scurve next to Dennis Chavez Park there are too many accidents, TOO MUCH NOISE, need improvements, the NOISE WALL

What would happen to homes (properties) west of i-25 if this project did move forward.

A long long time ago there was a pedestrian bridge over the s-curve. Maybe bring back one or more pedestrian only bridges?

I am shocked that NMDOT values the historic neighborhoods within the study area. It did not do so at all in 1956-1960. Why should we believe you now?

How can you push through a disruptive project, when so many of our questions are answered with "we don't know yet" & not answers? Have the honesty to tell the truth! Tell us how many people will be displaced, instead of a lot of slick jargon.

Try to control traffic not only driving construction but on a person basis.

NMDOT needs to have the area along I25 cleaned, landscaped, sound walls today.





Written Responses
We should not be encouraging more automobile travel into downtown. i25 divided our most historic neighborhoods and this study should make every effort to repair that. Freeway lids/caps should be studied as well as multiple, comfortable ped/bike crossings
Who do I submit a petition to?
We live on High St.
Great presentation, looking forward to future updates.
I have traveled this route over 50 yrs. There is not a day that I don't think this needs to be fixed. As a MD, I have seen cases resulting from this design including a death of a motorcycle driver forced into the barrier by a truck who needed more space.
Spend some time in the area before making decisions that we have to live with.
Design solutions should be cognizant of structures that could be exploited by people seeking shelter. The historic districts deserve to maintain their historic designation by the collective presence of individual structures that are not historic
Consider a double decker highway
Adding additional lanes to I-25 will not alleviate congestion. The black hole theory has shown that additional lanes will only encourage more drivers to use I-25. We need better bike/ped/public transit options.
I personally avoid using the interstate if surface roads are convenient and available. This includes frontage roads. Please keep in mind that many of us appreciate having alternatives to freeways when traveling shorter distances.
I would want NMDOT to focus their funding on safety interventions that will reduce severe crashes, not minor crashes. Many of these questions asked how to improve congestion/access, when the focus of the study should be on safety (not capacity).
narrower roads (no new lanes for i25), wider sidewalks, more trees, barrier seperated bike lines BUT only on roads that make sense
I beg of you, please don't take my home. My mother went through this before- 1961 and lost many friends and neighbors to the freeway. She fought for her home and so will !! There is plenty of land East of I-25 and no homes to the East.
Not sure why "improving access to surface streets from I25" is even on table. What we have currently is excellent, quick access which also keeps thru-traffic from speeding thru our residential neighborhood, whether by overpass or surface street.
Keys Improve southbound ramp from Coal to eliminate dangers (short, steep ramp); need to cross mutliple lanes; curve; change in speed limit. ALSO: Improve bike crossing at I-25/Silver/Lead; improve Central underpass; protect Roosevelt Park.
Huning Highland is a beautiful historic area. There are enough generic commercial buildings in ABQ. Demolish them! You are placing undue suffering and worry to the poor people whose house maybe demolished plus the untold damage that would be done to park.
Don't destroy homes
I cannot emphasize how strongly I feel about removing/relocating both I25 and I40. Cities are for people, not highways cutting through the middle of neighborhoods. I realize that is a long and expensive process, but anything possible to remove/isolate it.
Please coordinate with city road projects - I know they're talking about fixing Central where it goes under the railroad; if multiple east-west roads are under construction at the same time it would be truly miserable.
Albuquerque has demonstrated to be very dangerous to pedestrians. Let's be sure to consider pedestrian safety.
Not everyone in Albuquerque owns a car or travels by car - do not ignore us our lives are literally in your hands
Really consider the consequences of removing established neighborhoods with this attempt to fix freeway speeds.



Written Responses
This is a horrible idea.
STOP! Stop and think. The interstate system has a sordid history of destroying cities. Downtown Albuquerque is a victim, my neighborhood is a victim (Huning Highland). Fix the infrastructure, put up warnings on the curve, and leave it at that.
I oppose any widening of the freeway, especially as the congestion data looks fine through 2050, especially at the ends of the study area in either direction. Please integrate more automated enforcement into proposed solutions
I sincerely hope we do not change the alignment of I-25. The area around it does not need even more displacement than it has already suffered. Fix/replace the bridges, overpasses, etc. But any straightening will only result in drivers going even faster.
Have mtgs. at local hospitals in the area during lunch time to get better feedback, maybe even cafeterias
Please keep healthy communities and healthy environments in mind. Widening, straightening roads, highways, and intersections only serve to further induce demand on car amenities.
That the projected and current congestion appears to evaporate in the middle of the s-curve after the Coal exit (which appears to be uncongested) indicates that the congestion is due to the common traffic crashes that occur, so we should not widen i25
"Please lots of trees for air quality" Longe Pine, fir, etc. Evergreens. They get larger and absorb more brake dust and exhaust from cars. Also, better to block noise. Check LA studies concerning asthma (lung problems) from freeways in residential areas.
Barrier wall and trees for air quality and noise reduction. Also lots of lights.

**How did you hear about the public meeting or comment period?**

Over 30 individuals heard about the public meeting and comment period through the media from a press release the NMDOT put out. Next common ways was through social media, door hanger from canvassing, organization affiliation, friends or family, or mailed postcard.

**Did you find the material shared informative?**

92% (81 individuals) found the material informative, while 8% (7 individuals) did not.

**Do you find the website helpful and easy to navigate?**

Of the responses, over 53% (47 individuals) found the website helpful and easy to navigate, while 40% (35 individuals) selected "unsure." This is likely due to over 30 surveys being submitted in person at the public meeting, so those individuals would not have had access to the website material at that time. 7% (six individuals) said the website was not helpful or easy to navigate.

**Do you have suggestions on how to improve for our next public comment period in 2024?**

Note: Public responses have not been edited.

Written Responses
NMDOT has a reputation for not completing projects on time or on budget. Address previous bad faith dealings and how to deal w labor shortages.
More advertisement on social media for the younger generations to stay informed
Make it easier to get to survey site
Maybe announce on local news if you are not already doing so. I would think the hospital employees and patients near the area would be interested and give better feedback that the average commuter.
Would be good to know about it in the news before the meeting.



**Written Responses**

...would appreciate being able to give a more detailed response about this without the need to go to a public comment. Serious inquiries about my submission can contact me via email [email redacted]. I am not putting it in the normal contact listed.

Yes, I have a lot of suggestions. Leave the highways alone, make sure there's no pot holes in them. That's all that we need to make sure that we are able to drive safe without damaging our vehicles. Also, leave the money alone

Some of the questions are confusing. I am not sure why I need to click on designs I am "familiar with".

Come out with a solution to this problem.

Let's try to find the money and get this project started, long overdue.

Great, nice visuals, feedback- surveys, professional representation with staff.

No, everything was very easily explained.

Advertise on social media, all platforms.

Please amplify more. We cannot hear questions asked through the microphone. Turn up the volume! Could we please have actual answers, especially from mike on you team? Lots of talk, saying nothing.

Leave the west side of I25 out of the plans to improve I25.

You're doing a good job.

Consider the entire community and not just the area near the businesses on Gibson, starbucks etc.

I'm glad to see this serious problem finally being addressed.

Make sure you tube videos are formatted correctly, half the presentation was cut off the screen. Include Q&A in video

The tool to draw on the map is difficult to use without being able to zoom in and navigate up/down (I had to draw on it when zoomed out far enough to see the whole study area).

COA DMD conducted a bikeways study for Avenida Cesar Chavez - you should reach out to them to see the study and coordinate to make sure the Cesar Chavez interchange will accommodate their plans.

talk to folks at parks in the area? thanks.

I think you're off to a good start.

Allow a forum on this website for public debate. (Not just individual input for you to evaluate, but input the public and see and respond to.)

Are you posting around campus and the ART line? Because this would almost certainly affect those people. Also consider posting at Sunport and the Isotopes park as I assume this could affect access for those very busy places during construction.

More media exposure on all stations. Radio as well.

Remind survey users of the negative environmental, fiscal, and societal impacts of our car centered infrastructure

Make the survey more accessible and easy to use.

This project as it is going to have a very negative impact on my neighborhood. Please focus on making it safe to walk an bike in this area with dedicated, protected bike lanes and walkways.

While it was pointed out that there are a significant percentage of people (16%?) that don't own vehicles, and those people are likely not to have access to online studies, maybe a canvass would help to know what they are thinking.

potentially compare & contrast the consequences of the different choices; many not up-to-date on risks, consequences, impacts etc thanks

Include reducing VMT as a design goal, include estimates of induced effects, investigate possible interventions that work in existing ROW

Earlier notice would be helpful. The mailing arrived on the afternoon of the event.



**Written Responses**

Thank you!

