

**MINUTES OF THE
JOINT COUNTY COMMISSION/CITY COUNCIL
PUBLIC HEARING ON FUTURE ROADS PLAN**

August 17, 1999

5:00 p.m.

Santa Fe, New Mexico

This jointly held public hearing of the City and County of Santa Fe's governing bodies was called to order at approximately 5:25 on the above-cited date in the County Commission Chambers.

County Commissioners Present:

Paul Duran, Chairman
Richard Anaya, Commissioner
Marcos Trujillo, Commissioner
Joe Griñé, Commissioner

Commissioners Excused:

Javier Gonzales, Commissioner

City Councilors Present:

Larry Delgado, Mayor
Patti Bushee, Councilor
Molly Whitted, Councilor
Jimmie Martinez, Councilor [early departure]
Cris Moore, Councilor [late arrival]
Art Sanchez, Councilor

Councilors Excused:

Peso Chavez, Councilor
Frank Montaña, Councilor
Carol Robertson Lopez, Councilor

County Staff:

Sam Montoya, Manager
Jack Kolkmeier, Planning Director
Judy McGowan, Planner
Denice Brown, Attorney
Diana Lucero, Land Use Administrator
Jack Kolkmeier, Planning Director

City Staff:

Mike Mier, Manager
Peter Dwyer, Assistant Attorney
Reed Liming, Planner
Ann Condon, Planning Director
Frank DiLuzio, Fire Chief
Cyrus Samii, Planning Team Leader
Chuck Lange, Public Works
Jon Bulthuis, Traffic Engineer

CHAIRMAN DURAN: Jack, I have a question. Item IV, Choice of Meeting Leader -- what is that? Are we going to select someone to run the meeting?

MR. KOLKMEYER: That was the intention, that someone from the group would run the meeting.

MAYOR DELGADO: Can we just go ahead, one agenda is on the corridor and one

is on the resolution. Chairman Duran could run one and I run one. Would that work?

CHAIRMAN DURAN: That's fine.

MR. KOLKMEYER: Mr. Mayor and Chairman Duran, as far as staff is concerned, that would be fine.

CHAIRMAN DURAN: Are there any changes or amendment to the agenda?

Councilor Whitted moved to approve the agenda as presented and Commissioner Grifé seconded. The motion carried by unanimous voice vote.

VI. PUBLIC HEARINGS

A. Summary of the Arterial Roads Task Force Process (Al Pitts)

AL PITTS: Mr. Chairman, members of the panel, the road plan you'll be asked to approve would replace the road plan that's currently spelled out in an ordinance known as EZO 92-3. In its first section the ordinance states that from time to time, changed circumstances of growth within the area require that the planned arterial network be reconfigured. And that's where we are tonight. The EZ Road Plan incorporates plans that are now 17 years old. A lot of development has happened since then. Circumstances have changed.

There's another reality that the plan needs to address. Over the past decade or so, virtually every new road proposed for construction fell victim to major public controversy. As a result, very few roads that have been proposed ever got built. So now it's critical not only that the region's road plans be updated, but that it be based on the broadest possible consensus on what needs to be done to handle our problems. The task force believes it's done everything possible to assemble such a consensus. Ours was a very unusual process. To begin with, we weren't an appointed panel. Instead, any citizen could come walking in off the street, participate, make proposals, discuss them and vote on what our recommendations would be.

Every meeting was announced in the paper. Before each meeting agendas of the issues to be addressed were sent out to all past participants and every effort was made by the task force and the staff to identify any other people who might have a stake in the matters that we'd be discussing at the following meeting. We also followed a rule that all proposals concerning specific roads had to be adopted by unanimous consent. That may sound like a crazy way to run a railroad, but in fact it worked.

It forced participants to think beyond their own backyards, to anticipate opposition, and to negotiate solutions and compromises with their adversaries. It happened because so much time was spent by volunteers and by the staffs to promote mediated settlements through a lot of the divisions that divided us. So perhaps the most remarkable thing about the plan you're being asked to approve is that every one of the more than 60 roads that are shown on that map there was approved by unanimous consent after every reasonable effort was made to involve the community.

Historically, about a year was given over to education during which the staffs trained us in such things as traffic analysis, road construction standards, what the laws are having to do with the approval and funding of roads. The general aim was to ensure that our recommendations would have a sound technical basis. And finally, we followed the rule that the staffs were not to offer recommendations to us unless specifically asked to do so. We began meeting in May. Attendance at our meetings generally ran between 25 and 60 people, depending on what issue was hot at the time. In the end, over 300 citizens representing over 50 neighborhoods, developers' interests, public interest groups, ended up attending all of our meetings.

In October of '95, after 30 meetings, we ratified a draft road plan. At that point we invited both of the staffs to critique it and to offer up their proposals. We met, we've used them and actually

a lot of good ideas came from the staffs and we approved them. In preparation for the January meeting at which we considered the staff recommendations, we also, in addition to notifying all of our 300 past participants of what the task force recommendations and the staff recommendations were, sent out written notice and agendas to 200 contacts in just about every subdivision within the city and the county. We invited them to submit proposals. We got back 20 and we approved most of those.

Finally, February 25, we ratified a final recommendation. The plan then went to public hearings before the Transportation Policy Board and all four of the zoning bodies, all of which approved the plan with few significant changes. So we stand here tonight with a road plan that is now as complete as we can possibly make it. And we're hoping that having arrived here after six years of long work, this is the finish line.

So what has all this effort produced? Both Judy and Reed will shortly be walking you through the specific roads that are included in it, so I thought what I'd do is just kind of emphasize the main goals and strategies of the plan. First, we're attempting to implement a two-lane arterial road network in order to minimize the impacts that future road construction will have on most citizens across the city. We found, we know, that if the plan includes enough roads and the traffic gets spread out thinly enough, such a network can be both safe and practical. And we also know from the studies that we did that it can also significantly reduce congestion across the region.

Secondly, the plan aims to divert cut-through traffic away from most of the residential areas. And third, it also tries to provide more direct local routes to the places that most Santa Feans are trying to reach. It turns out that many of the roads in the neighborhoods that people are using to get through to where they want to go, aren't very convenient for drivers. But if you provide drivers with more direct connections, they go for the more direct connections. And the result then is that the drivers benefit and the neighbors benefit as well.

Finally, we've attached to a lot of these recommendations very specific design standards for roads. We've found a lot of the roads that we're proposing were once very controversial, but we've found during the course of our work that if you sat down with the advocates and the opponents and asked them, can we realign the road just a little bit to satisfy the opposition? How about berming? Do a little vegetation. Cut the lighting. Small things like that go a long way to dampening down controversies. Most of those recommendations are reported in I think it's Section M of our detailed report and we hope you don't forget them, because they are, we think, one of the best hopes you can have of eventually getting past our current road controversies.

So the main strategies are let's do a two-lane network, provide more direct local connections to destinations that people are actually trying to reach, use the network to steer cut-through traffic away from the neighborhoods, and pay close attention to design details so that you can minimize the impacts of roads. Finally, I mentioned that the plan was viewed by the Transportation Policy Board. Although they approved the plan with some amendments, they also, at our request, left one matter undecided, namely whether the plan should include a Richards interchange at I-25.

In February the task force recommended that the interchange receive serious consideration. If it can be clearly demonstrated that the interchange would improve traffic conditions on the city south side without harming south side neighborhoods. We attached the latter condition because there was concern that an interchange might draw more traffic into the south side than it would take out and that conditions as a result could get worse if the interchange was built. Unfortunately, we didn't have the estimates at the time that we needed in order to address that very specific question. So the policy board recommended that estimates sufficient to address that be provided to our steering committee and that we come forward with a firm recommendation, yes or no as to whether the interchange should be added.

Those were provided and those estimates were carefully studied. The answer to the question does the interchange hurt or help is about as clear as T-modeling alone can possibly provide. It helps

big time. In brief, whatever traffic the interchange might draw into the south side will be more than offset by the amount of traffic it would divert on to I-25. The result would be considerable traffic relief across most of the south side. The reason that this happens is that a lot of the cut-through traffic that is flowing through roads such as Rodeo and Camino Carlos Rey and others, is basically coming from city residents who are trying to get to the college and have absolutely no other way to get there except south side roads.

Likewise, a lot of current and future cut-through traffic is originating from the area south of I-25. That area is going to experience considerable development. What the interchange does for them is it provides a much more direct route, more convenient route than Rodeo, Camino Carlos Rey to get to destinations out on Cerrillos and St. Francis. I-25 is a lot faster than using Rodeo. So the basic finding is that this is very much a win-win situation. If you do the interchange, people on the south side benefit from traffic relief, people south of I-25 have more convenient ways to get into their city destinations, people trying to get to the college have a faster route to get there as well.

And so we strongly recommend in favor of the interchange. We also found that if you added to the interchange, a Richards Avenue extension from Rodeo to Cerrillos, it would pretty much wipe out the traffic relief that the interchange alone would provide. Not a very good idea. If you do that connection, you might as well not build the interchange at all. So the task force now submits its final recommendations for your consideration. We strongly urge that you now adopt the plan as approved and amended by the Transportation Policy Board with one and only one change, namely the addition of an I-25/Richards Avenue interchange.

CHAIRMAN DURAN: Sorry, Al. What was that?

MR. PITTS: That the plan approved by the Transportation Policy Board be amended to include the interchange. So, Mayor Delgado, Chairman Duran, that includes my opening remarks on behalf of the task force. I'll certainly stand for any questions you may have us at the conclusion of the staff presentation. It's also our intention that at the end of the public hearing our vice chairperson, Mr. Gold, will respond on our behalf to any concerns that may arise from the public. Thank you.

CHAIRMAN DURAN: Any questions of Al?

COUNCILOR SANCHEZ: Yes, Al, you and I discussed what I was going to ask you yesterday, and that's regarding the further extension of Richards Avenue across from where it ends at Rodeo Road, across Bellamah, across Cerrillos and across [inaudible] why you people think it's a bad idea, but I also have communications from some of the general public that says otherwise. One, the right-of-ways are already purchased and in place at Richards Avenue. We also have settled the lawsuit. I don't think this individual knew about the lawsuit regarding the building of Richards Avenue. If it's built at two lanes the lawsuit is withdrawn.

But let me touch on some of these things that are brought to my attention in this communication. One, the engineering is already in place for Richards Avenue. The Richards Avenue crossing is ready to build. The crossing at Richards Avenue allows for future extension to the bypass. If Richards Avenue is not built, the state and federal government would demand repayment of the approximately \$2 million that they have put into Richards Avenue. We're talking about the federal government what was forwarded to us to do the project.

It says Richards Avenue would serve as an outlet for the industrial area between Cerrillos Road and Agua Fria, the new transportation center on Siler, and of course, the new Home Depot because it runs parallel to the road. You have to access Richards Avenue to get to the Home Depot. It talks about Walmart and the new developments on Cerrillos Road. With the construction of Richards Avenue we solve the drainage problems on the Acequia Madre and the drainage problems on the city of Santa Fe property on Rufina Street and Siler Road.

There is a proposal before the City Council to proceed with the Miles Road and Rufina. And I think that's going to happen with the bond issue. That's in the works already. There is also a plan

to put in a 60-foot drainage to be built on Richards Avenue. I'm just reading what this individual has said. Building Richards Avenue would relieve a lot of the drainage problems that we have because of that drainage pipe. It's a 60-inch, big thing.

Richards Avenue would serve as a cross-town connector servicing the Community College, the new recreational center, including the fire station. The fire station is right off of Richards, but it's on the Bellamah side. We don't have any access except one, back on Rodeo Road. This would give us direct access from the fire station into Cerrillos Road and even this side of town.

They talk about the fairgrounds and the business along Cerrillos, by having a cross-town arterial we would alleviate heavy traffic on our residential neighborhoods, because what's happening now, all the city residents, and you kind of talked about it, it would be better to take the interstate to get to the Community College. I disagree with that because the city is here and the interstate interchange is a mile away. Now I grant you that someday there's going to be growth and there's some occurring in the southern part of the city.

Now, I think your recommendation is to have a river crossing at Siler Road, and that's not a bad spot but it dead-ends. Doesn't that dead-end? There is no possibility of extension to the bypass according to this. By crossing at Siler you are moving the Cerrillos Road problem into Alameda. Traffic will still have to go to St. Francis to get out of town.

MR. PITTS: With all due respect Councilor Sanchez, many of the things that you're stating involve matters of fact that I think would be better directed to the staffs. Any information that I could give on a lot of that would be stale news. Furthermore, the issues of Richards and Siler depend very much on an understanding of the plan as a road network. That network has yet to be presented to you and so I think it would be best to give the staff an opportunity to make the presentation of the road plan itself before we specifically address those issues.

COUNCILOR SANCHEZ: Why don't we just follow what you're recommending on the map and see the difference if we were to consider Richards Avenue tying in with the relief route all the way across to the interstate and of course be onto the Community College, Rancho Viejo. This thing is serious as far as I'm concerned because we're able to move traffic and you're saying that it would create traffic at Cerrillos Road. I take a different position and I agree with this gentleman here that that should be a road that takes us from one end of town to the other for those that want to get there. And it doesn't impact adversely on the neighborhoods, other than perhaps a little section of Bellamah and part of that property is vacant right now. It belongs to the Game and Fish. But maybe I better wait and get a better understanding of how yours is better than the Richards Avenue arterial all the way across town and across the river.

MR. PITTS: I'd be delighted to delve into those issues, but again let's wait until time's been presented.

CHAIRMAN DURAN: I have a question, Al. Is there anything in this document or in the recommendations that allow us to amend this plan? For instance, if it's determined ten years down the road that what you're presenting to us tonight is not appropriate for which road we take, is there anything in here that actually says that something less than an act of Congress allows us to change it based on our community's growth.

MR. PITTS: Actually, under current governing arrangements within the City of Santa Fe, the road plan has historically been adopted as a general plan resolution. So changes under current law would have to be made that way in the City. In the Extraterritorial Zone the road plan is adopted as a matter of ordinance and any changes therefore would require a formal ordinance amendment. Councilor Bushee of the Transportation Policy Board is recommending that there be a common policy as far as how the road plan is actually adopted, what exact legal status it would have and therefore what you would have to do to make changes.

So the plan as it's presented to you assumes that both the City and the County would follow their standard practices for making amendments to the road plan. The City would amend the general

plan and the County would amend EZO Ordinance 92-3. But it would be wise, I think to have a more stable situation where the two follow a common policy.

CHAIRMAN DURAN: And one other question. The areas that are circled in blue, staff is going to present in their presentation? They're going to address those areas?

MR. PITTS: Yes.

CHAIRMAN DURAN: Any questions of Al? Thanks, Al. Reed, are you next in line?

REED LIMING: Mayor, Mr. Chairman, Councilors, Commissioners, good evening. First of all, you need to know that some of you have seen this plan before and some of you have not. So those members on the TPB have already gone through this and approved this plan. The other thing I just wanted to mention is I'm going to apologize right up front because you're going to have to listen to me make two presentations tonight, one on the future road plan and one on the highway corridor plan and that's just the way it worked out so hang in there with me.

Let's go right to the plan and let's talk about what actually is proposed in this. First of all, I'm going to start with the relief route and work our way down from the north down all the way to I-25 in the south. The TPB approved plan talks about all the access points being grade separated, either overpass, underpass or grade separated interchanges. There are no locations suggested for at-grade intersections to the four-lane highway. As you go from the north, working your way down, we of course have the two interchanges being built, 84/285 and Ridgetop, then the plan recommends overpass/underpass locations at County Road 85 as well as North Ephriam.

As we continue on down the relief route, we look at a grade separated interchange at Buckman, then an overpass/underpass location at County Road 70 connecting only to the frontage road, an overpass/underpass going into Puesta del Sol, which is being constructed, an interchange at County Road 62, and then actually the plan calls for Caja del Rio to connect only to the north frontage road. Now we've received communication that actually the State Highway Department and State Land Office have agreed that Caja del Rio would connect into the four-lane highway. I think in the talk force's recommendations they made a provision that if in fact Caja del Rio was to connect into the relief route, it too should be a grade separated interchange. Again, trying to stay consistent and it was based on safety considerations in terms of access to the relief route.

As we go on down we have a grade separated interchange at the relief route and Airport Road, then a grade separated interchange at Jaguar Drive at the western end of Tierra Contenta and 599, and then of course on down to I-25. So those were the principle recommendations of this road plan with reference to the relief route.

Now we're going to move back up and I'm going to stay within the urban area and Judy McGowan of the County staff will address the recommendations outside the urban area. So I'm going to move now back up to the northwest sector, and again, as we look at this map, I know it's kind of hard to make out but the green lines on this map are actually new roads being proposed. Where you see blue lines, those are roads to be improved and then actually on this map we have some gold dotted lines which suggest traffic calming and actually some triangular areas which I'll get to, which suggest road disconnections.

Up in the northwest area, of course we have the Pojoaque corridor, which is underway, actually in terms of improvement, in terms of final design. Construction is not yet underway on that but we're getting to final design. The recommendation as we move west is for County Road 87, Ridgetop Road, to actually connect from Tano to the north down to the relief route -- I'm sorry, underneath the relief route, there's a grade separated interchange and down to an extended Paseo de Vistas. So Ridgetop Road would extend through Santa Fe Estates in to Paseo de Vistas.

As we move west, we're showing an improved County Road 85, Montoyas, and again, it would connect either above, I think in this case above the relief route, into again, an extended Paseo de Vistas. As we move further west, North Ephriam is to be constructed. It's shown on this plan as

constructed. Again, an overpass/underpass and it's to connect at Buckman, to come in to Buckman and stop there. Also in the TPB approved plan, the idea — there was some discussion of Calle Nopal being used as a main route coming down from the relief route. In the end, the task force had several options and the TPB, basically what the TPB approved was do not improve the existing Calle Nopal. Do not build an alternative Calle Nopal, which had been considered, but simply have, using some public meetings and making sure that we get full public input, to actually use Buckman and use the transfer station road rather than improving Calle Nopal or building an alternative Calle Nopal in this area.

As we move to the southwest, one of the keys that I want to mention right now is Paseo de Vistas and of course that's a road that's been discussed for many years. Basically, what the plan calls for is an extension of Paseo de Vistas up to the north northeast to tie into Guadalupe. Now, for some time, for years past there was a discussion about Paseo de Vistas having an interchange at this location with 84/285. Actually this plan and the task force recommended that it be an overpass only, that there not be an interchange that primarily you're trying to get traffic and give them a way to get downtown other than coming through here or having to filter down to Alameda, that Paseo de Vistas would direct traffic in that fashion.

The other end of Paseo de Vistas is also scheduled for completion and what is key as we get into — and Councilor Sanchez you hit on it in terms of discussing Richards versus Siler river crossings, this plan suggests Siler area river crossings. Not necessarily multiple crossings, but these are alternatives. They're not very far apart so I think the idea would be that we pick a crossing in the Siler Road area. But what's important in our traffic modeling, what's shown up, is that when you do this, in order to provide relief to the Alameda and Agua Fria Roads is that you need to try and connect a bridge in this area across the river to an extended Paseo de Vistas.

So again in the plan, I think it's very clear those go hand in hand: extended Paseo de Vistas with a Siler river crossing. As we come down further to the southwest, the plan calls for, it shows the alignment that is being constructed near Home Depot between Cerrillos and Rufina. The plan currently calls for traffic calming on Henry Lynch and actually suggests a road disconnection at that point to keep traffic out of that area. I should also mention that disconnections are recommended for Camino de las Crucitas once Paseo de Vistas is built, again, giving it kind of this umbrella movement for traffic.

Rufina is recommended. As we move to the southwest, Rufina again, another street that's been discussed for many years. At one time in continued west past South Meadows. There was a lot of opposition to Rufina going any further southwest, so this plan recommends that Rufina be constructed from Henry Lynch to South Meadows. Also as part of this the recommendation is in the area of County Road 62 that a primary connection, that South Meadows be a primary connection up to the relief route, that County Road 62, the extension of it, be a secondary or tee into South Meadows and that it too continue down to Rufina, past Rufina to Airport Road.

As we get down to the southwestern area, a lot of the roads in this area of course are part of the Tierra Contenta master plan. That's continuing forward. The continuing construction of Jaguar to the west is occurring. So many of these roads are consistent with what is in the Tierra Contenta master plan. As we go southwest of there, this area was scheduled in the City's general plan, at least the western portion, as an urban growth area, along with Tierra Contenta, and also the land south of Villa Linda mall. So many of the roads in this area, as well as here are part of master plans. I'll touch on a couple of them.

Of course one is to continue the connection of Governor Miles over to Cerrillos, which I think is a high priority. I know the City Council has discussed that. We're looking at an extension of Beckner up to Governor Miles and so many of these roads, again, are part of growth areas that are projected in the general plan.

Within the urban area, and again I should state that one of the recommendations that has not

been taken up to this point, that the City staff made on the road plan was connecting Richards between Rodeo and Cerrillos and I think Judy will get into some of the recommending bodies, such as the City Planning Commission, the County Development Review Committee, they have made some statements or when they recommended approval of the plan they discussed this area a little bit, but this is probably the one area where there is still some disagreement and I also need to add with reference to this that the City's Fire Department, and Chief Diluzio is here this evening, also feels strongly about the connection from a public health safety standpoint for the new fire station down in this area.

At this time, I don't know if Chief Diluzio would like to address that at all, otherwise I can continue on. In terms of the circles, the blue dotted circles, Al Pitts recommended earlier the interchange at I-25 and Richards and also on the map is a continuation of Governor Miles. This plan shows not only an extension of Yucca south, but Governor Miles actually continuing east and eventually up to Rodeo Road.

Those are the principle recommendations within the urban area and at this time what we'd like to do is go ahead and get through the staff presentation and then we'll be glad to entertain any questions or comments from the elected body before we get into public comment if you'd like. But at this time I'd like to recognize Judy McGowan and let her go over the recommendations outside the urban area.

JUDY MCGOWAN: Mayor Delgado, Chairman Duran, Councilors, Commissioners, I have fewer roads to talk about outside the urban area, but I would also like to point out that this road plan does not cover the whole Extraterritorial area and there are some areas that are continuing to be planned for roads. There just not at the final stage yet and ready to be brought forward so in response to Commissioner's question, yes there will be amendments and there are procedures right now and maybe we could look at some way to develop a uniform procedure for amending these so it's not so difficult to go through so many public hearings and meetings and ordinances and resolutions. It is confusing.

As Reed pointed out, the roads that are shown in green on here are proposed new roads, blue are improvements to roads. The orange ones are primarily traffic calming and those are inside the city or inside the urban area primarily, and these dotted blue circles are proposed study areas. Those are areas where either not enough information was developed to be able to make a final decision, or there just wasn't consensus at this time and I'll explain those a little bit.

I would like to point out that even though we've kind of split the presentation between inside the urban area and outside the urban area, that most of the road corridors that are proposed are in fact in the county. I'll start up here at the northwest. Reed talked a little bit about County Road 85 improvements, one of the issues up here was how to distribute traffic away from this intersection down here at Tano and 285, and of course that will now be closed and that traffic will be coming down San Juan Ranch Road which I guess is now Ridge Road. But we wanted to provide alternative locations. This is an area up in here that's developing rapidly right now and there's several thousand acres up there of vacant land that could be subject to development in the future, so there needs to be some way to get people in and out and around those areas.

We're proposing the North Ephriam alternative to pull people from this area, give them an alternative to coming down to Camino La Tierra. There's also a proposed jog in what would be called the north boundary road. This is a road that in fact is partly located right now. It's a dirt road and several people have permission to use it. The jog is being proposed because of terrain primarily and to avoid areas where there's already driveways. It's quite steep terrain and this will work better. This road would be then a connector, Welsh Simms Road a connector to allow dispersal of traffic from this end of Tano Road.

The circle right here is over the top of Fin del Sendero Road, which has been quite controversial, subject to a lot of litigation. It's now being resolved and the road is going to be

improved. The neighbors in this area feel very strongly that there needs to be an intersection study where Fin del Sendero comes into Camino La Tierra before final decisions are made about the road network in this area. They feel that it's too close to the existing four-way stop and that there needs to be some detailed study done on that. So that is why this area is put as a future study area.

Staff had recommended connectors between this developing area and Paseo de la Tierra, which lies here in order to disperse traffic away from these connectors again and spread it out. What the T-model analysis showed was that these roads in here even at full build-out, would really not be arterials, they would at most be collector, probably even only local status. So we pulled those connectors off there, but there is a realization that if development occurs in this area there will be local roads that will connect in two directions in this area.

The other study area, right up here, is Horcado Ranch Road. Currently you access the residences in this area and the ranchland in this area by coming up Paseo de la Tierra and Calabasas, I think they're calling this now, Road. Goes up through here. This road was proposed by staff as a connector both for service for fire access and emergency access*~~p1437X~~ and residences in that area and also, staff believes that there will need to be a future connection if the Jacona Land Grant ever develops. But the Horcado Ranch Road is currently under litigation and so based on our prior recommendations and practice to deal with roads, staff recommended that that be put into a study area to be looked at after the litigation is resolved.

This area beyond the bypass, the western fringe area, is rapidly developing, quite a bit of it in large lots. This proposes completion of this Camino Las Campanas loop road which is a public access road. That is not gated, and also proposes a series of connectors in this area to serve future development without coming through the existing neighborhoods that are out here. Pinon Hills and Puesta del Sol have been out here since the sixties and are mostly built out. So we're proposing some north-south connectors between the bypass frontage road and Camino la Tierra to distribute traffic and some east-west things. The roads in this area, unlike some of the others, have been extensively reviewed on foot. In other words, we had some task forces that went out there with property owners and City and County staff and actually walked these roads so a couple of these are actually alignments rather than corridors.

What is now being called Los Suenos Trail is road that is an alignment and that's a platted alignment. We provided two options in this area for crossing the arroyo so that -- one of them has been platted but when this is developed, a developer would have two choices about how to cross that arroyo, one of which may be more economic to build. These are the minor arterials that go through Frijoles Village development area and the college area right next to it. This is a connector, collector connection up to West Wildflower and this road, which I believe is being called East Frijoles in the plan, is also mostly platted. There's only one little section in here that is not platted. This has been developed already.

This is a proposed extension between Caja del Rio Road and Los Suenos Trail to be developed only if those properties develop and some of them are being platted right now. Proposing improvements to County Road 62. Construction of this County Road 62 alternate, which would be the direct access into the interchange at this location and closure to the old County Road 62 alignment when that takes place.

Not too much more outside the urban area. This improvement to the access road to the airport was a feature that was added by the Transportation Policy Board with the agreement of the ARTF steering committee. This area down in here, which is on the community growth management plan as the Community College District has only one road recommendation in it right now. The reason is that this is undergoing, will be and has been undergoing detailed planning which includes land use, roads, transit centers and open space park locations, schools locations, a fairly detailed land use plan, so that that is not included at this time.

This road is on the existing -- Avenida del Sur is on the existing road plan and was of

concern to the neighbors in that area because the Valle Lindo development has a number of driveways, about 20 driveways that access on to that road. So the neighbors in that area felt it was very important to have something in the plan that addressed the actual construction and design of that road. And what is recommended is that the existing Camino Alto be a frontage road which the driveways access on to, and that there be a median and then the arterial would be built next to that.

I believe that covers it for the roads outside of the urban area. I'd like to review with you real briefly what the recommendations have been from the various bodies that have already reviewed the plan and either adopted it or recommended it for approval. I'll preface that briefly with -- I think Al mentioned this, that first of all, I think the citizens who participated in this are really to be commended both for putting in the huge amount of time and effort that this took, Al Pitts in particular because it required an awful lot of private meetings for mediation and a lot of meetings outside of the full public meetings and small work groups and task force, neighborhood by neighborhood. And I think there has been a tremendous effort here to devise a road network whereby the neighborhoods basically have agreed to share the traffic. And I think that's a very important concept to remember, that they had to grapple with very early on that we are the traffic.

It's not somebody else and that everybody driving has an impact on other neighborhoods in the city. So they've worked really hard to come up with a plan that doesn't negatively impact one neighborhood to a tremendous degree. It was quite an accomplishment I believe.

It's so far been through quite a process even after all those meetings. We brought the plan to the Transportation Policy Board first for approval because that is the one joint City/County board that exists right now that deals with transportation and road planning for Santa Fe and the area inside the urban area. There were two hearings before the Transportation Policy Board and they made a number of recommendations for slight modifications. Nothing I would call a major modification, and also a number of recommendations about how some things that need to be looked at in the future such as bike ways, more looking at transit, I believe there was also as Reed recommended, some way to jointly adopt these without having to go through all these layers of approval, to adopt these plans.

On May 27, I believe it was TPB approved the plan and the plan that you are looking at here, the map reflects their amendments and modifications. I believe the Arterial Roads Task Force steering committee has concurred in those modifications and then has responded this evening with the recommendation on the I-25/Richards interchange which they were asked to present. We held on June 16 a joint planning committee public hearing to which all four planning committees that have some jurisdiction in this area were invited. We got quorums for two of the committees and one short of a quorum for two of the other committees. But they have now all made their recommendations.

The City Planning Commission approved this plan as it had been approved by the TPB on June 16b with two further recommendations. They directed the staff to work with the City Fire Department on the access issues for the new fire station on Rodeo Road. I believe that fire station is located right in here, and the concern is how to serve in this area. They also recommended that the governing body, in particular the governing body since they recommend to the City Council, that the governing body defer modifications to the planning committees. What I understood from that is they were concerned, since they understood that this was a whole network and that removing roads without considering impact on other neighborhoods may have negative or positive effects that we don't know about, that any removal or addition of roads should look at the network effect.

The Agua Fria Development Review Committee also approved this plan on June 16, and they also made a proviso that any deletions and changes should come back to them for review. And one of the reasons that committee feels this strongly is that a number of the controversial roads that I'm sure will be talked about more this evening, have the most impact on them, more than any other neighborhood in the city. Unfortunately, negative impact. So they're very concerned about the decisions of adding or deleting roads that may affect them in a negative way.

On July 8, the Extraterritorial Zoning Commission, who had heard the plan on the 16th, also

made a positive recommendation that the plan as approved by the TPB should be adopted by the EZA as an ordinance amending the Extraterritorial Road Plan, which is Ordinance 1992-3, I believe. On July 29, the County Development Review Committee also approved this plan and they made some recommendations for modification. They recommended that Waterline Road, which of course is not even shown on here, should not be deleted from the plans and the concern was there that a couple of committee members who felt that the City would be developing in this area and therefore would need more road access. The original corridor for Waterline Road is in this area.

They also recommended that the extension of Richards Avenue to Cerrillos Road be included as part of this study area. Once again, they also said that future additions or deletions to the plan should go to the ARTF before they are adopted by the governing bodies. That's my presentation. If anyone has any questions?

CHAIRMAN DURAN: Any questions of staff?

COUNCILOR MARTINEZ: I have one question. Are we going to have to take a vote on a conceptual concept of this plan here? Is that what we're going to vote on, or the plan itself to be amended later? Or are we going to just concept and then bring amendments to it later?

MS. MCGOWAN: I believe what has been put in both packets were resolutions of approval of the plan as presented and of course — Reed could respond to this. I believe the process is a little bit different for the City and the County. The County resolution asks for adoption and incorporation into the County Growth Management Plan. I believe the City has a process where you're going to take up amendments to the general plan at a later date, so your recommendation reads that way.

COUNCILOR BUSHEE: Thank you. I had a couple of questions. Reed, back to — thank you, Judy, that was a good presentation. You mentioned an improved Camino de los Montoyas and you mentioned grade separated interchanges. Both of those things, I understand are being completed by the State Highway Department? So if we put in this plan, and I believe that any improvements to Camino de los Montoyas would come in or would be recommended at least by the Arterial Roads Task Force after [inaudible] is built. Is that part of the phasing in?

MR. LIMING: I'm not as clear in terms of the timing of improvements to Montoyas with the extension of Paseo de Vistas.

COUNCILOR BUSHEE: Can I just maybe get that clarified? My only concern being obviously that we don't have a lot of say-so over the Highway Department, at least that's been my experience in the past and since the plan is recommending grade separated interchanges we have currently interchanges that are not grade separated and some that will be that some people don't want but I guess what I'm asking is once we adopt these plans, and one is by ordinance and the other by resolution at least thus far, I would like to understand where we would stand and I guess I'll approach the attorney afterwards, but first I want to just clarify on the approved Camino de los Montoyas is a highway product or did you recommend that that come after Paseo de Vistas is completed?

MR. PITTS: Chairman Duran, Councilor Bushee, the task force is recommending that County Road 85, also known as Camino de los Montoyas be improved all the way from Tano Road down to Paseo de Vistas. In regard to construction of interchanges or grade separated connections at the bypass, the task force recognized that a lot of those current at-grade connections are going to be there for quite some time simply because they would be horrendously — direction to the governing bodies that as funds become available or as opportunities for federal funding come up, that gradually, over time all of the at-grade crossing would be replaced by grade separated connections.

It's my understanding that in the case of Los Montoyas there is already a project underway to actually do that overpass.

COUNCILOR BUSHEE: So that would come before Paseo de Vistas would be a reality, but I want to know what your plan has written down.

MR. PITTS: Yes. It would come just as soon as the Highway Department does it.
COUNCILOR BUSHEE: But what was your recommendation?

MR. PITTS: Our recommendation was that we regarded the County Road 85 improvement as a very high priority project that should not await development of other roads. The primary reason for that is that it is a very unsafe road as it stands. We also know that without those improvements, County Road 87, which passes through Santa Fe Estates will be get hammered. There has to be some traffic spreading between those two roads and the best way to achieve that would be to pave and improve it.

COUNCILOR BUSHEE: I just wanted to clarify that. If I could just ask, I don't know who the County Attorney is, but I'm going to start with Peter Dwyer if I could. What we have in the resolution, was there any consideration given to an ordinance in terms of how we would adopt in the City this future roads plan.

PETER DWYER: If it's adopted tonight as a resolution by each of the bodies individually, it would then be integrated through the respective City and County processes into their respective plans at a subsequent date. But just for your information, by approving the resolution tonight, you would be in effect putting this plan on the books for the City and it wouldn't carry the same status as the general plan because the code incorporates general plan considerations by reference and it does not include reference to this plan at present. So there would be some possibility of revisitation of the issue at the time the general plan amendments come forward, but it would be equivalent to any other City plan.

COUNCILOR BUSHEE: But once this plan — if we adopt this resolution tonight, which I would make slight changes so it could be more uniform with what the County's resolution says, but if we were to adopt this future roads plan into the general plan, would it require, with this current resolution, would it require that the general plan be amended when and if any amendments happen to this future roads plan?

MR. DWYER: Councilor Bushee, I'm not sure as I entirely understand what you're saying.

COUNCILOR BUSHEE: When we adopt the arterial road or future roads plan into the general plan, which I presume we will do, will there be an amendment process as it would be for any other change to the general plan, would there be a process to have to amend the general plan if we were to try and amend the Arterial Road Task Force future roads plan?

MR. DWYER: Councilor Bushee, yes, there's a specific process for making any amendments to the general plan that's explicit, and yes, it was the intention with the adoption of this resolution that any changes to this plan, which has been carefully guarded and gone through a very public process, would require further consideration by the subordinate bodies of both the City and the County.

COUNCILOR BUSHEE: But it would be an actual amendment process to the general plan?

MR. LIMING: Yes, I'd just like to answer that. The idea was if this is approved by the Council, the resolution for this road plan, it does recommend some changes to the road plan that's in the City's new general plan. We would bring the changes forward to the Planning Commission and Council to amend the general plan and I think at that time if it was the desire of the Planning Commission and City Council, to have wording to say any changes to the road plan of the City's general plan in the future would require an amendment to the general plan. So I think you could add that language when we bring the amendments forward and say to change this in the future, to change any road plan, add or delete, would require an amendment to the general plan. I think you could add that language if you so desired.

COUNCILOR BUSHEE: And that would not be necessary in this resolution?

MR. LIMING: No, I don't think so at this time. Because we're trying to take — it's

a little bit more of a step process for us and primarily, Councilor, because when we took this in front of the Planning Commission, it was not advertised specifically as an amendment to the City's general plan. So we need to get through this resolution and then from the City's standpoint, we will go in perhaps late September, October, the Planning Commission with the changes and recommend amendment to the plan, then on to the Council.

COUNCILOR BUSHEE: Thank you. And Reed, were there any discussions after the Transportation Policy Board acceptance of these plans between City and County staff to try to come up with a more uniform process in amending these road plans since the majority of the road networks are actually in the EZA. And that is by ordinance that you change. No more discussion was had?

MR. LIMING: No real decision. The difficult thing is that again, within the corporate limits in the City's general plan and the general plan is by resolution, and again, that may be something that the Council says, look, the general plan is advisory by law. But to be consistent with the fact that the EZ has adopted this road plan by ordinance outside the corporate limits, we will decide on the road plan to adopt that by ordinance within the City limits. We could do that to make it consistent so that the entire road plan in effect is adopted by ordinance. But we still have to work within the framework of different jurisdictions.

COUNCILOR BUSHEE: Thank you. And Mr. Chairman, if there are just some small language changes to the resolution that the City has, would you explain later, after the public hearing.

CHAIRMAN DURAN: Yes.

COUNCILOR SANCHEZ: Okay, the only way I can try to get my story across to get up there on that map. I recognize and realize that these things can change and it's just a concept. I want clarification from you so don't go away. This is Richards Avenue and this is the road and this is the Community College and Rancho Viejo is in here and on south. Right? This is the road that connects to Highway 14. Right? Now, we're talking about, the task force is recommending that we do open that up to the interstate so you have offramps and have access and I agree wholeheartedly that that should be included. At one time the City was saying no because it will spur some growth. Well, growth is occurring. We can't really control it. This will relieve some of the traffic.

Some of the traffic can get on the interstate and get into the Community College and the development that is going to be occurring here. So I agree with that. Where I don't agree is as we go through it and get to Rodeo Road. That's Rodeo Road, is that right? Here's the little spur that goes in to where we have the Genoveva Chavez Recreational Complex is in here and the fire station sits in here some place. And there's a little road that's in here now for the fire station. The only way to get the fire trucks out of there is getting on that little road, getting on Rodeo Road and going to wherever it's going to go. So I think the Fire Department certainly would like to have their access into some of this area here by.

That road being extended to the Bellamah area which there could be some controversy. The argument's here saying it will create traffic and a two-lane road is not going to work. Well, two lanes is better than four. So, this gives relief to this south end of the thing but it does not give relief to everybody else that wants to get to the Community College or come to their homes, Community College from any place in the city. What's this?

Okay, where is Siler? This is Siler. If we were to extend this across, where's Richards Avenue here? If we were to extend it all the way across like this, look what it does. It ties in everything here. Everything here ties in with the northern part which is generally the city limits, or the city proper. And that's why I'm pushing for this. The argument that they give, that it will create traffic and possibly create another Cerrillos Road can be certainly controlled. These are the arguments that the task force is recommending.

Adding the Richards to Cerrillos extension to the interchange would produce additional traffic

relief on Rodeo west of Richards. The extension would not otherwise significantly add to the south side traffic relief that the interchange alone would provide. Well, that's fine. But what about here? What about the rest of us? If this give relief here but we don't have any way to get to the Community College, to the residential areas unless we go down Richards Avenue and down Rodeo Road. So that's my argument. And I would like to see some change as move along. If we adopt something, we can change it.

MR. LIMING: It's always hard to speak for a task force of 40 to 60 members by I'll do my best and if I miss a point then Mr. Pitts can certainly correct me. Councilor, on one hand, actually they do provide access. It's just not down the Richards alignment that you're speaking of. What they're suggesting is an alignment across the river in the area of Siler Road. By the time this made landfall on the north side of the river, we're talking about a separation of 2,000 feet or less between a straight shot alignment of Richards up into this area, which is presumably what I think you were referring to, and Siler Road connecting into Alameda. So it's true, it's not the straight shot that you're talking about but it does provide access from this area across the river and then down Cerrillos.

And it is a little circuitous but what they tried to do and I'll just fill you in, they looked at 22, I think it was, potential river crossings, including the Richards river crossing. In part, what determined this was that Siler Road is built at five lanes, built out at five lanes between Agua Fria and Cerrillos. And so at this point it's simply making this connection, or a connection in this area potentially, to get people across the river. That was considered certainly advantageous in their eyes to bringing Richards on down next to the traditional village, the Agua Fria traditional village and down Henry Lynch Road which has traditionally been a country road for all intents and purposes.

You're right. There has been right-of-way purchased in the past that would have to be dealt with in the future. I think we'd have to, quite frankly sit down with state and federal representatives and see what we could work out. But in terms of this plan, as well as the City general plan, I should add, Councilor, there is no provision in the City's new general plan for a Richards connection. So again in the City's general plan it also recommended a connection at Siler.

COUNCILOR SANCHEZ: Thank you. I realize that it isn't there and that's why I'm talking, that we need to put it in. And I realize that it would be better if Richards Avenue had a straight shot and I understand that by crossing the river by the use of Siler Road, it's probably cheaper. But you still have a lot of traffic that's going to have to get on Cerrillos Road at Siler Road. That's already congested. It's a horrible mess already. So it would seem to me that it would be a better shot to have Richard Avenue cross Cerrillos Road and the river. And also leave Siler in there.

MR. PITTS: Chairman Duran, Councilor Sanchez, it's important to recognize in regard to Richards that those plans are nearly 20 years old and they're based on 20-year old development assumptions. At the time, when you go back through the literature and look at those assumptions it was assumed that much of Agua Fria would build out a lot like Siler looks today. It was also assumed that there would hardly be any development up north and south of the city. Those things didn't happen. So now we're stuck with a plan that would basically locate Richards right very centrally in the two areas of the county that are undergoing some of the most rapid growth. It would provide them with the most direct imaginable connection to Cerrillos.

That is an ideal prescription for another Cerrillos Road. I recognize that you think that the road can be built as a two-laner, which you might be able to do with traffic calming to keep the traffic from building up. But Councilor, that road is so directly situated for so many people that it is going to exceed the limits of safe two-lane design. It's a guaranteed Cerrillos. In addition, it might have made sense to put Richards right into Agua Fria if Agua Fria was going to be commercialized. But in fact, that hasn't happened and any connection that you do anywhere basically to the west of Calle Cielo and to the east of Lopez Lane will be deadly to the village. Traffic will hit Agua Fria. You'll get a very crowded intersection in the immediate vicinity of the school. You'll get spill over

traffic down a lot of the residential roads there.

The task force spent a lot of time going through the ins and outs of river crossings and we found consistently that whenever you picked a location that was between those two areas, Calle Cielo and Lopez, you hammer the village. Likewise we discovered that any connection that you would do basically to the east of Harrison and to the west of Camino Alire doesn't help the area. It redistributes traffic there mainly to the disadvantage of traffic in front of Gonzales, traffic at the St. Francis/West Alameda intersection and usually Osage Road.

So what's left? The only area that's left that you can put a crossing that won't have devastating consequences for Agua Fria and that won't adversely affect all of the areas around Osage and West Alameda is in the Siler area. We recognize that area is rapidly building out and for that reason provided four alternative possible routes to put it. We also recognized that there was some risk that a Siler crossing could hurt the Alameda. But we also discovered that if you do Paseo de Vistas that much of that risk can be removed and furthermore, West Alameda gains the main benefit from the relief route. So you can get both traffic relief on West Alameda and still do the Siler crossing.

You seem to believe that traffic when it hits Cerrillos crosses over. That doesn't happen. When we first proposed the idea of some sort of additional connections north to south, everybody done on Carlos Rey said, Oh my God, all of those folks up north are going to come crowding through our neighborhoods. They're not going to do that because there are no destinations down there that huge numbers of folks on the north side want to get to, and it's pretty much the same way the other direction.

As far as wouldn't it be nice to have Richards going to Home Depot Road? Well, yes, I suppose you might make that argument. But one of the things about Siler is that it provides a more direct route into the central Cerrillos and St. Mike's area, and that is where much more traffic want to go than to Home Depot or Walmart. So the idea of a Richards on the north side is really bad news. What about the south side? You end up with a similar problem. The road goes very directly into Rancho Viejo. That area is going to develop very rapidly. It's going to produce an awful lot of traffic. In general we found that whenever projected numbers on a road exceeded about 15,000 trips a day, you've got no choice but to do a four-lane road.

Traffic calming doesn't work once the volume gets to be too high. One way to think of it is what would happen if you did speed bumps on Cerrillos? That's not going to solve the problem and the reason for that is the traffic is simply be located in a very central location that attracts huge numbers of drivers. That's what's going to happen if you do Cerrillos on the south side.

CHAIRMAN DURAN: Excuse me, Al, I think we can debate this Richards Avenue extension all night long. Why can't we just circle that as we need to do further study? Adopt what we can where there's no conflict and we all agree on, and then work in the future on whether or not this is a good idea or a bad idea. I'd like to make that recommendation so we can get off the dime here.

COMMISSIONER ANAYA: Let's move forward.

MR. PITTS: I guess what I would object to that is a lot of study has already done. We'd just be digging up old stuff.

CHAIRMAN DURAN: Well, it's obvious that there needs to be more because we haven't been able to satisfy everybody. I personally think it needs more study. I think we need more public input. I think we need to review it more, and what's wrong with that?

MR. PITTS: This is very much a network and the idea is to spread traffic as thinly as possible. Richards doesn't do that. When you start pulling roads out of the network, many other parts start falling apart.

COUNCILOR BUSHEE: Mr. Chairman, my understanding of how the meeting is to operate is that we go into a public hearing and then perhaps individual Councilors or Commissioners

could make suggested amendments or suggested future motions. But I personally would like to hear from the public and would hope that there would be more support for actually not extending Richards Avenue, given that that's sort of one of the main premises of the Arterial Road Task Force study. I understand Councilor Sanchez' perspective since I've served with him on the Council, but my understanding is that perhaps we would have to do that in a different format.

CHAIRMAN DURAN: Maybe you misunderstood me. I didn't suggest that we extend Richards Avenue. What I said is that I think it needs further study. I didn't say that we need to extend it.

COUNCILOR BUSHEE: I just thought that needed to be in the form of a motion and perhaps voted on.

COMMISSIONER ANAYA: Mr. Chairman, I'd kind of like to put a little logic into this debate here or what's turned into a debate. The whole concern as far as Councilor Sanchez is concerned is the river crossing over Siler Road or why can't it be Richards Avenue. The true logic as to what is the river crossing going to serve. The river crossing is merely a connection to serve the recreational area that's just been built, the landfill and so forth. That's the whole purpose. If you look at the population, the north is more sparse as compared to what the true action of what a river crossing is going to help the people on the south side of the river. And that's the whole intent of the river crossing. I agree with Councilor Sanchez' concept that Richards Avenue at one time had a good potential of being extended all the way across, but keep in mind who it's going to serve.

It's going to serve merely the transition coming in from Española, to relieve Cerrillos Road, St. Francis Drive and so forth. And that to me is the main logic of the river crossing. And I'd like to agree with the Chair, let's move forward on this.

COMMISSIONER TRUJILLO: I think we need to understand what the Siler river crossing is going to do. From my perspective is I think Siler will save Agua Fria. If that river crossing happens anywhere else it will kill the community of Agua Fria. The traffic will be so great that it will destroy community life in Agua Fria.

COMMISSIONER ANAYA: That's true. It's the most centralized position for a river crossing. We've said that before?

CHAIRMAN DURAN: Councilor Moore, did you have something?

COOUNCILOR MOORE: This may not be a perfect time, but first of all, I apologize for being late. I had the 6:30 meeting on my schedule but not the 5:00 meeting. Secondly, and I don't know if this is the time to ask this, but we had a Transportation Policy Board meeting some time ago and at that meeting there was a report from Southwest Planning and Marketing who had done some traffic studies and found in their mind that a full interchange at Richards and I-25 was not warranted. At that time, the recommendation of the Transportation Policy Board was [inaudible] and I'm wondering what happened to that study. I don't see it mentioned anywhere. I was just wondering whether there was some good, rational reason why that earlier study [inaudible]

CHAIRMAN DURAN: Councilor, the task force has recommended an intersection there.

COUNCILOR MOORE: I understand that. I see that in the packet and was just wondering what happened to that other study. Why were they wrong?

MS. MCGOWAN: I'm not sure I can answer your question directly about what happened to the earlier study but I can tell you one of the reasons, probably the major reason that this recommendation came out differently is that between the time that study was done and when the ARTF recommendation has been done, there's been a whole existing conditions report done on this area. It was found that the existing development out there right now, before any Rancho Viejo sales or platting — it was not right now, it was as of the end of 1998 — exceeds what was the 20-year projection in that prior study. So basically what's happened is that better data has been developed that leads to better traffic modeling and a different conclusion.

COUNCILOR WHITTED: Thank you, Mr. Chairman. My question is for Reed Liming and I would like to know the criteria that was used for the four cut-off on streets and did you get consensus from the residents living in those areas on this proposal?

MR. LIMING: On the roads to be disconnected? Actually, as far as going through the task force process, yes, I think there was agreement on this obviously. First of all, on Camino de las Crucitas the idea was if we can build Paseo de Vistas and connect it, then we don't have traffic coming off the relief route Buckman to Crucitas and kind of right down through the middle of a residential area.

Camino Carlos Real it was decided that that was not a good location. That that actually, once a river crossing goes in a Siler, that should be cut off. Now there was discussion about maybe a pedestrian bicycle bridge but not for vehicular traffic, that that was not an appropriate location for vehicular traffic to cross the river.

On Henry Lynch Road, basically, that was part of a staff recommendation to try and again, keep traffic from going right up Henry Lynch Road once the road, that part of Richards that Home Depot is building between Cerrillos and Rufina is constructed.

COUNCILOR WHITTED: Did you have any survey of the residents, for example in that trailer park and apartments adjacent, and the other people living on down that road? Because I think that will have a very negative impact on some of those people having to have to go all the way around depending on where they go to work and how they come out. I think cutting it right there could be very negative to some of those residents.

MR. LIMING: I think that's a good point, Councilor. I can answer directly that no, we did not do an extensive survey of residents in that area in terms of the disconnection of Henry Lynch.

COUNCILOR WHITTED: I would be hesitant on that one, only because I know how many people live in that direct area and you're going to be diverting them in different directions, and I'd have to look at that one seriously before I'd want to go with you on that one. Thank you, Mr. Chairman.

CYRUS SAMII: Councilor Moore, when I first started to work for the City of Santa Fe with the MPO one of the first things that we were working on was the potential interchange at Richards Avenue and I-25. As you see after six years of ARTF, when they brought it forward to the Transportation Policy Board they're still showing a study area in their initial recommendations. So it continues to be a contentious item and it's not entirely clear what the correct solution is with the extension of Richards, with the interchange, with the frontage roads, with all those kinds of things. What we're discussing here essentially is the assumptions for the growth and for land uses within this area of town.

Will it happen? Should it happen? How much will happen? How should it happen? Twenty-year projections are being debated up and down and based on that, we're making some recommendations on a transportation network. And so as I say, fifteen years ago I started it was an issue. Six years of ARTF, you have a blue circle on this map. They went back and looked at it basically on traffic merit and came up with a recommendation in a very short period of time for the most controversial single item we have on this map for an interchange at that location. So it is a huge policy issue and it's a huge issue in terms of what the growth of the city is doing and where it's going.

In terms of concurring with the County, we still have disagreements in terms of what those numbers are and how they work.
cris afm

As, City staff, we support further study and we recommended it forward to the Transportation Policy Board for further study and agree with that.

CHAIRMAN DURAN: Okay, we're going to move into the public hearing. Did you

have one more things to say?

COUNCILOR SANCHEZ: Yes, I just wanted to say I do think we need on. I understand the difference in the recommendations in the uses of Siler Road as it crosses the river. I can see that. There's logic to it. Extension of Richards Avenue [inaudible] crosses Cerrillos Road is absolutely essential. So I don't care if you take Richards Avenue across the river. You can use Siler but I uphold to the fact that I think it's the right thing to do to extend it to Cerrillos Road. In view of that, the fact that this resolution calls for additions or deletions to the plan, it says additions or deletions to this future roads plan shall be viewed for recommendations by the appropriate planning committees, affected neighbors and property owners prior to adoptions. So that doesn't close the door as to adopting this. It doesn't say that's it; it's set in concrete. We still have opportunities to make those changes and I do appreciate the fact that it did seem the many did see the appropriateness of Richards Avenue and the interchange. That's the point right there and I agree wholeheartedly, but I'd take it a little further though.

CHAIRMAN DURAN: Thank you, Councilor. Can I have a show of hands of those people that would like to speak this evening please. Okay. I would like to tell you to be mindful of the time and when you come up, please try not to be repetitious and we welcome your comments. Try and express your ideas and your thoughts in as short a time as you possibly can. I don't want to circumvent the public process here. But please be mindful that we do have another meeting that we have to get into after this. Could you please give us your name?

DEBORAH WYANT: I certainly will. My name is Deborah Wyant. I am here as a representative from the Old Santa Fe Association. Good evening Mayor Delgado, Chairman Duran, Commissioners, Councilors. The Arterial Roads Task Force ask you to adopt a road plan that balances the need to preserve Santa Fe's special character with the need to provide for the future. It happens that our organization, the Old Santa Fe Association is Santa Fe's oldest public organization dedicated to achieving these very aims. It is our view that the plan proposed by the task force strikes an excellent balance in both of these regards. Its recommendation of a two-lane arterial network, for instance, is one of the best things you could do to preserve Santa Fe's unique and valued characteristics. It would prevent the adverse road network and related negative impacts experienced by so many communities in New Mexico as well as around the rest of the country.

Its approach of spreading traffic from the Extraterritorial Zone as thinly as possible among the city's roads would accommodate future development with minimal impact on the city's character. It is also our view that this plan offers the best hope for breaking the stalemate that has blocked our needed roads, worsened our traffic for nearly ten years. Many of the roads proposed in this plan were once highly controversial and now we're struck by the many well reasoned compromises that the task force has worked out in these matters. We are also struck by the success of their effort in fashioning a broad regional consensus on roads, a success that took them six years of difficult negotiation.

We are concerned, however, that there may be last minute attempts by self-interested parties to water down or reverse the recommendations before you. Please don't let that happen. The balanced approach of this plan and a broad consensus supporting it would then unravel. The result would be another ten years of conflict and the further worsening of Santa Fe's traffic problems. This plan, we believe, is our best hope for avoiding that outcome. Therefore, we strongly urge the Council and Commission to approve this plan as recommended by the Transportation Policy Board without additional changes. Yours very sincerely, the Board of the Old Santa Fe Association. Thank you.

CHAIRMAN DURAN: Thank you. Next speaker please.

MICHAEL SUGARMAN: I'm Michael Sugarman. I don't represent any group or anything but I sat on the ARTF for two, three or four years or however long, it went on forever. I want to remind you that it was not just 40 people or 30 people who took part, but it was hundreds

and they contributed thousands of hours. Al, Dave and so many others. And what we presented was a plan that said build roads. I know that the Mayor has at times despaired that the public would ever come forward and support building roads, but here is a plan that presents dozens of roads, and not all just little tiny roads.

It also includes a large express way, which, if I can kind of point to it, starts at Rufina and South Meadows, extends all the way over and then somehow we will cross over to Paseo de Vistas and continues all the way up here. This is as long, almost, as Cerrillos or Agua Fria. This is a major expressway that was recommended and -- and the upshot is that it presents a major expressway across the town which does not go through any major neighborhoods, has large support, protects both ends by shortening here and not running straight through all of the neighborhoods that were here.

There was a line drawn on a map that said let's build it all the way out to here. And the task force said, no, you just erase that stuff and put it up so it stops here. The result on the traffic studies was that there was no difference at all at the other end that protects Casa Solana. It protects it really well and gives the people up north a way to get quickly here and all the way over to Cerrillos here.

But what this reflects more than anything is a basic difference in our philosophy of how you design roads that work to build a good place to live and the comparison between this design and the Richards Avenue design is stark. With Richards Avenue you have the sense of somebody having put down a map and a ruler and drawn a line that went right through Agua Fria. It went right through Bellamah. It ended up going right through Alameda. Nobody realized it at the time. There's been this recommendation of making this little connection. But if you make that little connection, traffic studies show that traffic up on Alameda, up here, goes up not just a little bit, but hugely to the point where it becomes an unmanageable little tract. That section right at Casa Solana, where everybody was worried for years that if you build this big project what will happen over there.

Well, even if you build a little bit, that effect happens immediately, whereas the Paseo de las Vistas and the South Meadows connection serve in much the same way. South Meadows is like a little Richards Avenue. It goes up to the bypass. And this one cuts right across town protecting communities along the way. This little Richards Avenue thing seems to be like a vampire. You drive a stake into its heart and it gets back up and it starts walking around again. You drive another stake into its heart and it gets up and it starts walking around again. It's an avaricious project and it is a classic suburban sprawl project which if built will be like dropping a condo bomb at both ends.

It won't alleviate traffic; it will create traffic because it will spur a tremendous amount of growth just by building it. And lastly I want to add something else. The Arterial Task Force did not recommend the interchange. A small group of individuals whom I respect individually, recommended it and they are a committee that was appointed to study things but they were never the task force. The task force did not recommend that interchange and it has not recommended it yet. Whether you build it or not, the task force never recommended it. And I want to thank you very much because you're all here and that's a hell of a commitment to wanting to do good things for all of us as we want to do good things also. And thank you very much.

CHAIRMAN DURAN: Thank you, Mr. Sugarman. It might be a comforting thought to all of you that all the Commissioners are members of the Transportation Policy Board and I think most of the Councilors and we have recommended approval of the task force recommendations. Just so that you know that we are not opposed to this plan. Some amendment maybe, but we're not opposed to the plan.

KEITH WALLER: I'm Keith Waller. South Meadows would prefer not to be a little Richards Avenue. I think Mr. Sugarman was right. Rufina, South Meadows then to Jaguar is going to be what he calls a major expressway. Unfortunately, this major expressway goes by Sweeney and Ortiz which house 1,500 students and there are no provisions for them to get across the road.

Now I understand maybe we want to avoid Agua Fria Village, but they essentially just moved it over to Airport Road. Now, we may not be too historic, but we can't drive on that road already

and to make South Meadows — South Meadows doesn't stop. It continues past two elementary schools and Jaguar which runs to both freeways. [inaudible] and you're going to run Airport Road by both schools.

CHAIRMAN DURAN: Next speaker please.

FRED PLATT: Hi, my name is Fred Platt and I just want to talk about, they're talking about the safety for the Agua Fria School on the Henry Lynch extension of Richards. Just last week on a Wednesday morning at 8:00 there was an accident right over there by Agua Fria School at Henry Lynch Road. Eight o'clock in the morning, school wasn't in, fortunately. A vehicle got pushed across Agua Fria Road right at the Henry Lynch stop sign there and got stuck between a utility pole and a fence post. Now, that's what you call an accident, because there's a traffic sign there, there's a stop sign, nothing like that should happen.

However, nobody said anything about Sweeney and Ortiz schools, worried about the kids at those schools and here we're going to put a major road right past that. There's going to be a Smith's grocery store trying to get in there. Across the street on the north side of Airport Road there's a gas station/ convenience store/restaurant. It's going to be a Taco Bell or a Carls, Jr. or something like that going in right across the street from where the Smiths store is going in. And then, since that is county land, some of the people on the City planning didn't even know about a Furrs that's supposed to go in on the north side of Airport Road there too.

But again, nobody said anything about the safety of the students at Sweeney and Ortiz. I'm just kind of concerned about that. I don't know if that was thought about and maybe it's not too late to think about it. Thank you.

CHAIRMAN DURAN: Thank you.

GINA TORRICELLI: Hi, my name is Gina Toricelli. I live in Las Acequias, or as it says in here, the Agua Fria subdivision or subregion or something. Unfortunately, we here on the south side of town are missing those unique characteristics that were presented by the first speaker here. And that's one of the concerns that we have. When you talk about roads in our area you usually mean asphalt. We don't get the plantings. We don't get the pretty trees. We don't get the medians with the wildflowers. That's first of all.

Secondly, we have a situation in our neighborhood where a strip mall was impending and we have a road, Avenida de las Acequias, which is a dead-end street, which according to this plan has been removed from Road A to Road B. We're kind of hoping that it's also removed from Road C to D, E to F or whatever else that means. We do not want any exit ramps in our neighborhood for any kind of large shopping malls. We also support the Jemez Road neighborhood association in their concerns for the Smiths that's going in and for the South Meadows problem, which is two elementary schools and residential neighborhoods where we could have a rather large commercial highway going through there and we think that there should be a large truck van from the outset and maybe traffic calming through that area.

Also, there are notes in here about bypass improvements. I haven't seen any in the bypass where it meets Airport Road by Vista Primera and it seems to me that that would be a lovely place to have some improvements and in fact when they talk of a scenic corridor for St. Francis on that side of town, we would like to see a scenic corridor all the way from the Airport into Rodeo Road. Where Airport Road is now in its puberty, there's still a few pimples here and there, however, it's not too late to make that beautiful. And I know that in my case, the last three relatives that visited me flew into Santa Fe. That day has come, and how am I going to tell them to take St. Francis into town when they fly into Airport Road.

We need to have that whole corridor well-lit, nice signs, some kind of ordinances. We need regional planning for that area that shouldn't have been shot down. We need to be able to see the County and the City at the same time when it comes to areas along Airport Road. Also another thing -- you see all these green lines in our area that are green because they're proposed. What happens in

the winter when they're white with snow? Airport Road now and my area, which is a working class area, has little or no snow removal when people need to get to town. I'm just wondering if the snow people are going to be able to handle those green lines. Thank you.

CHAIRMAN DURAN: Thank you. Ma'am, I'd just like to let you know that regional planning is still alive and kicking.

MICHAEL BUONAIUTO: My name is Michael Buonaiuto, I'm representing Barrio de Torreon and Casa Solana neighborhood. I also was on the steering committee for the road task force. I'd like to talk a little bit about the Siler crossing. I know that -- well, I came a little late into this meeting, so I'm not sure if this has been discussed, but the Siler crossing should not even be considered unless it's in conjunction with Paseo de Vistas. Because the traffic would then be dumped on the Alameda. Maybe Paseo de Vistas should be built before the Siler crossing.

Also when the connection is made from Siler on to Las Vistas it should be constructed in such a way that the traffic is encouraged to use Las Vistas. Also, the connection where Las Vistas would come over St. Francis, I know in the past and I know the Mayor has been concerned that it might be unsightly if it were going to be a large construction coming in to the city from the north. I guess I always felt it's just a matter of rethinking it or redoing it, lowering the grade or whatever it takes to route the traffic around Casa Solana because again, we don't want to sacrifice Casa Solana. We could cut off some of the roads that have been in question, like Las Crucitas and preserve that neighborhood and preserve the river corridor.

I also would like to say I was the one rescinding vote on the steering committee that did not approve an interchange at I-25 and Richards. Also, some years ago we recommended turning the corridor for Richards Avenue, giving it back to the people in the form of a park, the entire corridor. Thanks.

BARBARA HANSON: I'm Barbara Hanson, representing the Nopal Neighborhood Association. First of all, I'd just like to say that we really thank the City planners and County planners and the ARTF for helping us be involved in this process -- kind of ignorant and not even aware of the plans for our neighborhood roads until early this year. This is our neighborhood right here. The City planners were great. They came out to our neighborhood and answered questions for us and listened to our concerns and Al Pitts from the ARTF was just phenomenal in keeping us informed and walking us through the whole process so we just really appreciate the chance to work with them on a plan that we can live with.

We strongly support the final road plan and we urge you to pass it is. Our one concern that we want to keep involved with is the Paseo de Vistas westward, southwestward expansion right there because it does go through one of the neighbor's properties and it does go very close to quite a few other houses in our neighborhood. So we would hope that we could have some kind of input on noise abatement, the placement of exactly where that's going to go and especially what kind of trucks might be able to travel on that road.

The northern part of our neighborhood is already quite affected by the 599 truck route and we'd hate to think that we'd have another truck route. We'd be just sandwiched in between two truck routes if Paseo de Vistas becomes another thoroughfare for large trucks. So we'd like to stay involved with that if we can. We'd also like to say that we do strongly support the highway corridor task force recommendation to not have a commercial node at the Buckman/599. That is right next to our neighborhood.

CHAIRMAN DURAN: Ma'am, we're not talking about that right now.

MS. HANSON: All right. Fine. Thank you very much for listening.

OLIVIA TSOSIE: Good evening. Thank you so much for coming all of you. I've been with the ARTF since it started. My name is Olivia Tsosie. Democracy is such hard work. It really gets tiresome, but it's a wonderful thing to see all of you here and doing this and putting up with this as we go through whatever our own particular little list of things are. Basically, besides

saying thank you and asking your to adopt the plan, I'd like to address Councilor Whitted's question about the Henry Lynch diversion.

We in Agua Fria had not proposed this kind of diversion as it exists there today. I think it was done just to show everybody what it would consist of, but I drove here along this way. You go up Henry Lynch, past the school, then past Casas de la Paz, which is going to be I think 88 units. And then you go to the trailer court, which I think is 100 units, something like this. And then you're diverted to turn on Rufina Court and go up and take Rufina something or other -- some other street name, up to Cerrillos, Calle del Cielo and get to Cerrillos. It will be inconvenient. These people can't run down from Home Depot. But what it will save them from is the 18 and 22-wheelers that are going past my house on Agua Fria and that will find this the most marvelous short cut in the world.

The real difficulty, Councilor Sanchez, that we have with this particular, the location of this wonderful straight line of access is the truck traffic. Aside from the dangers of commuter traffic. The 18-wheelers, the 22-wheelers brings up an air pollution problem and a significant noise problem. And our children and the residents, the 200 residents who are in this area, need to be protected from industrial level truck traffic. These people live right across from an industrial area, so you know they're going to get truck traffic, from Home Depot and all of between Henry Lynch and Siler. That's all industrial.

If you open that up it will have 18-wheelers, I guarantee you and everybody will be breathing the exhaust. The other thing I'd like to speak about very quickly are the bridges. Santa Fe needs lots of bridges but the arterial road plan and the arterial system needs at least one bridge. And as a lover of the river, I've been a proponent of and supporting the Siler Road bridge because the Public Works design for this is higher and wider. It will leave a wider flow for the river and it will be much less likely to get jammed up during 100-year events, which we seem to have every three years anymore. So it's one of the reasons. When you think about the bridge, it's not just traffic, it's what going underneath it. Otherwise, I'm going to skip everything else because I know you're tired and everybody else is too and say thanks very much and please adopt that plan.

DELLA WARRIOR: Good evening, Mr. Mayor, Mr. Chairman, Commissioners and Councilors. Thank you for this opportunity. My name is Della Warrior and I'm here representing the Institute of American Indian Art. I'm the president. I live on Camino Carlos Rey and we're very pleased to be here to support the extension to the interchange. We have a lot of our employees and students that live in the pueblos who come into Santa Fe daily and this will certainly give them greater access and I also wanted to commend those that have worked on this plan. It's wonderful to know that at some point we're going to get some relief with the congested traffic that we all deal with daily. We will be opening our campus near the Community College next August and we will be having more students and more employees, so I believe that this extension is really very important and it will be better for our staff and employees. So thank you.

CHAIRMAN DURAN: Thank you.

JERRY BOAK: Good evening, Mayor Delgado, Chairman Duran, Commissioners, Councilors. My name is Jerry Boak. I live in Cielo Lumbre and it's remarkable what a friendly but noisy encounter between your dog and your neighbor's dog can do for you. That's how I got on the Arterial Roads Task Force and now I'm a member of the steering committee. I've been working with the task force for about four years. It's a wonderful democratic process as was pointed out several times. As many as 300 people participated in this. and I'm not, as far as I can tell, strongly affected by whether we put Richards Avenue across all the way through here. It isn't obvious to me that there's an impact on my home.

But I am trouble by seeing a single letter presented as evidence to counter those 300 people, brought in at the last moment, and as far as I can tell there are four things that were put forward here as reasons for making this. One is we might have to pay back \$2 million. I'd never heard of that

before. We might not relieve some drainage problems. I'm a geologist. The last thing I would ever recommend that you do to solve a drainage problem is build another road. Now I know that politics makes for strange bedfellows and if you want to get money that's how you do it, but it still looks like the law of unintended consequences. I don't think people put together laws that drive you to do that on purpose.

It's also said that we need a major straight shot path way from the south to the bypass and I'll say a little more about that later. And then finally, the Fire Department would like the Richards extension. I'd like to know why none of these observations were presented to the ARTF in any of the meetings I attended of the ARTF. For example, if the Fire Department needs this, why didn't we get an evaluation of what the options were that were available to the Fire Department to protect the safety and health of citizens of Santa Fe and why it was that Richards was the best of them, so that we could evaluate that and balance out our interests in maybe not having a road awfully close to some of our neighborhoods with the needs of the people of Santa Fe.

I think we did a pretty good job of trying to do that kind of balancing in a lot of other cases. I didn't see it. None of these ideas were presented before, and I've rarely seen such wide-spread consensus on an issue as there was about Richards Avenue in the Arterial Roads Task Force. I've worked for the Department of Energy and I began to feel sorry for Richards Avenue. It was so vilified. I've never heard of anything referred to as a vampire quite so many times. So it's clear we'll never get unanimity on this issue, but it's hard to imagine getting much closer that we got. And I can understand why.

I come back to the idea of a straight shot. That's what people talked about. It was like large metal projectiles were going to come down Richards through their neighborhoods and they didn't want that. They didn't want it so much that people were willing to object even to the interchange, which by the numbers -- and there's nothing been presented to suggest that any part of putting this across here would help anyone. There were no numbers presented. People were willing to vote against an interchange, I think, because they didn't want to give them any encouragement. They didn't want any piece of Richards to look like it was favored by the ARTF because of this straight shot argument.

So if you favor a democratic process with more than lip service, I would urge you to honor the integrated process that this team put together and say it is time to put that piece of Richards to bed and come up with better ideas. Thank you.

MICHAEL KRAMER: Mayor, Mr. Chairman, Councilors, Commissioners, my name is Michael Kramer. I live in the Vista del Prado neighborhood, which is right down here where this little blue circle is, Richards and Rodeo Road are two of the borders. The third border is the Arroyo Chamisa of that neighborhood. We're essentially a neighborhood of cul-de-sacs. We are very much surrounded by emerging growth and I'm here to simply ask for you to do one simple thing and that is to remove this blue circle from consideration for further study for two very important reasons. One, this is vital open space that we feel would be severely destroyed by the possible inclusion of any road in the area east of Zafarano into that area, plus it would essentially ruin the neighborhood cul-de-sacs, which there are five in this neighborhood, by essentially taking traffic right by them.

I understand a lot of the other competing concerns. I have a petition here signed from some of the neighborhood that I wanted to introduce to you to let you know that we are opposed to this being for future study and we'd like to have it be removed. [Exhibit 1] That's basically it.

CHAIRMAN DURAN: Thank you. I've been asked to make an announcement. The Highway Corridor Task Force presentation has been tabled until further notice.

TAMARA LICHTENSTEIN: My name is Tamara Lichtenstein. I believe I hold the record along with somebody else for attending the most number of Arterial Road Task Force meetings. So I've sat on those chairs at those tables for a long time and witnessed incredible transformations in relationships between people representing various neighborhoods who started out

absolutely opposed, sure that each person's plan was going to ruin the other person's neighborhood. And over the years, we all made compromises. I came in there opposed to a large number of roads that I saw on the map and through all of our discussions and especially using the T-modeling, with expertise provided by the City planners, the employees and the computer expertise that they had, we used all that to really study the numbers to see how making a change to one road would affect the whole neighborhood and in fact the whole network.

I think what we came up with, what we all wove together was a tapestry and I would like you to think of this as a tapestry woven by all the neighborhoods, and if you start pulling at the threads and saying, But I just want to play with this one here, or I just want to take this one out or do something to this one, it's going to affect the entire tapestry. It's not going to look the same. It's going to hurt some neighborhoods more than others, and it's certainly going to damage the trust of all the neighborhoods that were involved in coming up with this.

So I hope you will respect the process, the many years of process that went into creating this plan tonight and see it through. Thank you very much.

LYDIA HERD: I agree with what she just said about it being a tapestry. I'm here representing -- my name is Lydia Herd and I'm from Puesta del Sol. I'm not just representing myself; I am also representing the community, the neighborhood of Puesta del Sol, over 70 families. We have had more than a dozen people since the ARTF began, involved with the ARTF working sessions. I think I'm one of the last people to be involved in it. So we're very knowledgeable in the community in Puesta del Sol about it.

I have two things to say. The first thing is that we recommend that you adopt the ARTF recommendations and plan without any amendments or changes. They were developed by consensus. Everyone supported and agreed with them, and we still continue to support and agree with them. The second thing is that we also agree with what Commissioner Trujillo said, that in fact when all of the participants from Puesta del Sol, from the west side, looked at it, the only possible river crossing was Siler. If you looked at any other river crossing more towards Agua Fria you would destroy the village. You would have a very negative impact on it. So we agree with what you said and support that as well. Thank you.

JIM SIEBERT: My name is Jim Siebert. First of all, I'd like to commend the ARTF for the tenacity of sticking with it for six years and would strongly recommend that Al Pitts have a plaque on the plaza for his endeavors. I think the one thing I wanted to emphasize and I realize, Councilor Sanchez, your concern, but I think that what doesn't come through in all this is the level of analysis that took place. If you take a look at the analysis that was conducted just on Richards Avenue and that connection between Rodeo Road and Cerrillos Road and beyond I think you'll find computer print-outs are about an inch thick.

So it's more than just the politics of the situation. There's actually, along with the politics a technical review of each of these roads. I realize that you're assuming an area with 80,000 residents, you're not going to come up with a perfect plan, but I think this is about as good as you're going to get. As a planning consultant, I'll tell you, it will make my life a lot easier. As elected officials, my guess, it will make your lives a lot easier. So I recommend you adopt it just the way it is. Thank you.

HELEN WUNNICKE: Chairman Duran, Mayor Delgado, Councilors, Commissioners, it's a real thrill to see you all together tonight and thank you so much from all of us. I'm only here to say thank you on behalf of my neighborhood, the Tiempos Lindos Homeowners Association. This is a great effort that's gone on and we of course thank all the many people of the ARTF and Al, and we thank you in advance for voting for this without change and I certainly also would just echo everything that Jim did bring up and also thanks to Commissioner Trujillo for his sensitivity, not only for the village, but also for the neighborhoods that run on out Agua Fria. We thank you all so much.

BOB SUTTON: Commissioners, Councilors, I would like to -- first of all, my name is Bob Sutton. I'm a member of the Puesta del Sol Homeowners Association and also an administrator at the Institute of American Indian Arts, so I have two reasons for standing here. Number one, I want to commend those that have worked on this plan and all of the man-hours and time. It's a great plan and I support the plan. Also, I want to mention that as our president had said, next year we plan to open in the fall at the Institute of American Indian Arts which is south of the Community College and we really support the needed interchange at Richards Avenue and that area. Thank you.

LINDA FLATT: Mayor Delgado, Chairman Duran and Councilors. I am Linda Flatt and I live in an area that is sort of squished in between these two right here. I'm in Las Acequias and I have a question. Can someone help me? What is this road? What road is that right there? I know that this is Las Acequias, which is where I am. Is it right behind us? Right behind Las Acequias? It appears that it's right along Las Acequias.

So what you're saying is it is not right in the backyard of Las Acequias. Near it. A thousand feet sounds pretty good. Thank you. I guess my comment is that we knew Rufina was coming, and I understand the rest of this because I thank all the people as a part of Las Acequias for all of the work that you have done with all of the work on the roads, because I recognize the seriousness of it, since we travel on Airport Road every day.

It's very serious at this end of town. My concern was that this was splitting an area, but you're saying that we would have a right to be able to say something to that when it gets to that point. Okay.

The other thing that I was concerned with is the dotted line here. What does that indicate? Traffic calming. I like that. Calming. What is it calming right there? Jemez. Okay, so it's taking the pressure off of Jemez and puts it next door. What my comment is is that this road right here, actually both of these concern me but I understand why we have to have them. What is happening right here? When that comes together like that is that like a stop light going to be there? Two major roads are going to be coming together to come into one to go into the freeway. Is that correct?

So it's like a three-way stop? And this would come in to it? I see. I was seeing it as coming together and I couldn't figure it out. My question is is that Meadows Road I see is going to be a major thoroughfare and as one other gentleman pointed out, this is a concern to me because, having been a teacher for many years, I know how children are. They dart across the road very quickly. And there are two schools right here. I'm reiterating, but I want to make a point that this being a major road and a major thoroughfare is going to affect seriously Sweeney and Ortiz. It is going to be a real serious problem because I can sense that there's going to be a lot of traffic with big trucks coming right across here to get down to the major commercial, which is a lot of commercial, and going right straight down to Jaguar and going right on out.

It concerns us and I'm sure that there are other citizens in here that recognize that when you have an elementary and junior high school it can be a very serious problem, and I guess that's my main concern. Thank you.

NEIL NOTT: Chairman Duran, Mayor Delgado, Commissioners and Councilors. My name is Neil Nott. I'm the president of the Agua Fria Village Association and I am here to express unanimous support by the Village Association for this Arterial Roads Task Force plan. I won't reiterate what Mr. Pitts had to say about it. He can express it more eloquently than I can but the Village Association and I personally endorse and applaud everything that he said.

There is just one issue that I think needs to be addressed a little bit further, and that is that this Arterial Roads Task Force was very responsive to the needs and wants of citizens. Throughout the entire process, members of the Village Association attended the Arterial Roads Task Force meetings and they reported weekly and then later monthly to the Village Association at our meetings what was going on. They elicited from us what our concerns were and they saw that those concerns

were addressed. So overall, I think the process of developing this report has been extremely responsive to the needs and wants of citizens. Thank you.

CHAIRMAN DURAN: Thank you. That concludes the public comment.

DAVID GOLD: As the Vice Chairman, I wanted to finish last so that I could address some of the issues that were brought up by the public. There's just a few that I want to make clear. One of them, the issue of South Meadows Road and the large degree of traffic just came up. There was a statement made that implies something that's not quite true. I should point out that all of the roads that we've recommended were designed to be 10,000 cars or under. That was basically our goal, so that they could be built as two-lane roads. Otherwise, if you go beyond that you start getting into safety issues and so forth. And South Meadows is one of those roads.

It's not a four-lane highway. It's not like another Airport Road running by there and I think it's important that you understand that. In a sense, what we were dealing with is that frankly, there's been a lot of very poor planning that has preceded this effort and we've tried to remedy it in whatever ways we can. I'll come back to that in a second. An issue was brought up about Calle Nopal, there was a concern about noise abatement and trucks. In the TPB hearing, the TPB took the trucks off of Paseo de Vistas, so that shouldn't be a concern. Noise standards are part of the plan. We have design standards built in, as Mr. Pitts said, and so they should definitely keep their eye on it, but in voting for this, you're not voting for something that hasn't already been considered.

The issue came up about the Richards Avenue interchange. The City staff felt that it wasn't clear. I would beg to differ and I'd be happy to sit and look at projections if it was necessary. It is very clear. There's no doubt that putting that interchange there alleviates traffic dramatically on the south side. It alleviates on Governor Miles Road. I believe it went from 15,000 to 9,000 cars per day. It is a significant change. What is not a significant change, and once again, I'd be happy to sit here and do numbers all day, is this little connection of Richards Avenue where the circle is.

It turns out that that accomplishes, in terms of alleviating neighborhood traffic there, nothing. What it does is it brings a tremendous amount of more traffic through there. As Mr. Pitts said it would have to be implemented as a four-lane road. The traffic would not be from that neighborhood; it would be from Rancho Viejo. The access for the people in that neighborhood would be very poor, in fact it would be dangerous because there'd be such a high degree of traffic that there wouldn't be a way to get on there easily.

A couple of other Richards things I have written down. I originally, I was the one who requested the traffic projections on an end-to-end Richards, and I'll tell you what. People were really pissed off at me because people on the task force are very frightened of Richards Avenue. As Michael Sugarman stated, it's like a vampire that keeps coming back. So when I said -- it was eventually voted on, but people were scared that it would show that Richards Avenue is a winner. It doesn't show that. And so I went into it with a real open mind. I'm an engineer and there was no reason to have that connection.

The Fire Department I believe is a critical issue. That was brought up, and that's why we have the study area. Once again, I am the person in the task force that recommended the amendment to have that as a study area for the Fire Department. In talks with Mr. DiLuzio, for one thing I believe it is an important issue. I don't want to be the one responsible for people burning up on the north side there because there's no connection. I sat down with a map with Mr. DiLuzio and there are definitely many alternatives to putting in Richards Avenue as a connection, also that will not hurt the neighborhood below. So I'm being considered that -- I believe that the TPB recommendations as they stand cover this.

Finally, I'm also a member of COLTPAC, the open lands and trails committee. An application has been put in for this area to be an open space. I think it's important that we stop and consider, what does planning mean now? Planning isn't just making big roads going through the city. Like for example, I can think of a big road, how about this one? We could right through the plaza

with a four-lane road and get down to I-25. That would certainly increase traffic flow. But I'm not sure. We could just bulldoze right through this courthouse. It's just wide enough. Is that really what we want to be doing as a community? We don't, I don't think. What we want to be doing is creating this network.

Now I want to get to the network because there's this sense of like, well, let's just tinker with it a little bit. As has been brought up, I personally spent hundreds of hours looking at traffic projections, and I'd be happy to sit and give numbers off all day if you want to do it, which I doubt you do. If you start playing with any one little piece, then you start making other pieces exceed that 10,000 car per day limit. And the effects are such it can be three miles from the point where the road is. You look at it and intuitively you'd look at it and say, that doesn't have any effect. It just affects this. It's not what happens. The projection is a complicated one. After a while I got to a point where I could estimate what a thing would do to 500 cars. I spent a lot of time doing it, but it took a lot of effort to do that and I can tell you that your intuition about what you think is going to happen isn't what happens. There are major effects.

If you start playing with this network you'll ruin it. Unless you are willing to spend the hundreds of hours that I did. If you are, I'll be happy to sit and go through it with you but I would really doubt that any of you are really willing to put in that time. And that gets to the question that was brought up before about making Richards Avenue a study area. I would urge you not to do that. At this point, we've put in the time, we've put in the effort. You've had time to study it. If you want to do it tonight, I'll sit and go through the numbers and show you that the thing does not work.

But at this point the community has spent years going through this stuff. We've spent hundreds of hours doing projections. You guys, and frankly you need to show the spine right now to make the decisions that need to be made. If you feel you can't make them, Al Pitts and I, we could sit with the staff, we can go through the numbers with you. If you're not comfortable, I'd be happy to do it but I'd urge you to do it tonight, because if you don't do it tonight, what I'm more concerned about is that somebody is going to come along and these studies drag on forever. They end up -- and this is a very public process right now. A study of this area would not be such a public process.

And it would end up -- frankly, I'm just concerned we'd get real screwed up. I've put in six years. I really don't want to put in any more time. I came to this meeting hoping that you guys would have the political will to get the job done. I'm urging you to do that. That's it.

CHAIRMAN DURAN: Thank you. First of all, I'd like to commend Al Pitts and his staff, the Arterial Roads Task Force for a great job. It's obvious to me after hearing public input that this was a public process and adequate time has been expended coming up with this plan and I would urge the County Commission to adopt it as it's recommended.

MAYOR DELGADO: I'd just like to say, I've got a kind of a messed up back. Anyway, I'd just like to say again, Al, when you came before the Transportation Policy Board with this, the thanks were given because I chaired that board and I know how much work went in to this. If we've ever had a document in the city, in the county of Santa Fe that was -- six years of hearings, people have come together on this. This is it. And I'm not only talking about do I want to be able to say to staff, here's what we want to do as far as the City is concerned, go to work. I want to be able to say to the people here's what we're doing to improve the traffic situations that we have in this city.

I don't think we've built a major road in this city, I can't remember the last major road we built. I really can't. Guadalupe? It's really hard and every day that we drive these roads, we heard the people off of Airport Road that speak to this. Go out there and drive that road in the morning. I've been there. I know what it's like. And we need to address it. We need to start building roads in the city of Santa Fe. And the people have told us not only tonight, but in front of the Transportation Policy Board that we're ready to make concessions. We're ready to give up our share. We're ready to contribute that we get a road system in the City of Santa Fe. And before we start making motions, I'd also like to say that if you look around today, regional planning is alive and

well. I want you to see that, and that's happening right here this evening. Thank you.

COMMISSIONER ANAYA: Mr. Chairman, it's time to pursue the decision of the Transportation Policy Board and the Extraterritorial Zoning Authority and uphold the recommendations of the ARTF, inclusive of the Richards Avenue interchange.

Mr. Chairman, I move for approval of Santa Fe County Resolution No. 1999-99. Move for approval, Mr. Chairman.

COMMISSIONER TRUJILLO: I second that motion.

CHAIRMAN DURAN: There's a motion and a second. Any further discussion amongst the Commissioners?

COUNCILOR BUSHEE: It's just a small language change I was going to suggest, just simply so we were together. Many of the committees that were before us recommended that also that the steering committee of the Arterial Roads Task Force be part of the future approval process. And if you could just add that in to your language. I was going to suggest it in ours.

COMMISSIONER ANAYA: Okay.

COUNCILOR BUSHEE: Just simply down on the bottom of your resolution number two, if you have in there appropriate planning committees including the steering committee of the Arterial Roads Task Force. At least we'll be in synch.

COMMISSIONER ANAYA: So noted, Councilor Bushee. I agree.

COMMISSIONER TRUJILLO: Second agrees too.

CHAIRMAN DURAN: So there's a motion and a second. Any further discussion? Those in favor by saying "aye." [Unanimous 3-0] Opposed? Motion carries.

COUNCILOR SANCHEZ: Mr. Chairman, Mayor, Resolution No. 1999-77 is a resolution adopting the Santa Fe Urban and Extraterritorial future road plan with map, and requesting that it be brought forward to amend the City's general plan. I move for approval.

COUNCILOR BUSHEE: Second. Again, if we could just simply on page 2, line 23, I'd like to have it similar to the County's language where we could start by adding any amendments, deletions, or additions -- so we have to add any amendments, to its future road plan should be reviewed for recommendations by the appropriate planning committees, the steering committee of the Arterial Roads Task Force, affected neighbors and property owners prior to adoption. And if that's assuming I was seconding it.

COUNCILOR SANCHEZ: I have no objection.

COUNCILOR BUSHEE: And while I still have the floor, obviously we're going to pass this. You all have done a tremendous amount of work and a service to this community for putting that much time in and it is so rare to achieve a consensus. I was a little surprised at the amendment on the Richards Avenue interchange at this point, but I do believe it is time to take action. I know some of it's based on projections. We've got Rio Rancho coming in down there and all sorts of big things so I can't imagine why we won't need an interchange there. It just seems pretty basic.

But I do want to just really stress this to the Council, that Paseo de Vistas is a very prime component to this roads plan. Everything hinges on that. We get to close down Crucitas, which actually has over your 10,000 cars projection now. It has 14,000 cars a day on that little residential road. We get to connect neighborhoods. We get to do what I think Councilor Sanchez wants to do in moving traffic in a naturalized nice flow. We get to do that if we have Paseo de Vistas. And I just want to at least stress to the Councilors that thus far, in our bonding issue for the 1999 bond issue, we don't have any mention of Paseo de Vistas. Not even design money. So I will be advocating strongly when we come to that spending of monies. And I know everybody wants to focus on roads in the south part of town and I do as well, but I have to tell you that Paseo de Vistas is a very important connector and I also want to emphasize that all of the other things, like river

crossings at Siler Road, have to come in after Paseo de Vistas is in or you will impact neighborhoods all over town, Alameda, Agua Fria, if you do not have the phasing and the staging in properly. And again, I will remind people as much as I can as my duty as a Councilor for that district.

But again, thank you everyone for all the work.

MAYOR DELGADO: Councilor Whitted.

COUNCILOR WHITTED: Thank you, Mayor. And just for Councilor Sanchez' benefit, I never thought I would be the one to say forget Richards and go to Siler, but sitting on the Public Works committee and seeing the information that this task force brought forward, definitely did change my point of view because I was in the same position you were.

But I would like to ask for one provision before we go forward and that is, since this is staff's recommendation on these roads to be closed that before the final decision is made, is that a survey is performed and those residents who will be impacted be consulted before the final decision be made on Henry Lynch Road. I think we owe those residents that opportunity, just like the rest of these residents before we go forward and I would ask for that.

COUNCILOR MOORE: [speaking away from the microphone] I agree with what Councilor Bushee's comment about Paseo de Vistas. My understanding is the plan doesn't say it the Siler river crossing until Paseo de Vistas is built.

My comment on the motion as it is made is that I've heard a lot of people say to pass the plan the way it is without amendments and I know that the area near the proposed amendment namely after the Richards Avenue interchange and if I understand what the motion is including, basically take out both of those two circles on Richards Avenue at the interchange at I-25 and remove the connection up there. I want to know is that what the motion includes?

My only comment is that we don't have to include the steering committee did and it is something that came in at the end, and I would prefer to pass this as it is as it is without the attachments of amendments.

The other thing I just want to remind everybody is that this is arterial roads. It does not mean that we can't have major roads and if you look at the area for instance south of Airport Road, south of Rodeo Road, in the vicinity of Airport and Cerrillos there probably are going to be a fair number of additional neighborhood streets, not arterials. And those have to be planned with the residents in that area as we passed the resolution in the City Council about a week ago -- Then we have to make sure that when we build streets they don't turn into arterials. So that's my comment.

MAYOR DELGADO: Councilor Sanchez.

COUNCILOR SANCHEZ: I made the motion to approve it with the amendment of Patti Bushee here, and Al told me that the interchange at I-25 and Richards was going to be in place that was half of my battle. The other one is of course that connection across Rodeo Road to Cerrillos and that little circle that's still up there and it will remain up there. There are procedures to make any amendments and changes to this plan.

That's why I'm voting for this to move it forward. There's been enough public participation but this thing is never set in concrete. It's not any different from the community plan for the railyard. It's got its little things that aren't going to work. So with that in mind, of course I'm going to vote yes.

COUNCILOR MOORE: You're saying you want to add the interchange but not take away the study -- the possibility of the others.

COUNCILOR SANCHEZ: The little circles there will always be there.

COUNCILOR MOORE: We're doing what everyone wanted us not to do. I think it would be better to do what the steering committee has suggesting and take out both circles or leave it was the way before the steering committee and leave them both in: one or the other.

COUNCILOR SANCHEZ: The large circle is in. They're going to put the interchange. The other one --

MAYOR DELGADO: Al, yes, go ahead.

MR. PITTS: Mayor Delgado, Councilor Sanchez, the circles mean that you study it before making a final decision as to whether it should be included. If the lower circle is struck, it means that you are including an interchange in the final road plan without further ado. Similarly, it's basically a choice as to exactly what you're saying, exactly what you want to say. If you want the interchange there, strike the circle. If you don't want the interchange or you want more study, keep the circle in.

COUNCILOR MOORE: I really don't want to further debate on this because I'm already late for a dinner.

The steering committee recommended, before the steering committee made its recommendation -- projected on the wall, the two circles for further study. You all recommended, you said we talked about this road. Our recommendation is don't connect Rodeo to Cerrillos and build an interchange. Our study wants to include the recommendations but now you say we want to do one without the other.

MR. PITTS: Maybe you could ask Councilor Sanchez as to how he wishes to amend it, but I should point out that the task force recommended itself very specifically.

COUNCILOR SANCHEZ: Clarification. Let me clarify it. I want the interchange built. It's that simple. Strike the circle.

COUNCILOR BUSHEE: No, no, no. You can continue to study there and still build an interchange.

MR. PITTS: As far as what the task force did, we recommended that it be seriously considered if evidence were developed that it would help. The Policy Board specifically directed its steering committee to get that evidence or to be provided the evidence and to make a conclusion of whether it would help. Furthermore, in December, the task force itself provided that the steering committee would act on behalf of the task force on new issues that would come up based on what its original intentions were as manifest in the minutes and the recommendations. In this case the task force wanted to approve an interchange if the evidence actually supported it.

COUNCILOR SANCHEZ: What we need to do is just go ahead and adopt it the way the County did with the two circles in place.

MR. SAMII: Point of clarification. I believe what the County adopted included the interchange as the motion was by Commissioner Anaya. So Commissioner Anaya, which is to strike the circle and include the interchange, that's the motion by the County and that was voted on.

COUNCILOR SANCHEZ: That's correct. That's exactly what I said. What's the problem?

COUNCILOR MOORE: The problem is that the letter from the Arterial Task Force steering committee says we agree that we have an interchange and then in bold letters said provided the Richards not extend from Rodeo to Cerrillos. So what your motion does is adopt part but not all of the steering committee's recommendation. I would rather adopt all of it or leave it the way it was before they had this last amendment.

COUNCILOR BUSHEE: No, I understood his motion to be adopting what the recommendation was which included the amendment of the interchange but also not going for the other half.

COUNCILOR WHITTED: That was the motion; that's it.

COUNCILOR SANCHEZ: That is my motion.

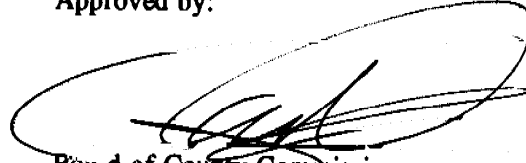
Upon roll call vote the resolution 1999-77 passed by unanimous [4-0] voice vote with Councilors Bushee, Moore, Sanchez and Whitted voting aye.

1706275

ADJOURNMENT

This joint meeting was adjourned at 8:00.

Approved by:



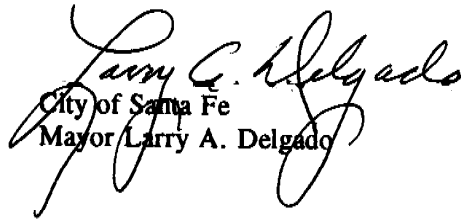
Board of County Commissioners
Paul Duran, Chairman

ATTEST TO:

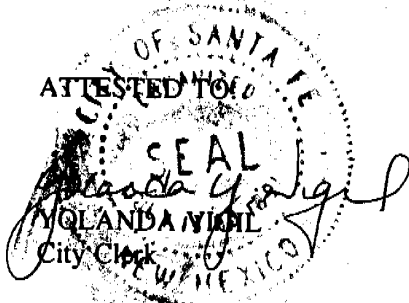


REBECCA BUSTAMANTE
County Clerk

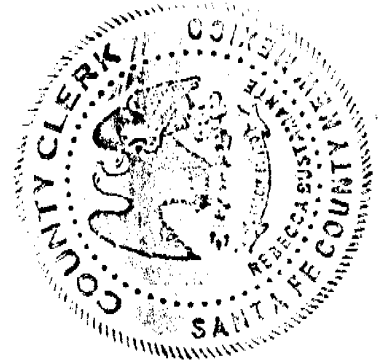
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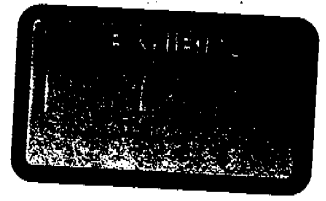


City of Santa Fe
Mayor Larry A. Delgado



Respectfully submitted:


Karen Farrell



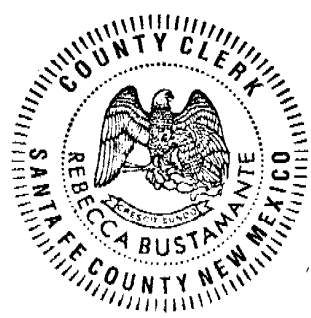
1706276

PETITION TO CITY COUNCIL AND COUNTY COMMISSION
AUGUST 16, 1999

The undersigned residents are, for various reasons, opposed to a north-south connection between Rodeo Road and Cerrillos Road east of Zafarano Road and west of the Vista del Prado residential area. We ask that the recommendation to study the feasibility of such a road, which appears in the Richards Avenue/I-25 Options section (H.07) (pp.29-30) of the Arterial Roads Task Force report of May 3, 1999, be removed from the plan before its adoption. We are opposed to any connection between Rodeo Road and Cerillos Road in this area, including the extension of Vegas Verdes Lane south from Cerillos Road to Rodeo Road.

NAME SIGNATURE ADDRESS

Lindley Kramer	<i>Lindley Kramer</i>	3352 Vista del Prado Court
Gary Reynolds	<i>Gary Reynolds</i>	3341 Vista del Prado Ct
Dinah Inglehart	<i>Dinah Inglehart</i>	3353 Vista del Prado Ct.
Shannon Gaskin	<i>Shannon Gaskin</i>	3345 Vista del Prado Ct
Michael Kramer	<i>Michael Kramer</i>	3352 Vista del Prado Court
Nancy Wiley	<i>Nancy A. Wiley</i>	2937 Calle Princesa Juana
Robert Wiley	<i>Robert Wiley</i>	2937 Calle Princesa Juana



COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO 1096) 395
I hereby certify that this instrument was filed
for record on the 8 day of Nov A.D.
19 99, at 11:15 o'clock a m
and was duly recorded in book 1706,
page 245 - 276 of the records of
Santa Fe County.

Witness my Hand and Seal of Office
Rebecca Bustamante
County Clerk, Santa Fe County, N.M.
Theronea Clayton
Deputy