



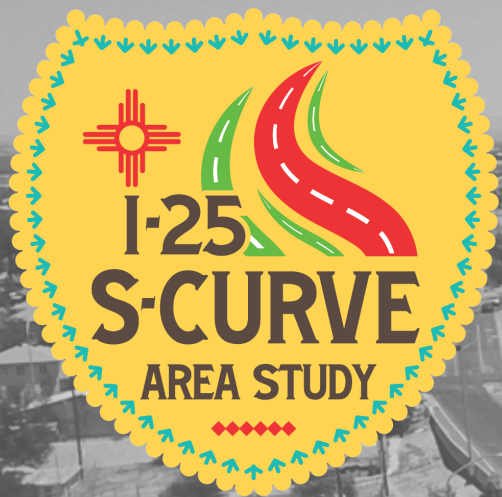
Welcome

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



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

The presentation will be about 45 minutes and will be recorded and made available on the study website.



Agenda

First Public Comment Period Summary

Nonmotorized Transportation Elements

Alternative Development and Analysis Process

I-25 Alignment Options

Interstate Exchange Options

Public Engagement

Questions



Presenters







Adrianna Day

Facilitator

A large, stylized graphic of a road curving to the right, rendered in shades of gray. It has white dashed lines representing lane markings.



Summer Herrera

*NMDOT Project
Development Engineer*





Mike Worrall

*Consultant Project
Manager*





Nicole Tolley

*Consultant
Environmental Lead*





Alonzo Martinez

Consultant Engineer





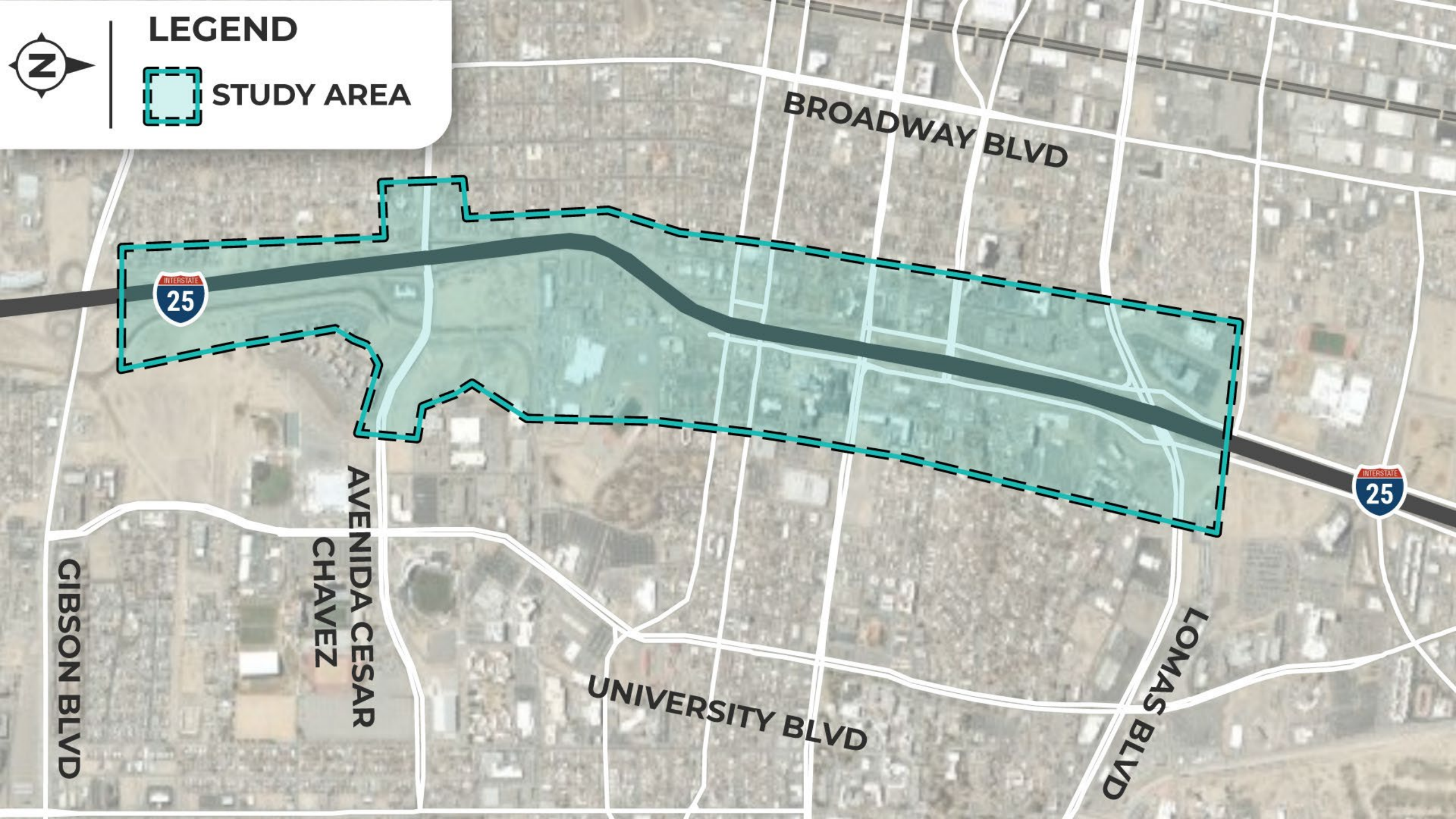
First Public Comment Period Summary



LEGEND



STUDY AREA



BROADWAY BLVD



GIBSON BLVD

AVENIDA CESAR CHAVEZ

UNIVERSITY BLVD

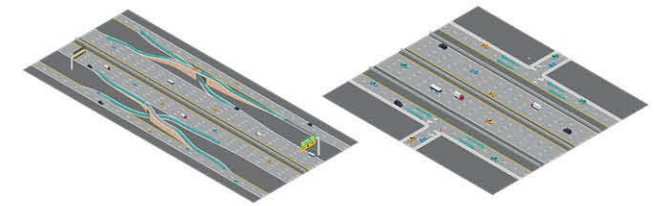
LOMAS BLVD

163

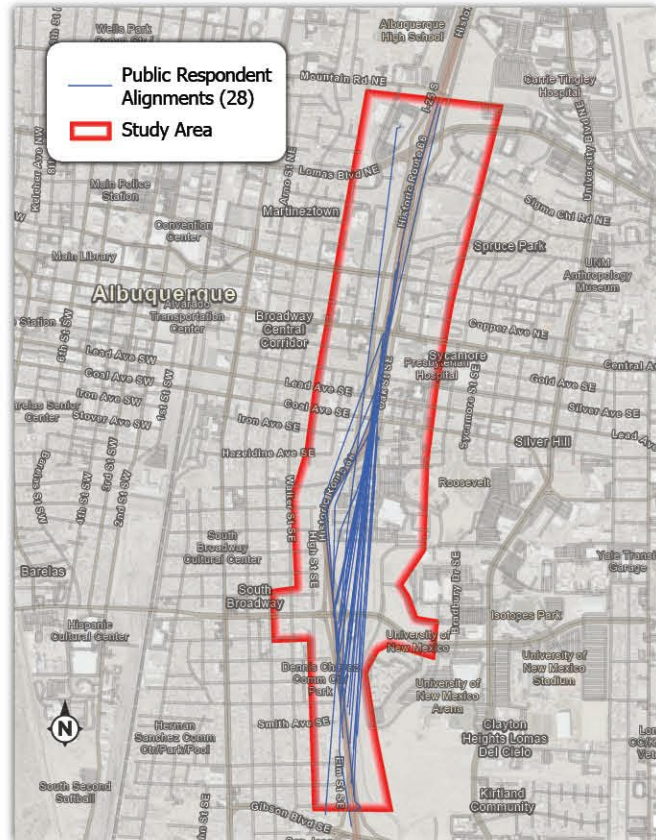
Total Comments



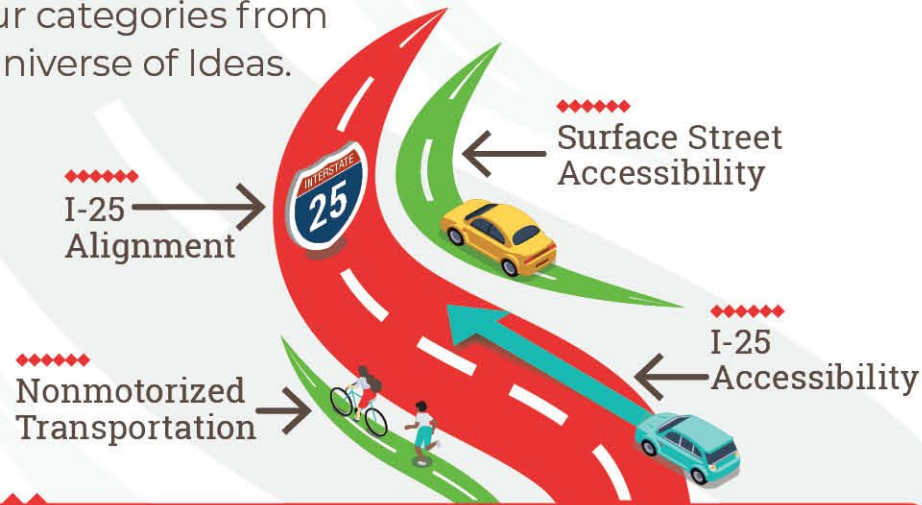
Surveys (physical or online)	95
Emails	50
Live Q&As	10
Comment Forms	6
Phone Calls	1
Letter	1



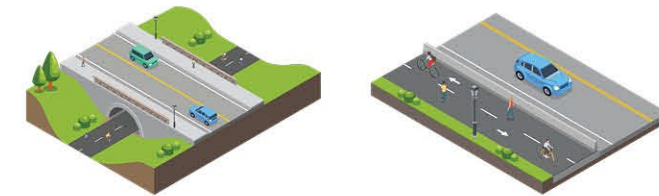
Individuals were most familiar with One-Way Frontage Roads and Braided Ramps as solutions to improve I-25 accessibility.



Individuals generally support improving all four categories from the Universe of Ideas.



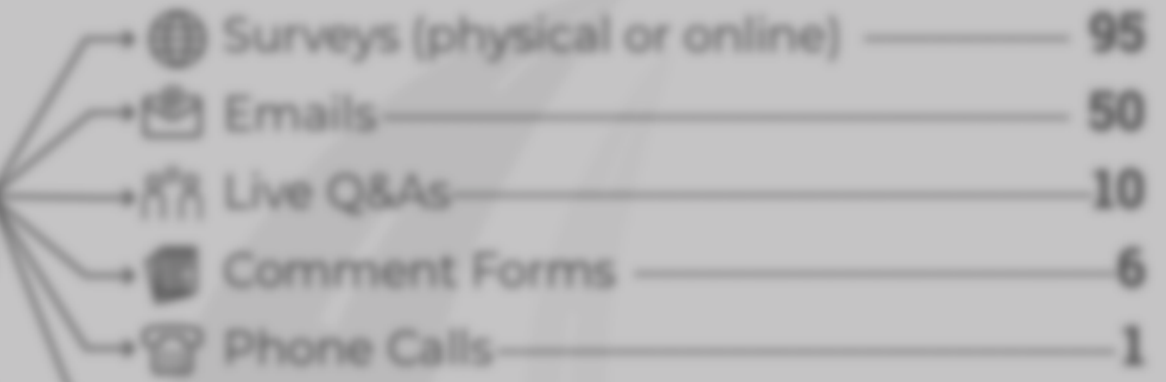
General feedback through open-ended comments included a desire to shift I-25 to the east with a common concern around impacts to residential and/or historic properties. **28 alignment sketches** were submitted to the Universe of Ideas.



Individuals are most comfortable using Barrier-Separated Shared-Use Paths and Grade-Separated Crossings.

Better access to Avenida Cesar Chavez, Central Avenue and Lead Avenue were the most requested surface streets.

163



Individuals were most familiar with One-Way Frontage Roads and Braided Ramps as solutions



Transportation

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163

Total Comments

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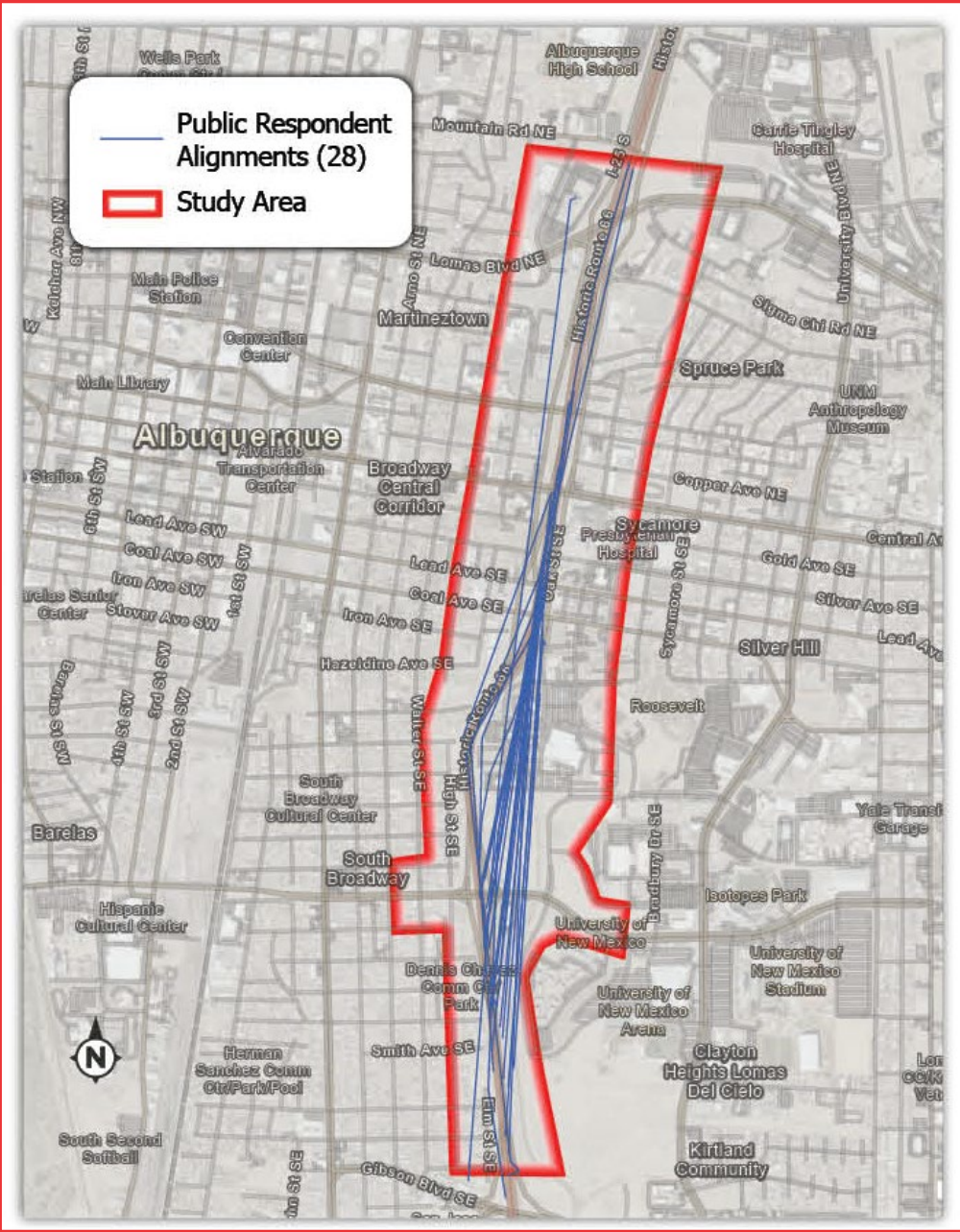
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163

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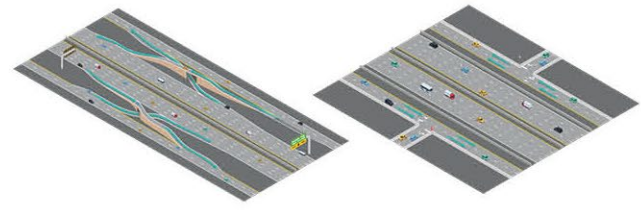
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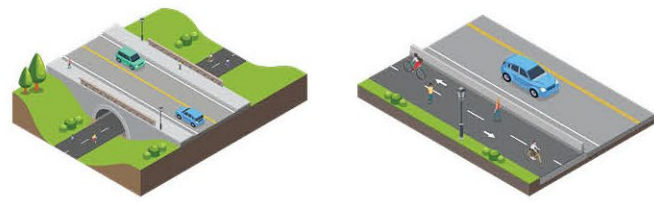
163

Total Comments

- Sur
- Em
- Live
- Con
- Pho
- Let



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95
50
10
6
1
1



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Better access to Avenida Cesar Chavez, Central Avenue and Lead Avenue were the most requested surface streets.



Purpose

Improve safety, improve travel time reliability, prepare for future travel demand, and replace aging infrastructure on I-25 between MP 223 and 225, and accommodate nonmotorized transportation across the I-25 corridor.



There is a need for **roadway geometry improvements** that will accommodate the appropriate design speed.

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

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



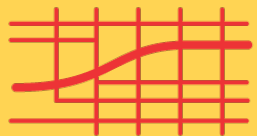
There is a need to **prepare for increased traffic** resulting from regional growth.



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



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



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



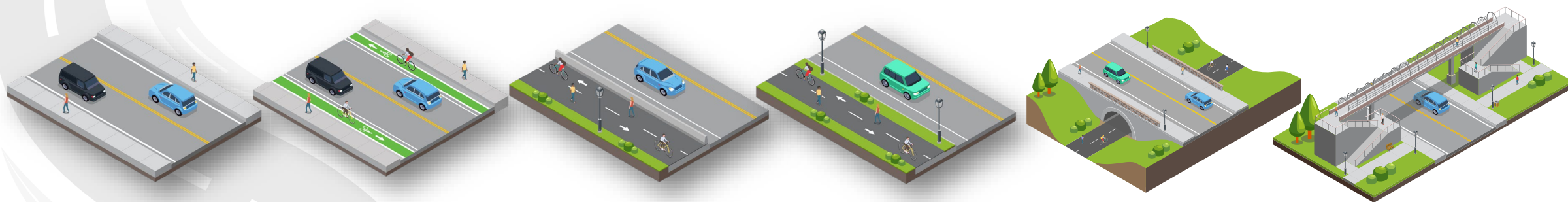
Nonmotorized Transportation Elements

Information located at Station 1.



The study team is working to identify solutions that accommodate nonmotorized transportation and **are attractive for pedestrians and bicyclists.**

To properly recommend improvements to be incorporated in the next alternative stage, the study team is thinking through **three** questions.





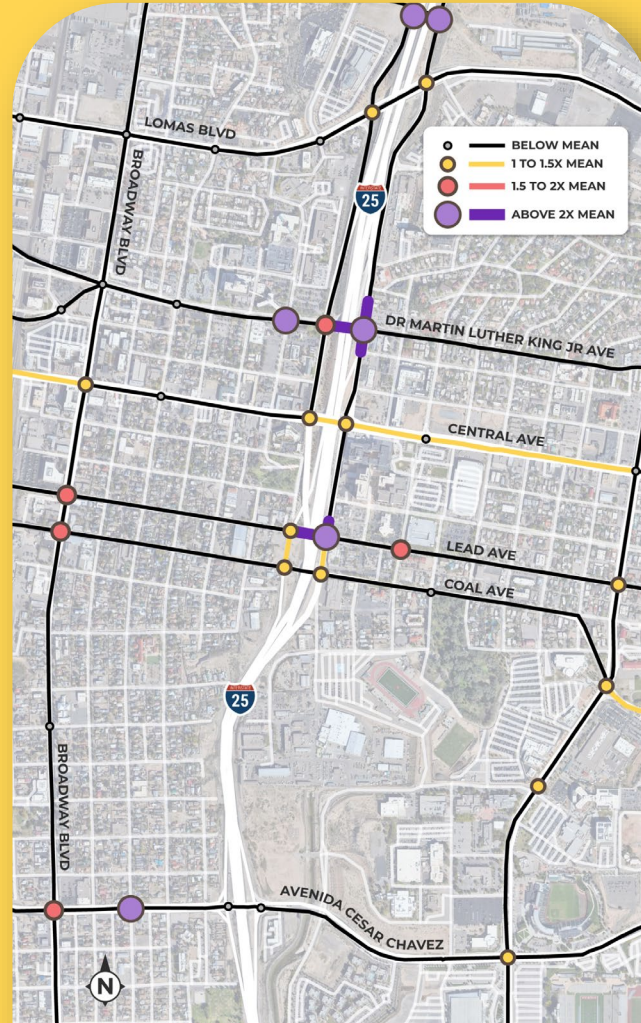
1. How do potential walking and biking improvements tie into existing or planned facilities?





2. Where are there hotspots for crashes involving pedestrians and cyclists?

Maps provided by the Mid-Region Council of Governments (MRCOG).



Pedestrians

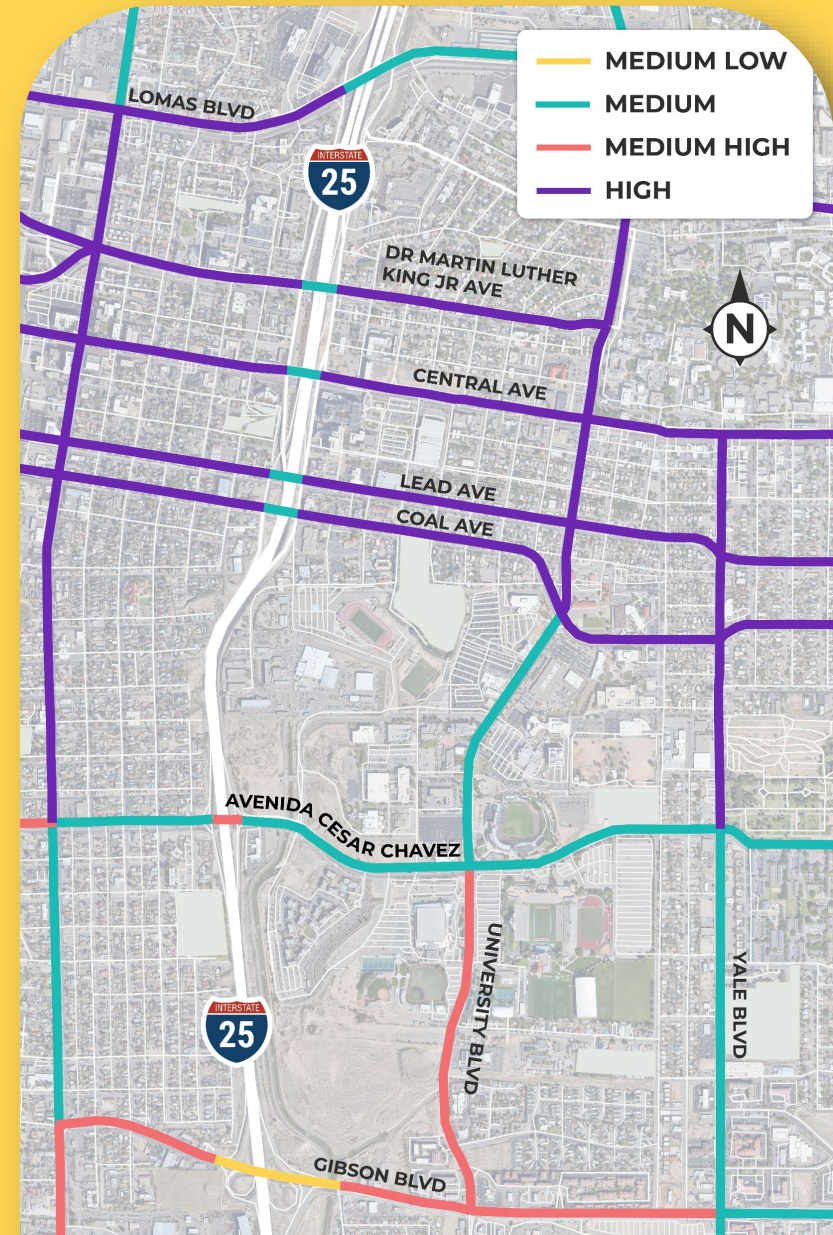


Cyclists



3. What facilities get the most pedestrian activity?

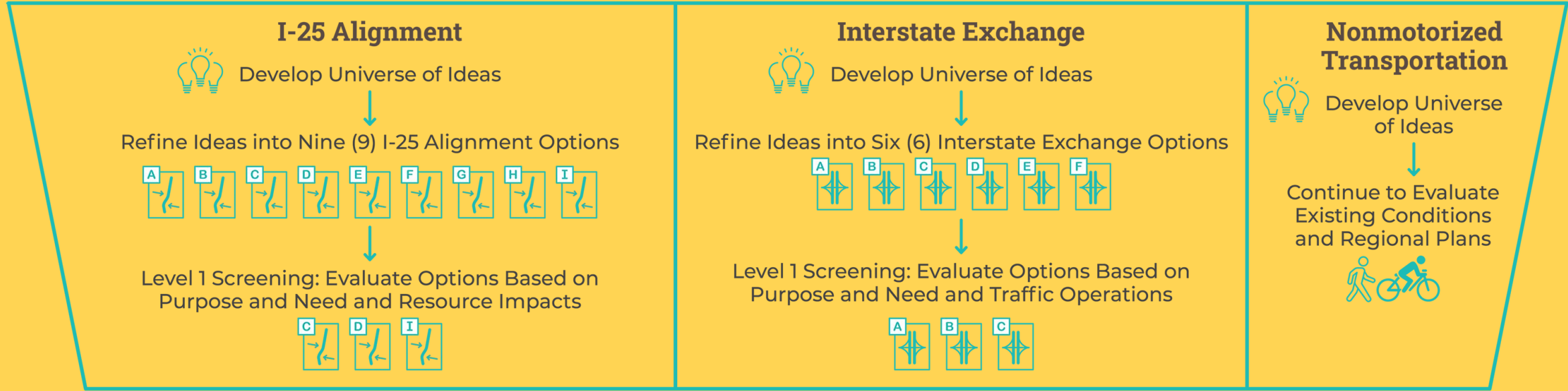
Map provided by MRCOG.



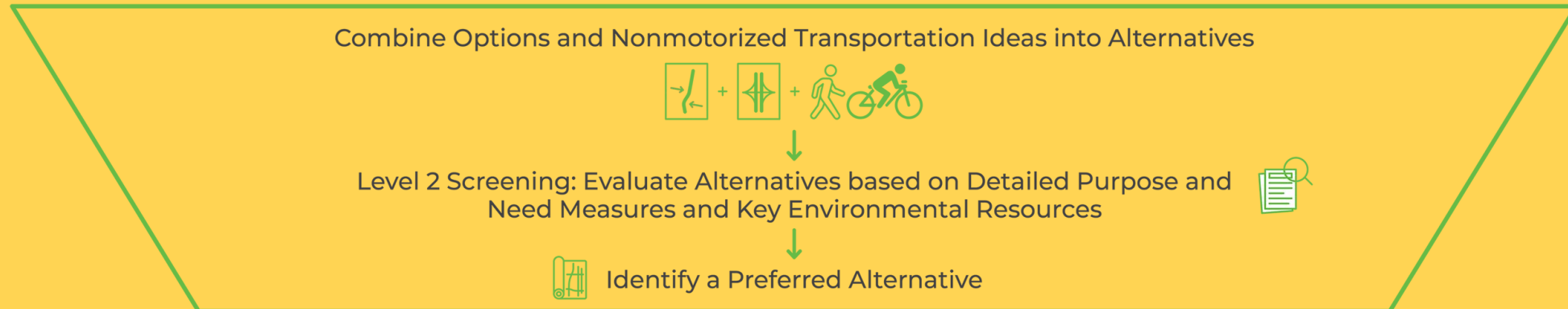


Alternative Development and Analysis Process

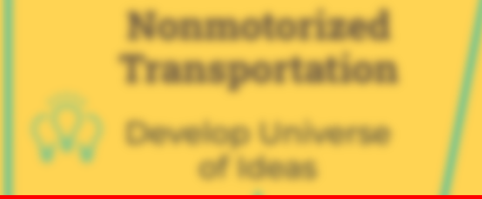
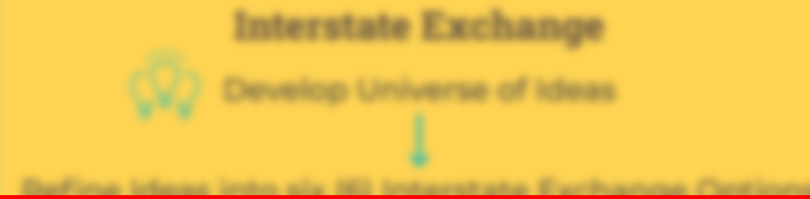
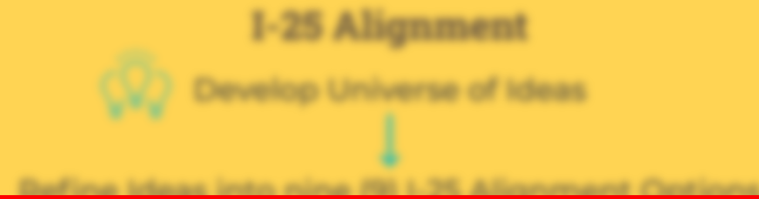
Environmental studies are process-driven and subject to change.



★ **WE ARE HERE IN THE PROCESS** ★



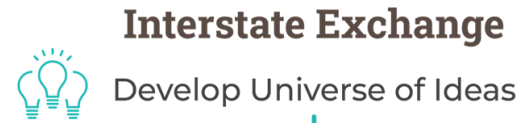
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Refine Ideas into Nine (9) I-25 Alignment Options



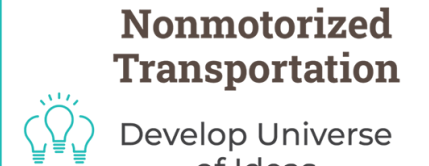
Level 1 Screening: Evaluate Options Based on Purpose and Need and Resource Impacts



Refine Ideas into Six (6) Interstate Exchange Options



Level 1 Screening: Evaluate Options Based on Purpose and Need and Traffic Operations



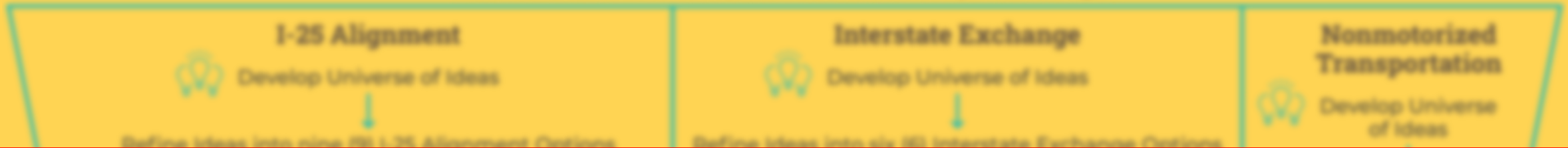
Continue to Evaluate Existing Conditions and Regional Plans



☆ WE ARE HERE IN THE PROCESS ☆



Environmental studies are process driven and subject to change.



Combine Options and Nonmotorized Transportation Ideas into Alternatives



Level 2 Screening: Evaluate Alternatives based on Detailed Purpose and Need Measures and Key Environmental Resources



Identify a Preferred Alternative



Environmental studies are process driven and subject to change.

I-25 Alignment

Develop Universe of Ideas

Refine Ideas into six (6) I-25 Alignment Options

Interstate Exchange

Develop Universe of Ideas

Refine Ideas into six (6) Interstate Exchange Options

Nonmotorized Transportation

Develop Universe of Ideas



Advance the Preferred Alternative and the No Build Alternative to Phase IC (Environmental Documentation) for Further Detailed Analysis



Advance the Preferred Alternative and the No Build Alternative to Phase IC (Environmental Documentation) for Further Detailed Analysis







NEPA Requirements

- Assess the effects of proposed actions **before any decisions are made**
- Seek input from stakeholders and the public throughout the study
- Consider and evaluate a wide range of alternatives, **including those that would involve shifts to the west,** shifts to the east, or perhaps a combination



I-25 Alignment Options

Information located at Station 2.





Measures of Effectiveness

Improves geometry and reduces driver workload by straightening the S-Curve.

Improves safety by reducing crashes.

Improves safety by improving speed consistency on I-25 through reducing superelevations/lengthening transition between curves.

Does this option sufficiently address Purpose and Need?



Scoring



BEST



GOOD



MODERATE



BAD

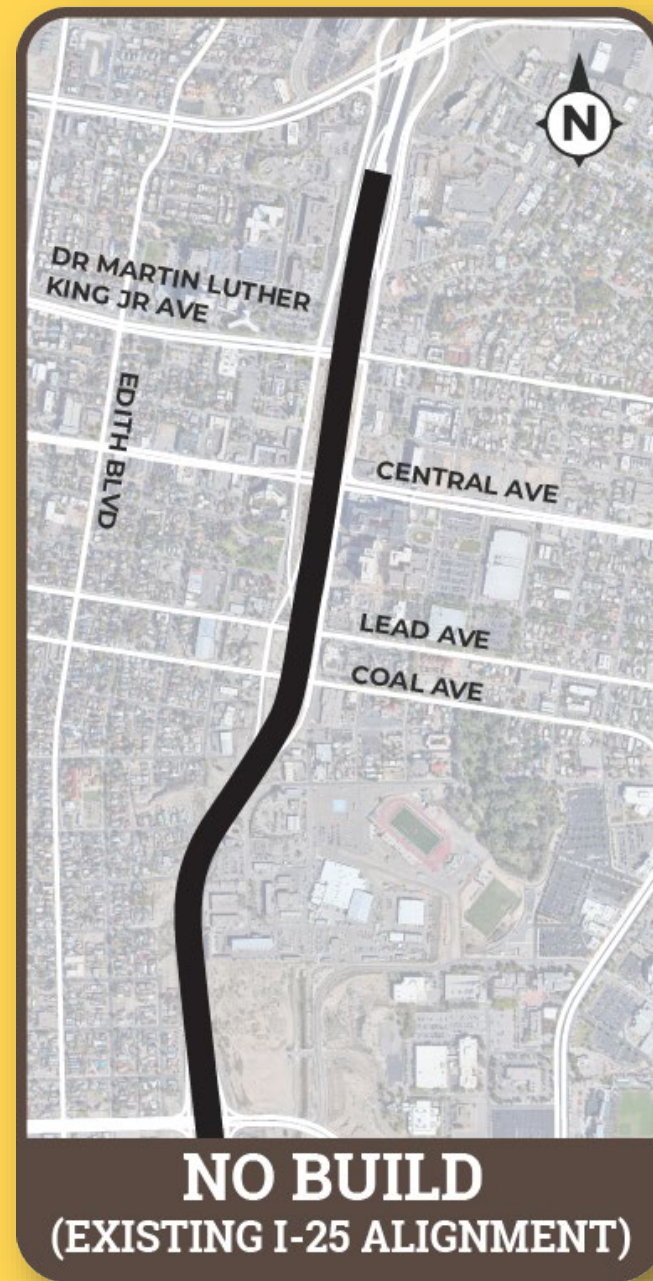


WORST



No Build Option

	Does not improve geometry or reduce driver workload.
	Does not reduce crashes.
	Does not improve speed consistency on I-25.
	This option does not sufficiently address the Purpose and Need.





Option A

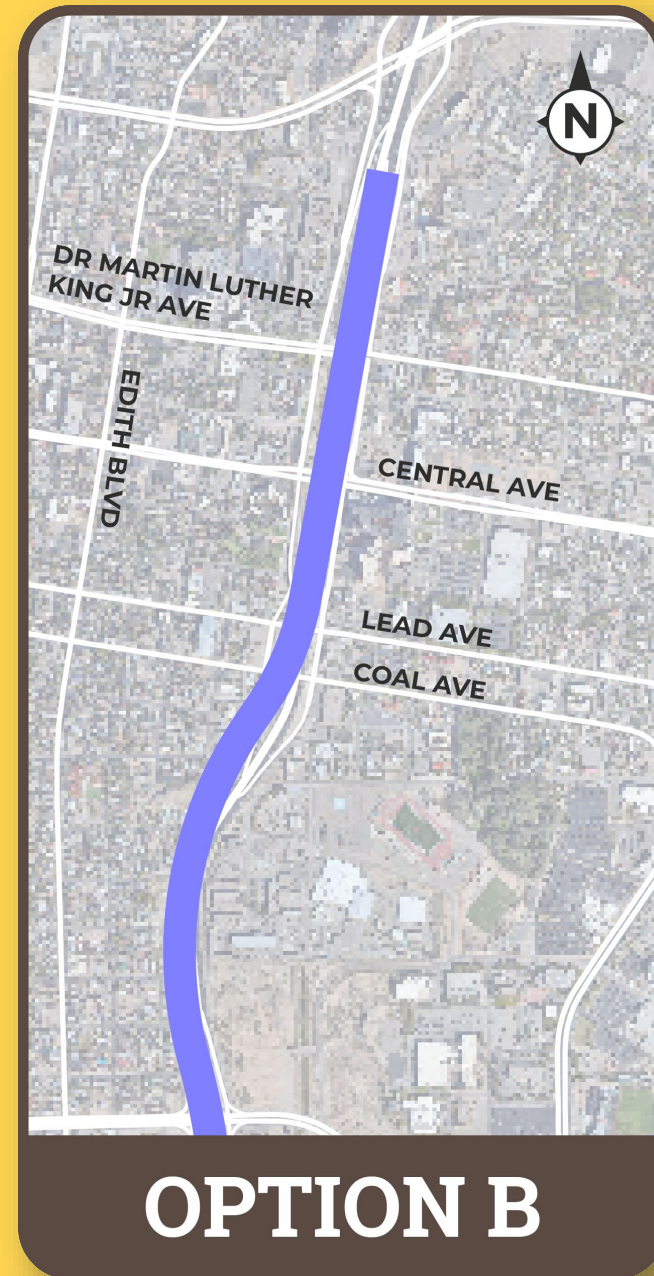
⊗	Does not sufficiently improve geometry or reduce driver workload.
⊗	
⊗	Does not sufficiently reduce crashes.
⊗	
⊗	Does not sufficiently improve speed consistency on I-25.
⊗	
⊗	This option does not sufficiently address the Purpose and Need.
⊗	





Option B

	Moderately improves geometry or reduces driver workload by straightening the S-Curve.
	Does not sufficiently reduce crashes.
	Moderately improves speed consistency on I-25.
	This option does not sufficiently address the Purpose and Need.





Option C



Sufficiently improves geometry and reduces workload by straightening the S-Curve.



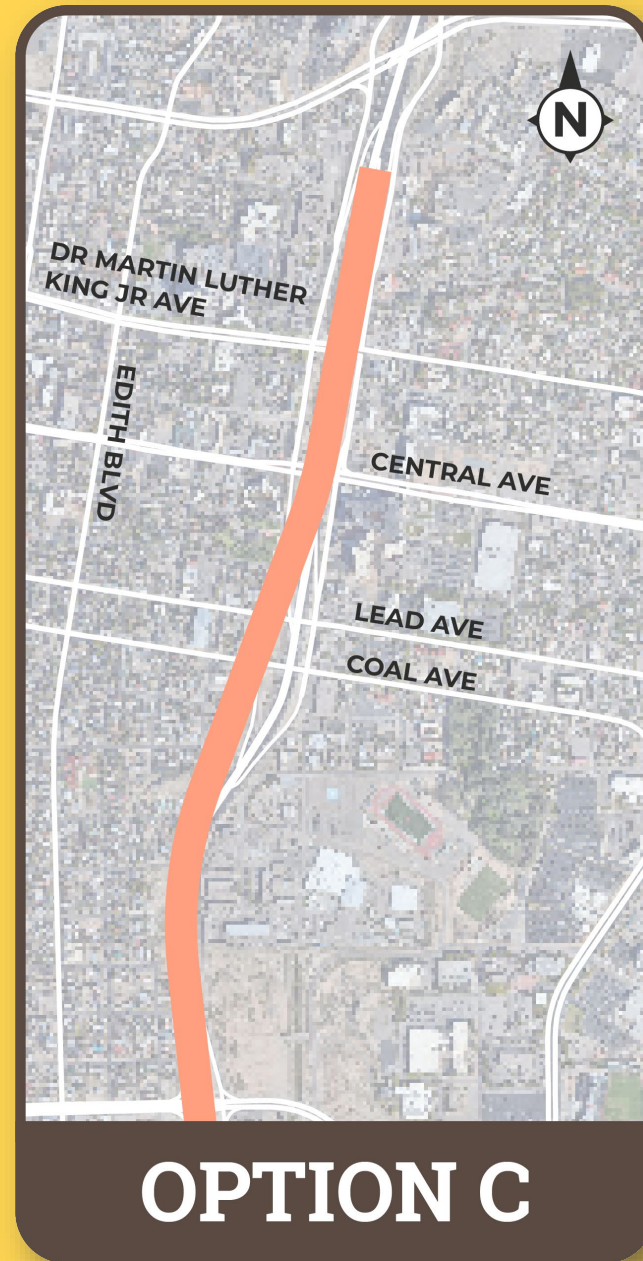
Sufficiently reduces crashes.



Sufficiently improves speed consistency on I-25.



This option sufficiently addresses the Purpose and Need.



OPTION C



Option D



Sufficiently improves geometry and reduces driver workload by straightening the S-Curve.



Sufficiently reduces crashes.



Sufficiently improves speed consistency on I-25.



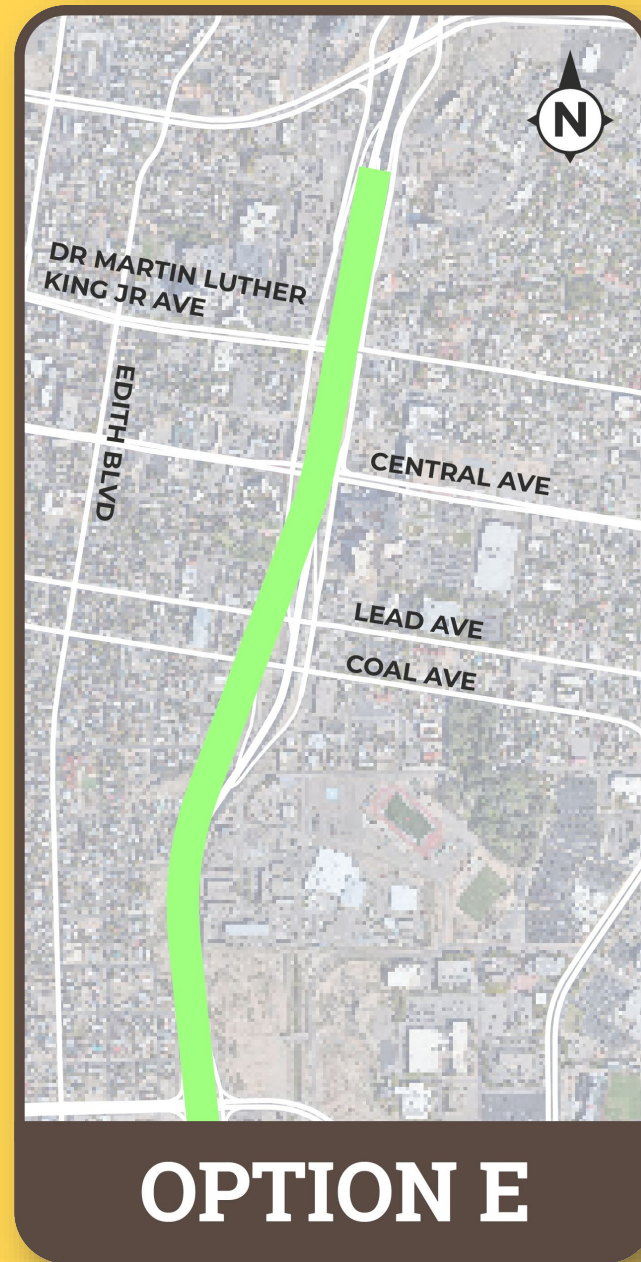
This option sufficiently addresses the Purpose and Need.












Option E

	Does not sufficiently improve geometry or reduce driver workload.
	Sufficiently reduces crashes.
	Moderately improves speed consistency on I-25.
	This option does not sufficiently address the Purpose and Need.










Option F

 	<p>Does not sufficiently improve geometry or reduce driver workload.</p>
 	<p>Does not sufficiently reduce crashes.</p>
 	<p>Does not sufficiently improve speed consistency on I-25.</p>
 	<p>This option does not sufficiently address the Purpose and Need.</p>





Option G

 	<p>Does not sufficiently improve geometry or reduce driver workload.</p>
	<p>Does not sufficiently reduce crashes.</p>
	<p>Moderately improves speed consistency on I-25.</p>
	<p>This option does not sufficiently address the Purpose and Need.</p>



Option G
 (SIMILAR TO PREVIOUSLY IDENTIFIED PREFERRED ALTERNATIVE)



Option H



Does not sufficiently improve geometry or reduce driver workload.



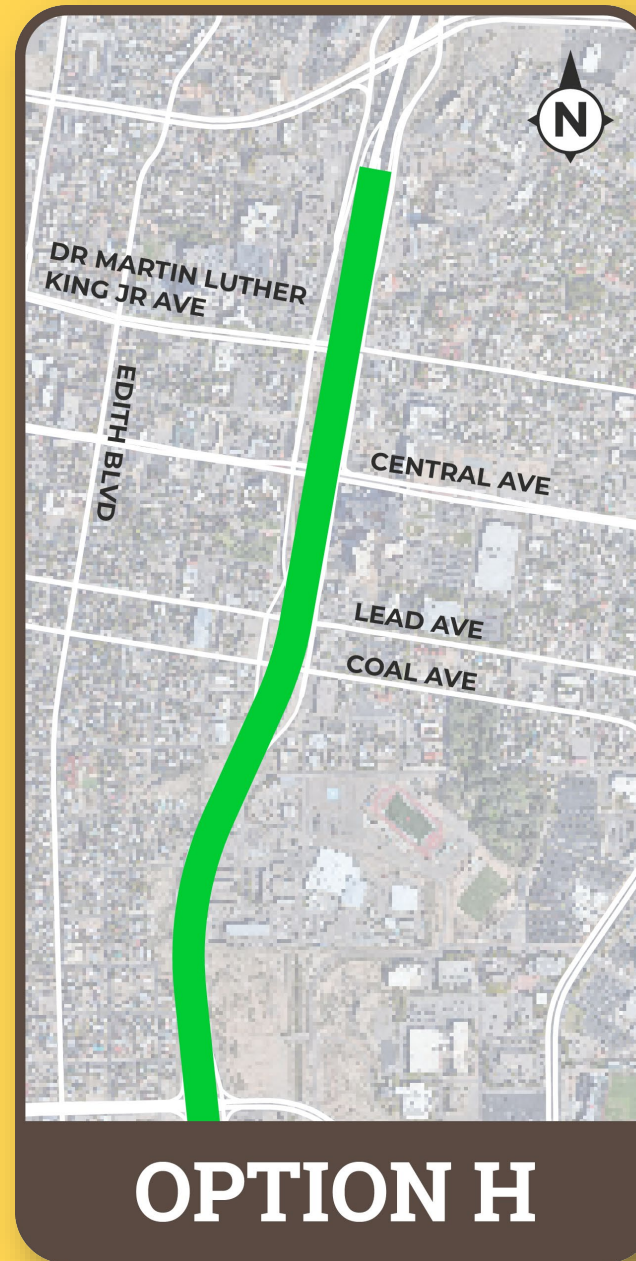
Moderately reduces crashes.



Moderately improves speed consistency on I-25.



This option does not sufficiently address the Purpose and Need.



OPTION H



Option I



Sufficiently improves geometry and reduces driver workload by straightening the S-Curve.



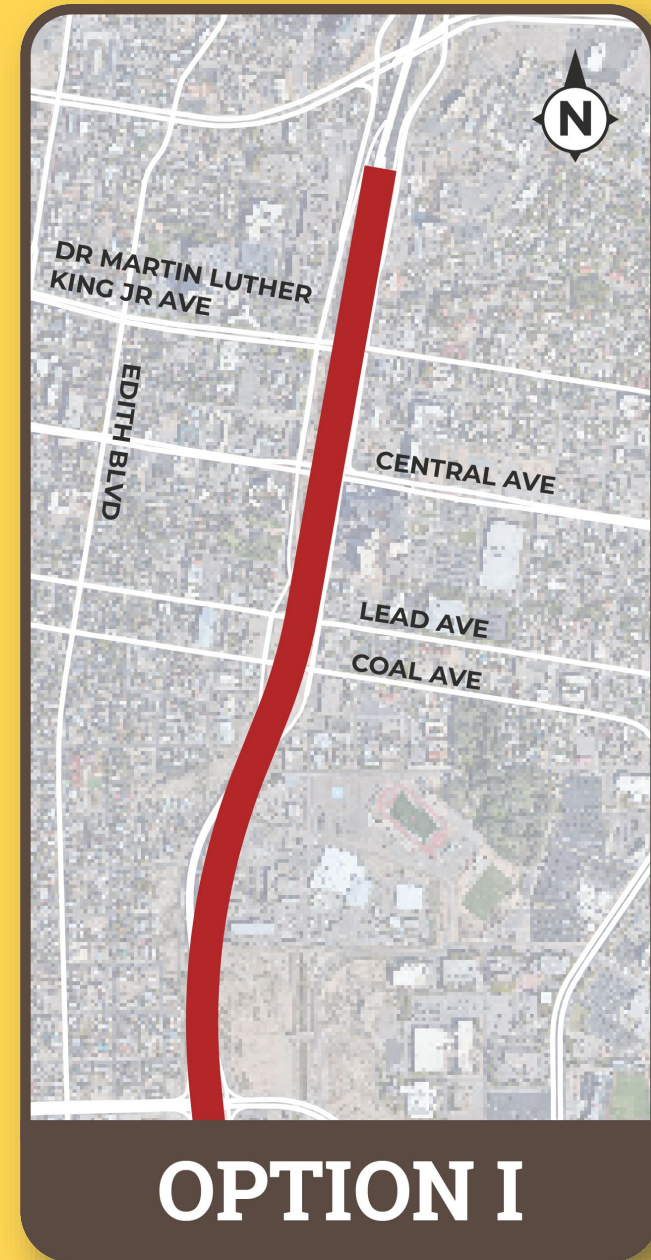
Sufficiently reduces crashes.



Sufficiently improves speed consistency on I-25.



This option sufficiently addresses the Purpose and Need.





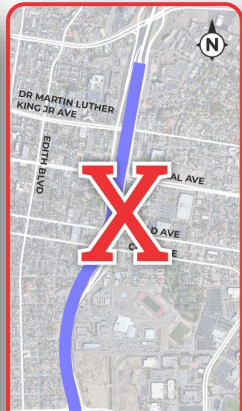
Proposed Options Advancing



NO BUILD
(EXISTING I-25 ALIGNMENT)



OPTION A



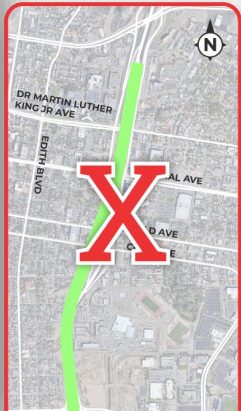
OPTION B



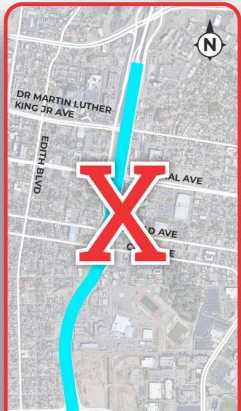
OPTION C



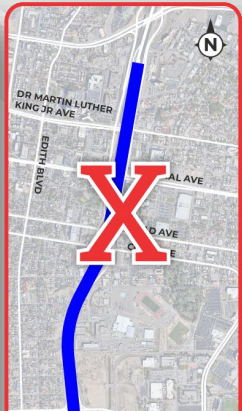
OPTION D



OPTION E



OPTION F
(SIMILAR TO PREVIOUSLY IDENTIFIED
PREFERRED ALTERNATIVE)



OPTION G
(SIMILAR TO PREVIOUSLY IDENTIFIED
PREFERRED ALTERNATIVE)






OPTION H



OPTION I



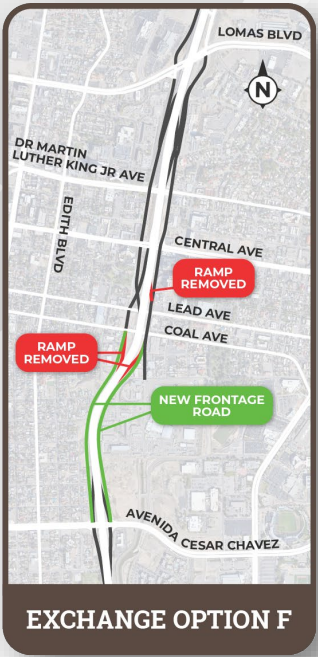
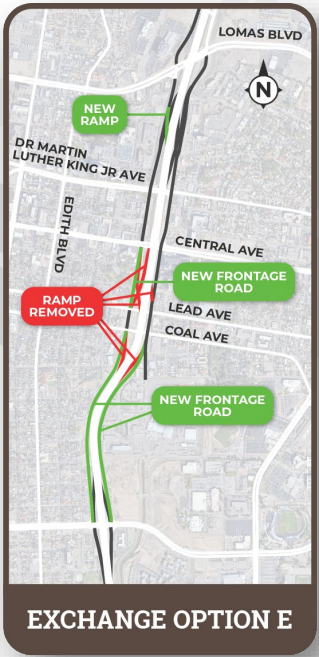
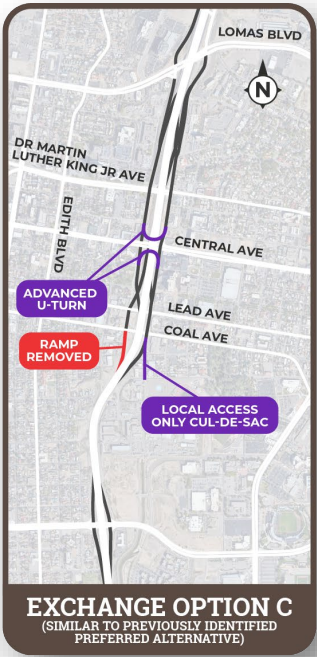
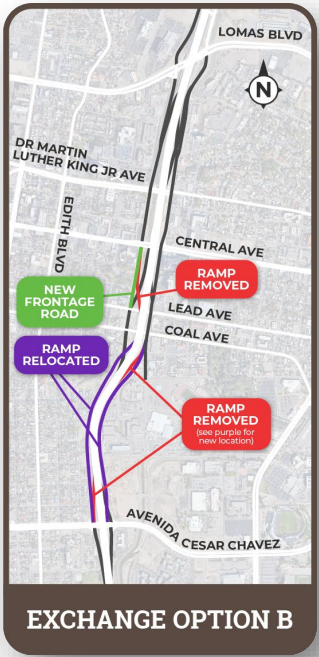
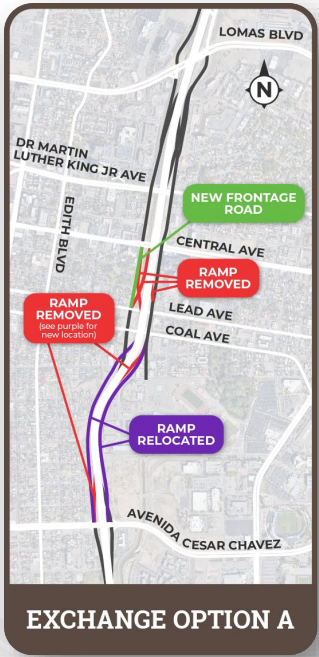
Resource Comparison

No Build	Option C	Option D	Option I
<p>Does not directly impact the surrounding community because no improvements are made. The No Build Option will advance to serve as a baseline with which to compare other options and, eventually, other alternatives.</p>	<p>Negatively impacts cultural resources, neighborhood blocks, residences, businesses, and community resources.</p>	<p>Negatively impacts cultural resources, neighborhood blocks, residences, businesses, and community resources.</p>	<p>Minimizes impacts to cultural resources, neighborhood blocks, residences, and community resources.</p>
			



Interstate Exchange Options

Information located at Station 3.





Measures of Effectiveness

Improves geometry and reduces driver workload by updating interchange spacing, ramp spacing, and ramp length to meet the American Association of State Highway and Transportation Officials (AASHTO) standards.

Improves safety and reduces driver workload on I-25 by consolidating entrance/exit ramps.

Improves frontage roads by reducing the decision/conflict points and limiting out-of-direction/additional frontage road travel.

Maintains access to critical services, education facilities, and event locations.

Replaces aging infrastructure and limits increase to maintenance responsibility.

Does this option sufficiently address Purpose and Need?



Scoring



GOOD



MODERATE

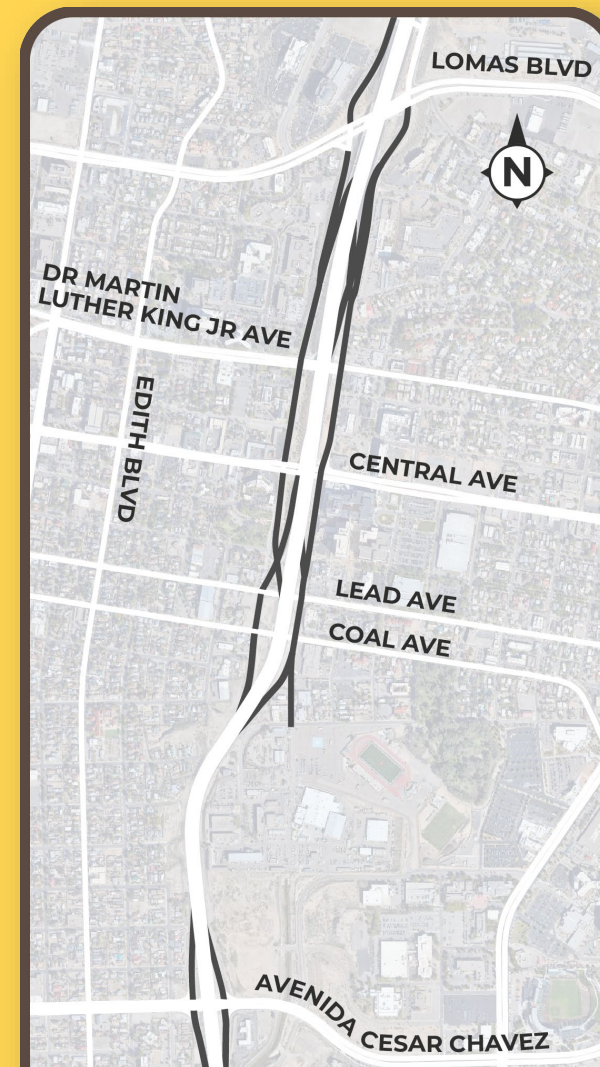


BAD



No Build

- ⊗ Does not improve interchange spacing, ramp spacing or ramp lengths to meet AASHTO standards.
- ⊗ Does not consolidate entrance/exit ramps.
- ⊗ Does not reduce points of conflict or limit out-of-direction travel/additional frontage road travel.
- ⊖ Maintains access to critical services, education facilities, and event locations.
- ⊗ Does not replace deficient infrastructure and increases maintenance responsibility.
- ⊗ **This option does not sufficiently address the Purpose and Need.**

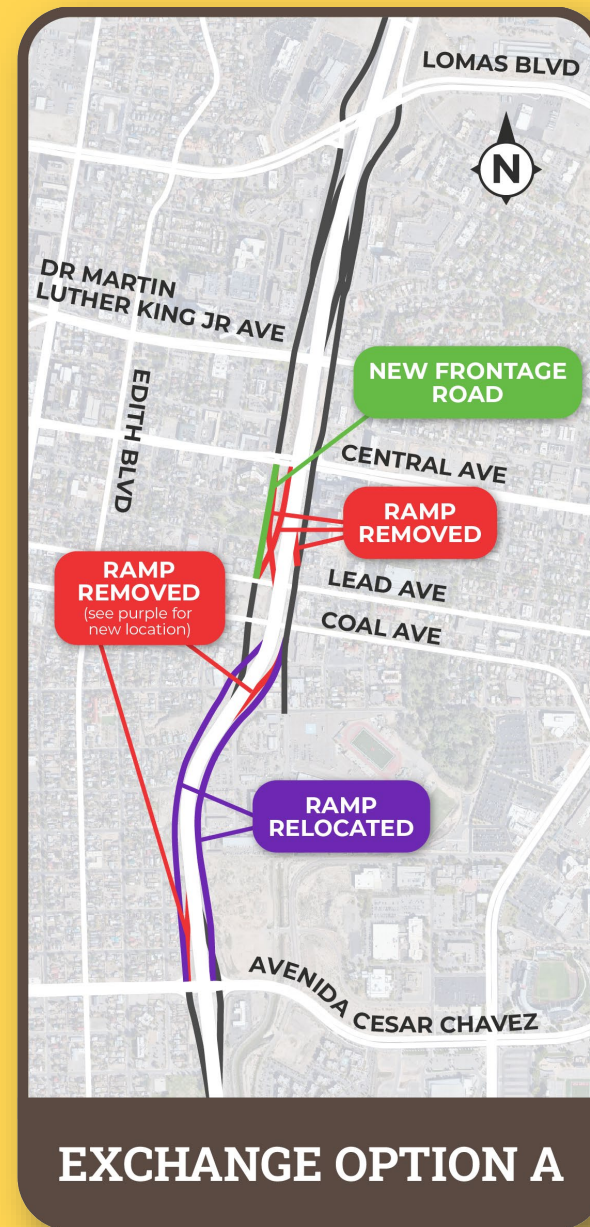


NO BUILD
(EXISTING RAMPS/
FRONTAGE ROADS)



Option A

- ✓ Improves interchange spacing, ramp spacing, and ramp lengths to meet AASHTO standards.
- ✓ Consolidates entrance/exit ramps.
- ✓ Reduces points of conflict or limits out-of-direction travel/additional frontage road travel.
- ✓ Maintains access to critical services, improves southbound (SB) access to education facilities, and maintains access to event locations.
- ✓ Replaces deficient infrastructure with similar maintenance responsibility.
- ✓ **This option sufficiently addresses the Purpose and Need.**



EXCHANGE OPTION A



Option B

⊖	Does not improve interchange spacing or ramp spacing northbound (NB) but does improve interchange spacing SB and ramp lengths.
⊗	Does not consolidate entrance/exit ramps.
⊖	Reduces points of conflict and limits out-of-direction travel/additional frontage road travel for NB but not SB.
✓	Maintains access to critical services, improves SB access to education facilities, and maintains access to event locations.
✓	Replaces deficient infrastructure with similar maintenance responsibility.
✓	This option sufficiently addresses the Purpose and Need.



EXCHANGE OPTION B



Option C

⊗ Does not improve interchange spacing, ramp spacing NB, or ramp lengths but does improve ramp spacing SB.

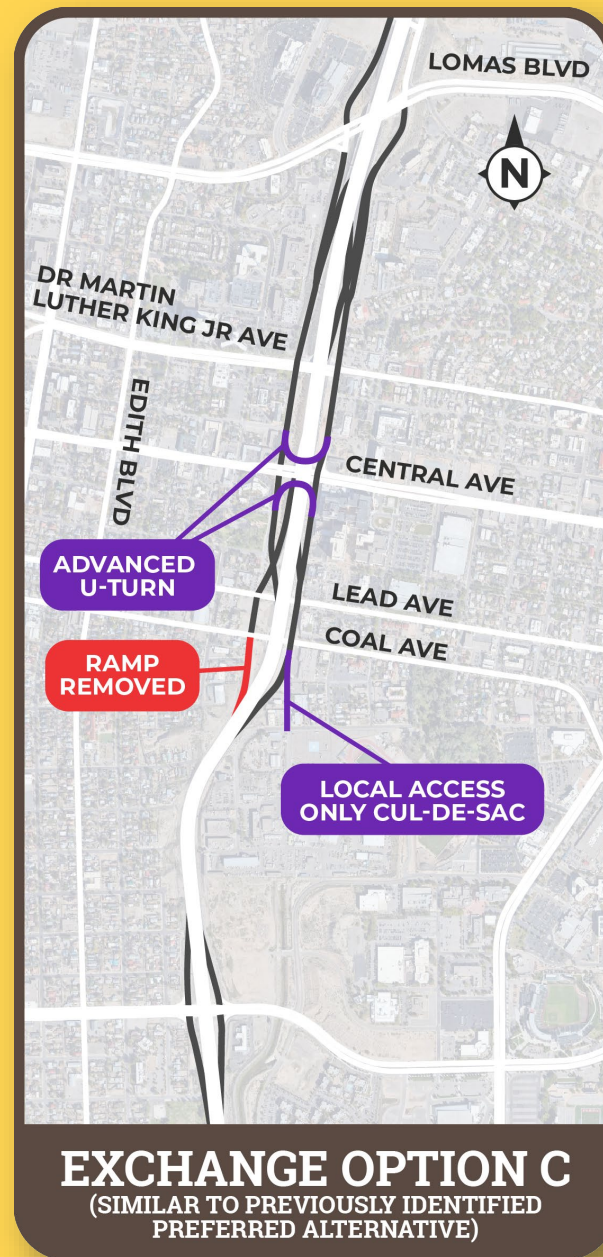
⊗ Does not consolidate entrance/exit ramps.

⊗ Does not reduce points of conflict or limit out-of-direction travel/additional frontage road travel.

⊖ Maintains access to critical services, education facilities, and event locations.

⊗ Does not replace deficient infrastructure and increases maintenance responsibility.

⊗ **This option does not sufficiently address the Purpose and Need.**



EXCHANGE OPTION C
(SIMILAR TO PREVIOUSLY IDENTIFIED PREFERRED ALTERNATIVE)

Option C is proposed to advance because it was the Preferred Alternative in the previous Phase 1B study and warrants additional detailed analysis.



Option D

⊗ Does not improve interchange spacing, ramp spacing NB, or ramp lengths but does improve ramp spacing SB.

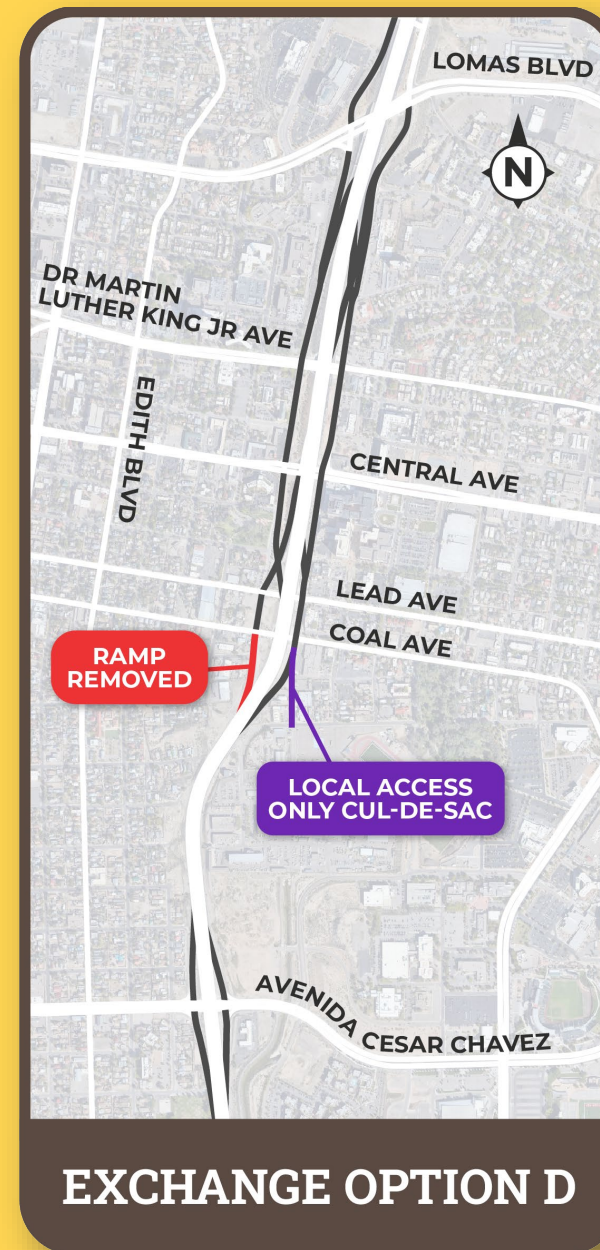
⊗ Does not consolidate entrance/exit ramps.

⊗ Reduces points of conflict but increases out-of-direction travel/additional frontage road travel.

⊖ Maintains access to critical services, education facilities, and event locations.

✓ Replaces deficient infrastructure with similar maintenance responsibility.

⊗ **This option does not sufficiently address the Purpose and Need.**

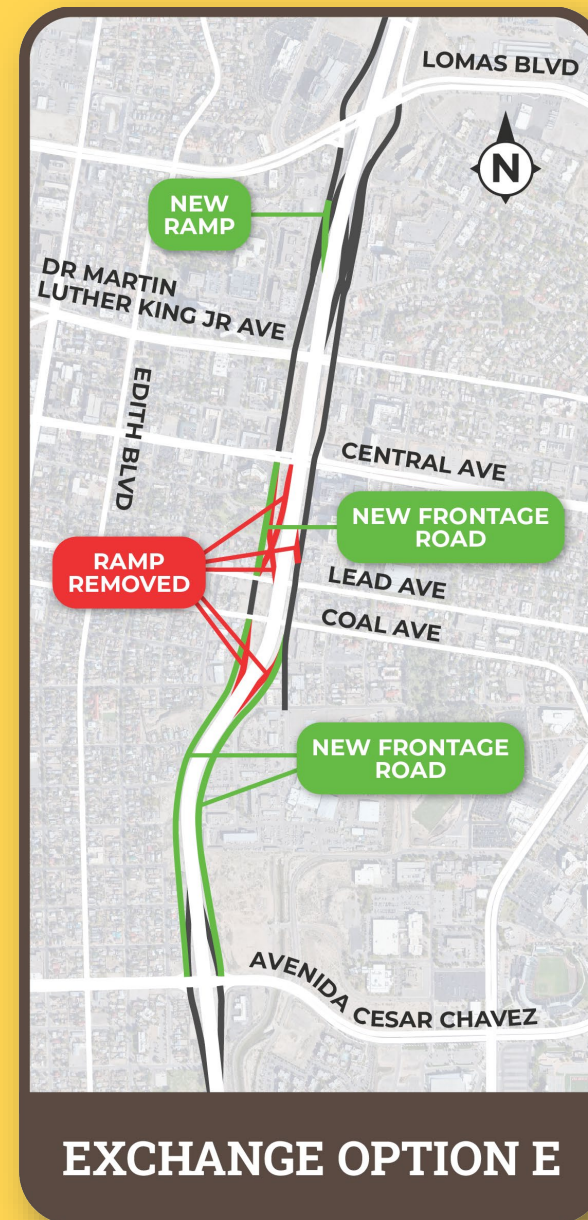


EXCHANGE OPTION D



Option E

- ✓ Does not improve ramp spacing SB or ramp lengths SB but does improve interchange spacing NB and ramp lengths NB.
- ✓ Consolidates entrance/exit ramps.
- ✗ Does not reduce points of conflict or limit out-of-direction travel/additional frontage road travel.
- ✗ Maintains access to critical services NB, maintains access to education facilities, and improves access to event locations SB but reduces access NB.
- ✗ Does not replace deficient infrastructure and increases maintenance responsibility.
- ✗ **This option does not sufficiently address the Purpose and Need.**



EXCHANGE OPTION E



Option F

✓ Does not improve ramp spacing SB or ramp lengths SB but does improve interchange spacing NB and ramp lengths NB.

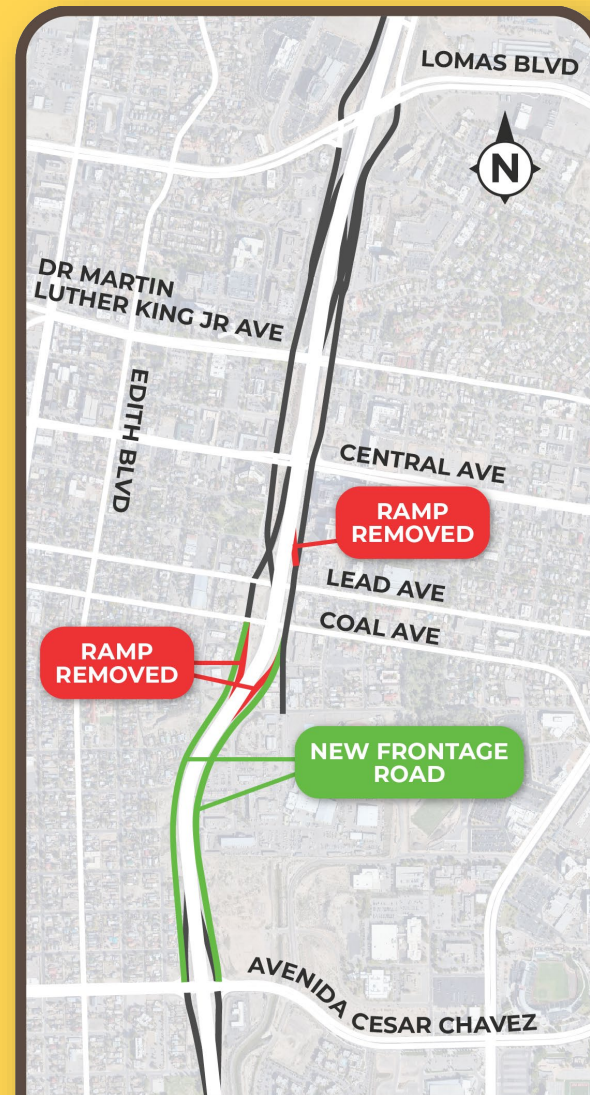
✓ Consolidates entrance/exit ramps.

✗ Does not reduce points of conflict or limit out-of-direction travel/additional frontage road travel.

✗ Maintains access to critical services NB, maintains access to education facilities, and improves access to event locations SB but reduces access NB.

✗ Does not replace deficient infrastructure and increases maintenance responsibility.

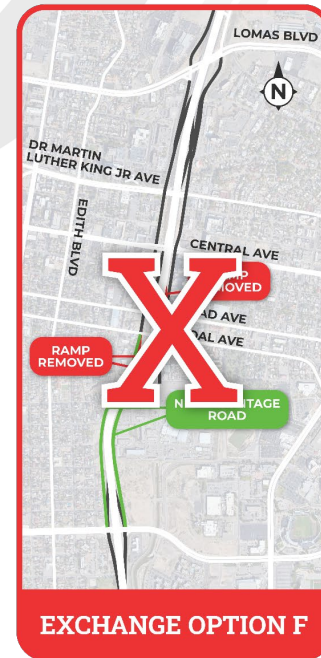
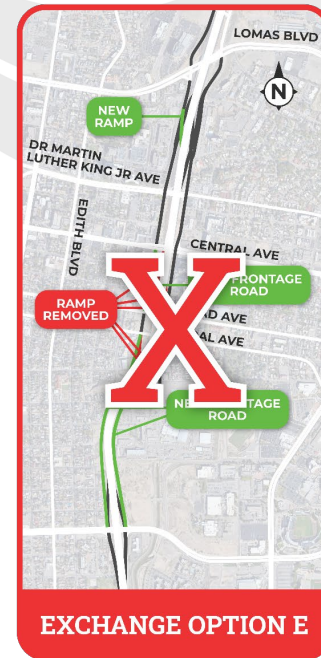
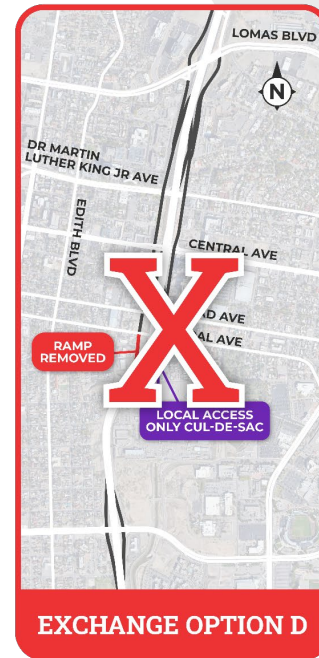
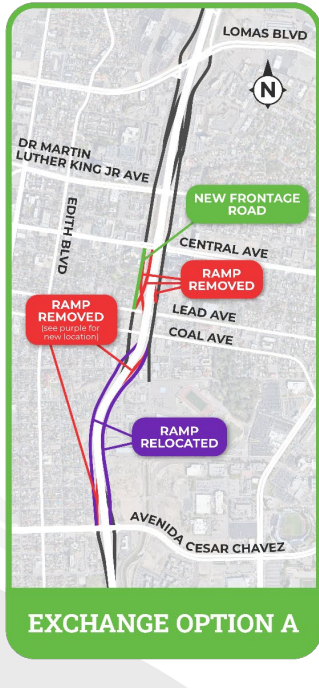
✗ **This option does not sufficiently address the Purpose and Need.**



EXCHANGE OPTION F







Proposed Options Advancing





Screening Comparison

No Build	Option A	Option B	Option C
Does not meet the Purpose and Need because no improvements are made. The No Build Option will advance to serve as a baseline with which to compare other options and, eventually, other alternatives.	Sufficiently meets Purpose and Need based on initial measures of effectiveness.	Sufficiently meets Purpose and Need based on initial measures of effectiveness.	Does not meet Purpose and Need based on initial measures of effectiveness. Option C advances because it was the Preferred Alternative in the previous Phase 1B report in 2016 and warrants additional study.
			



What Comes Next

Early Fall 2024	Spring 2025	Fall 2025
Review Combined Alternatives, Level 2 Screening, and the Recommended Preferred Alternative	Review the Detailed Analysis of the Preferred Alternative in the Environmental Document	Environmental Decision Document



Public Engagement



How to Submit Public Comments

1. Today, in person via a survey packet, comment form, or Q&A
2. Visit i25scurve.com and fill out the survey (posted April 25, 2024)
3. Email us at study@i25scurve.com
4. Call us at [505-600-2232](tel:505-600-2232)
5. Mail us at



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

**Comment period
open through
May 24, 2024!**



Today's Format after the Q&A

- Walk around the room to view the materials
- Ask specific questions to the study team
- Answer the survey questions at each station and submit the completed survey before you leave

- Formal comments need to be written down
- If you need assistance, please ask for help

Vaya a la entrada para recibir apoyo de traducción durante la jornada de puertas abiertas.



Questions



Q&A Guidelines

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





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