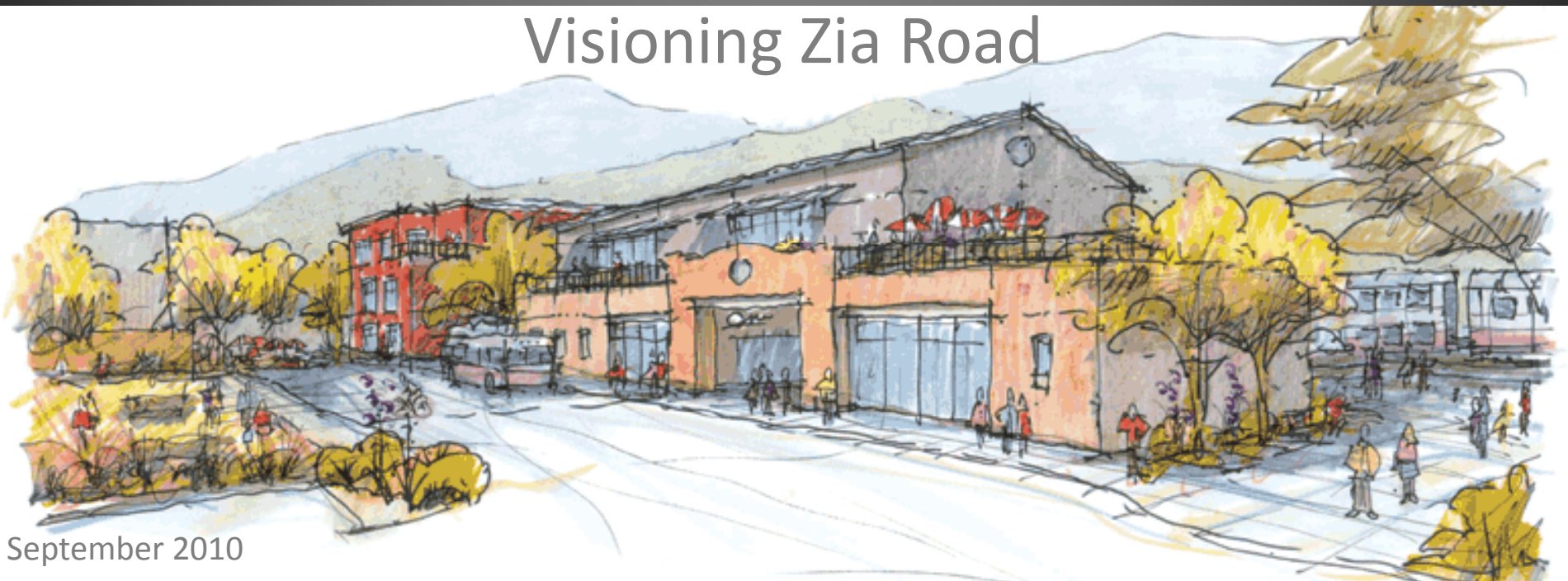


ZIA STATION

Visioning Zia Road



September 2010

Tonight's Agenda

1. Welcome & Introductions
2. Zia Road Visioning
3. Keypad Polling Recap
4. Next Steps

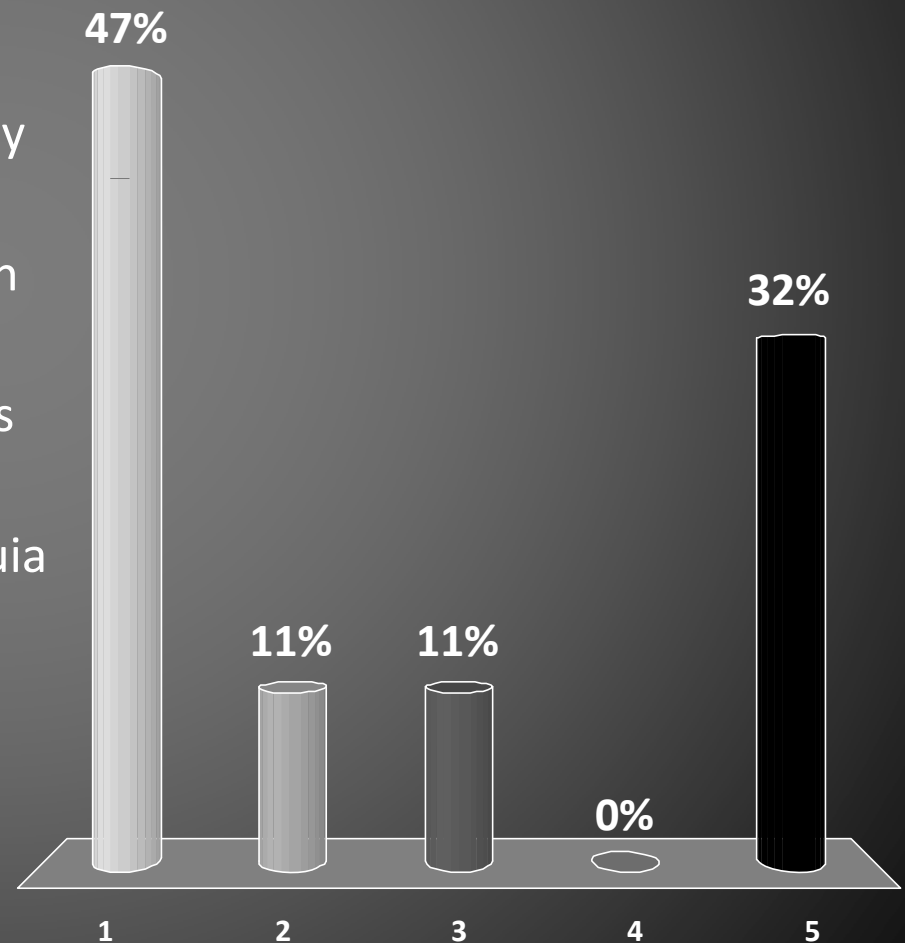
Introduction to Keypad Polling

- ✓ Why keypad polling?
- ✓ How does it work?



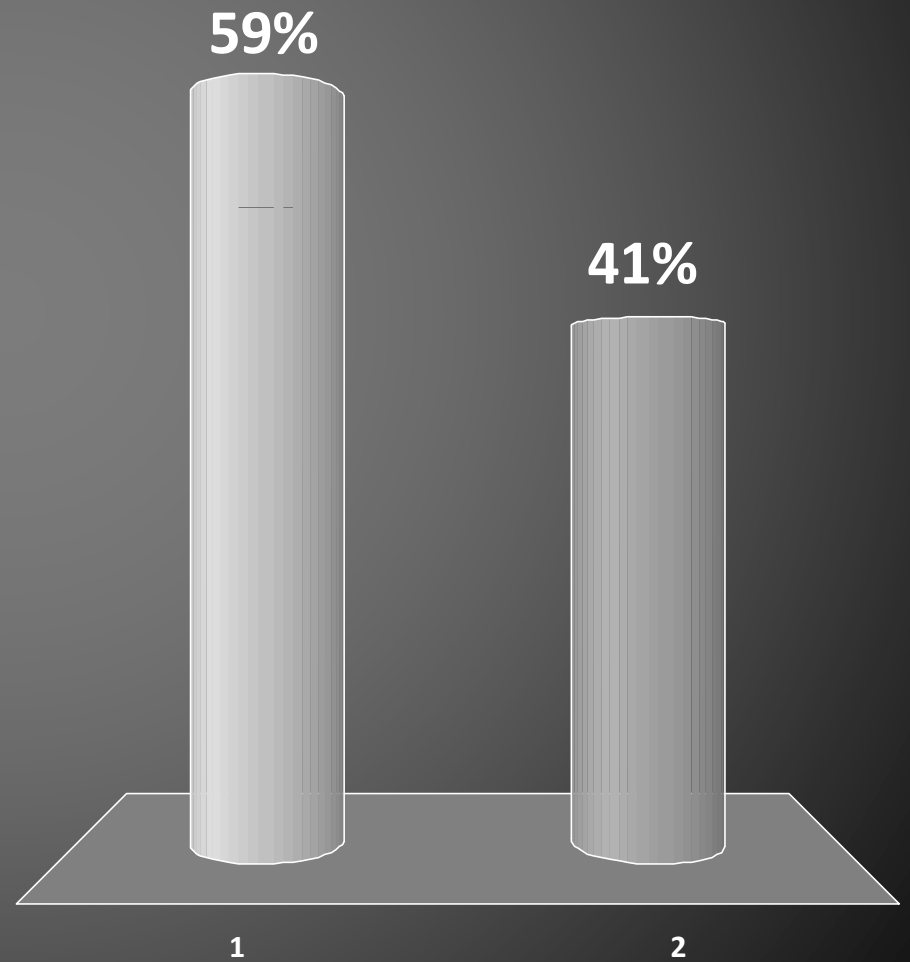
Pick your favorite “You know you’re from New Mexico When...”

1. You can correctly pronounce words like Tesuque, Cerrillos, Acoma, Buena, Ocotillo, Cochiti, Pojoaque, Socorro and Isleta (and you actually know what or where they are!)
2. You can order a Big Mac with green chile
3. You pass on the left because that is the fast lane
4. You swam in an arroyo or an acequia as a child...or an adult
5. You can identify a quail, coyote, roadrunner, and cricket by the sound they make



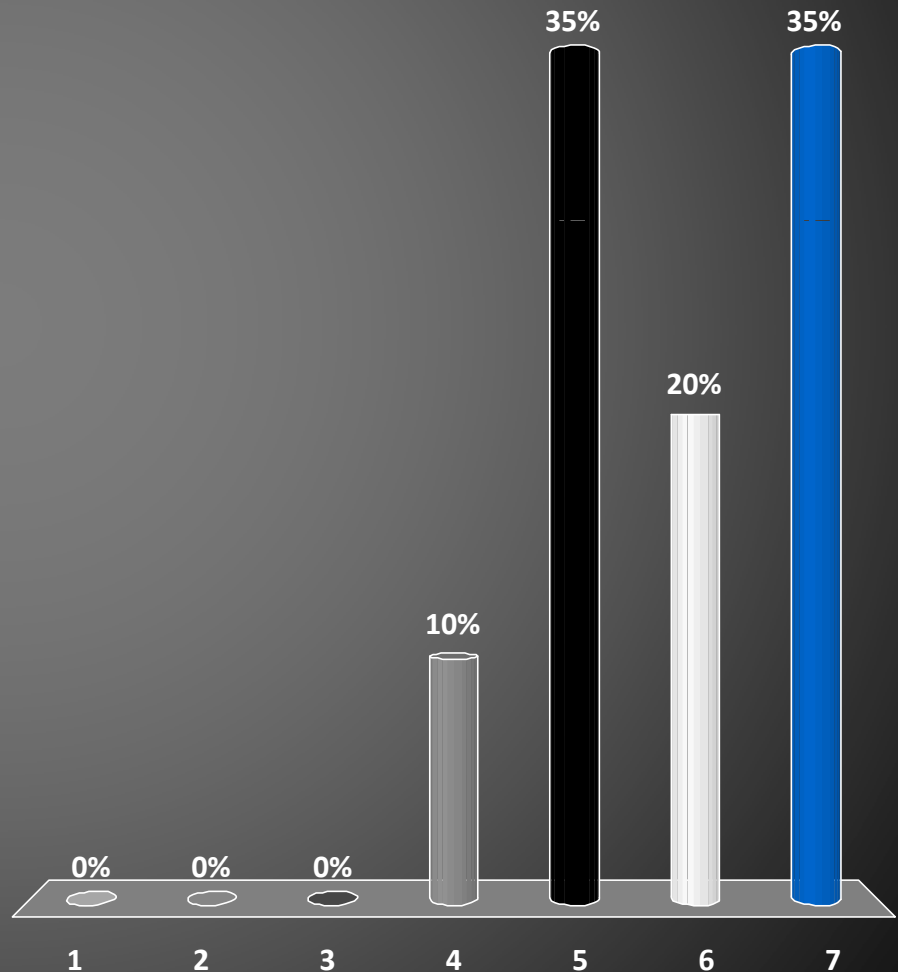
Are you...

1. Male
2. Female



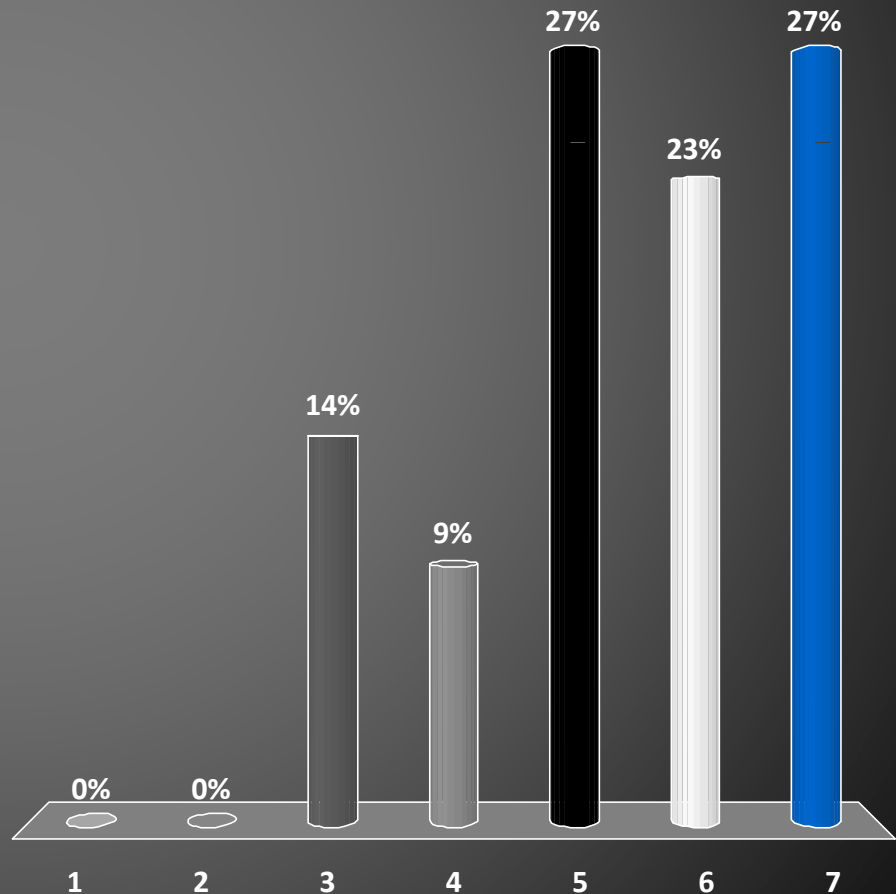
What is your age?

1. Under 15
2. 15-24
3. 25-34
4. 35-44
5. 45-54
6. 55-64
7. 64 & better



How long have you lived in Santa Fe?

1. I don't live in Santa Fe
2. 0-1 years
3. 2-5 years
4. 6-10 years
5. 11-20 years
6. 21-30 years
7. +31 years





What type of street are you
going to get with BAU?

BAU= Business As Usual

St. Francis Drive Corridor Study Draft Phase B Review

1

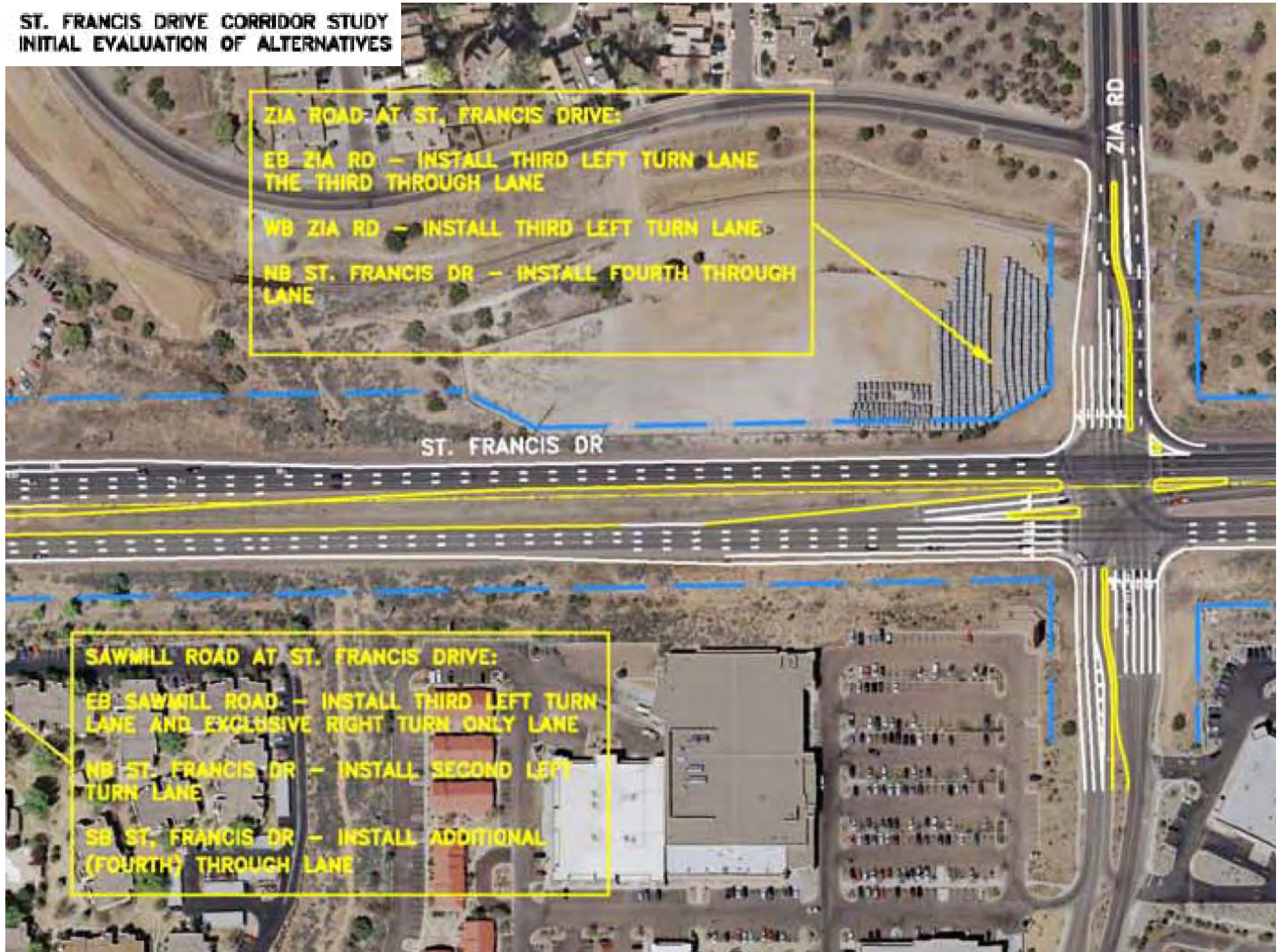
PUBLIC INFORMATION MEETING
TUESDAY MARCH 9, 2010

Zia Road Interchange

23

- Additional Interchange Options Considered
- Proximity of Adjacent Intersections and ROW Restricts Flexibility To Meet AASHTO Design Guidelines (i.e., Ramp Skew, Intersection Spacing)
- Regional Improvements Affect Geometry Requirements
- Revisit As Funding Outlook Improves And Regional Improvements Finalized
- Pedestrian Improvements Recommended Concurrent With Zia Platform Opening

**ST. FRANCIS DRIVE CORRIDOR STUDY
INITIAL EVALUATION OF ALTERNATIVES**



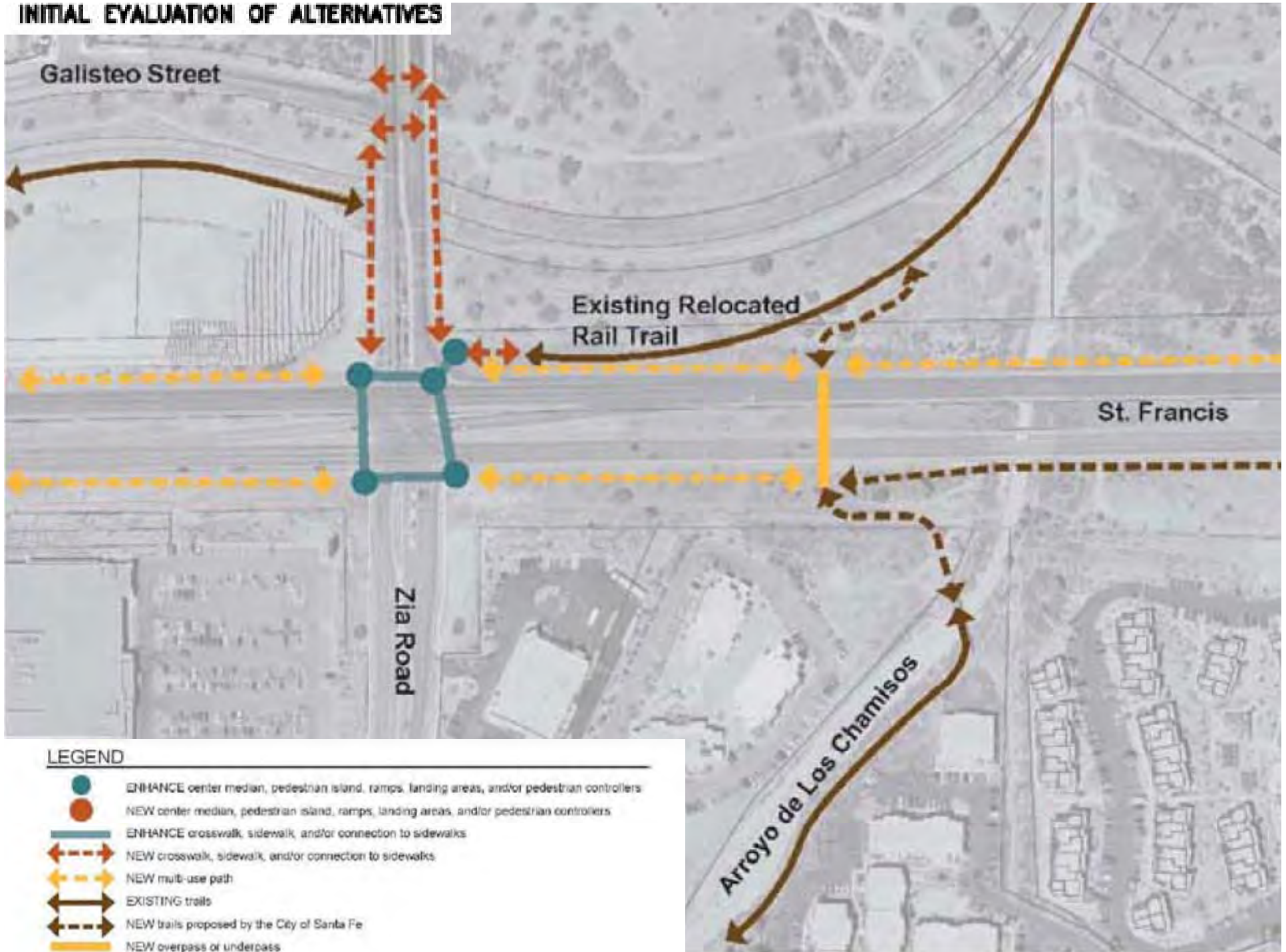
Preliminary Recommended Projects

44

Short Term Projects	Medium Term Projects	Long Term Projects
Transit Enhancement Study	Transit Enhancements/Expansion	Transit Enhancements/Expansion
Zia Road Pedestrian Crossing Improvements*	Trail Connectivity Enhancements*	Trail Connectivity Enhancements*
Trail Connectivity Enhancements*	Access Control as opportunities arise	Access Control as opportunities arise
Access Control as opportunities arise	ITS Implementation District and City Traffic Management Centers Travel Monitoring CCTV's Communication Infrastructure and Integration	ITS Implementation DMS Traffic Adaptive Signal Timing?
Initial ITS Implementation Traffic Signal Upgrades Regular Signal Timing Updates	Joint NMDOT / City Zia Road Improvements*	Joint NMDOT / City Sawmill Road / Mainline St. Francis Drive Improvements* (combine with St. Francis Interchange Replacement?)
Guadalupe Interchange Replacement and EB NM 599-to-SB 84/285 Auxiliary Lane	St. Michael's Drive Improvements	Joint NMDOT/City Cerrillos Road Improvements*

* - Implement Complete Street concepts to maximum extent possible

INITIAL EVALUATION OF ALTERNATIVES

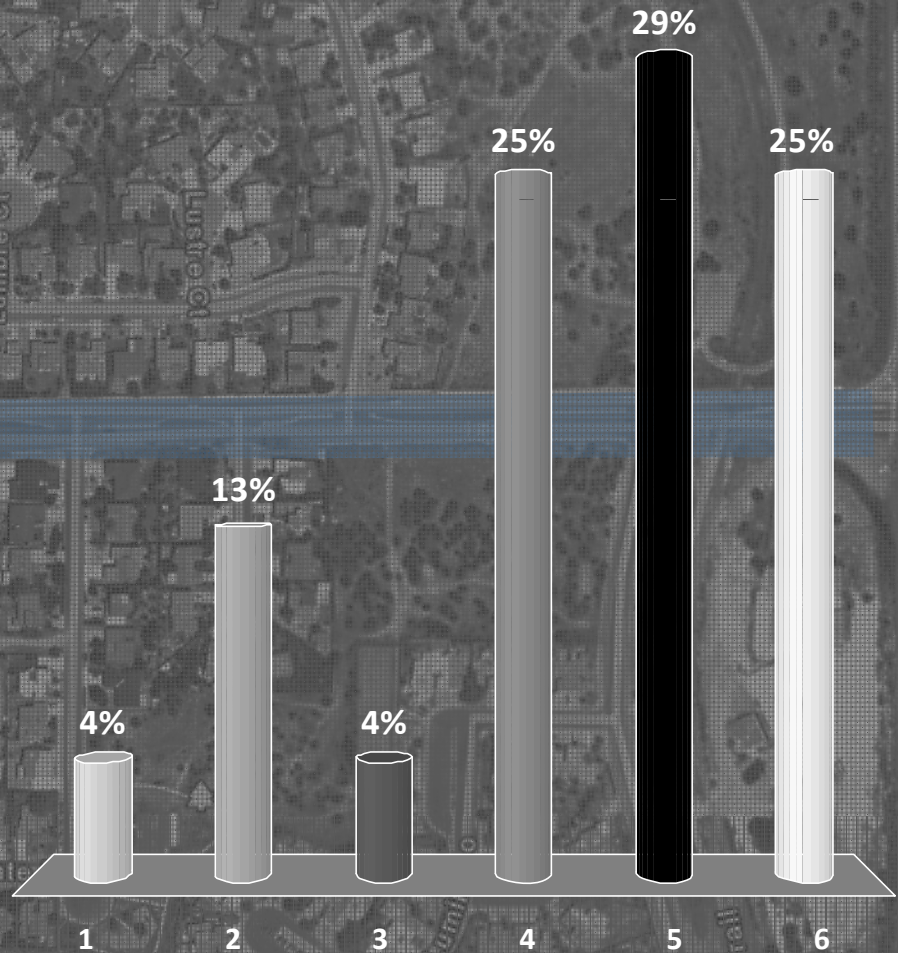


What about all this traffic?



How many cars travel on Zia Road between Vo Tech & St. Francis each day?

1. 5,000
2. 10,000
3. 13,000
4. 18,000
5. 25,000
6. 55,000



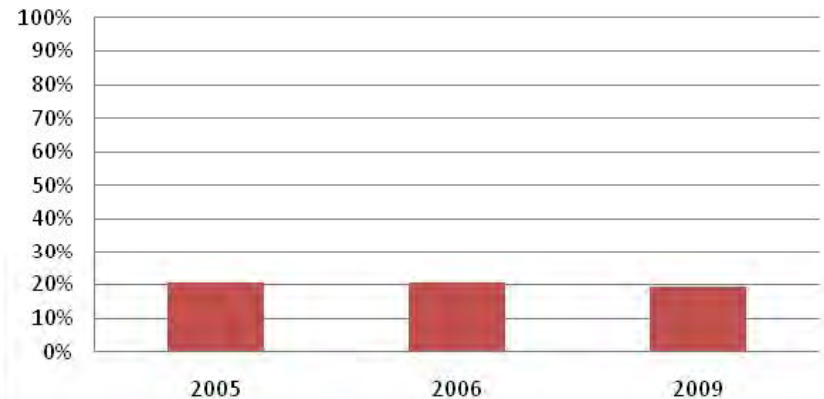
Year 2004 – **13,882** (daily traffic)
Year 2005 – **13,971** (daily traffic)
Year 2009 – **13,027** (daily traffic)

rule of thumb



700 vehicles
per lane
per hour

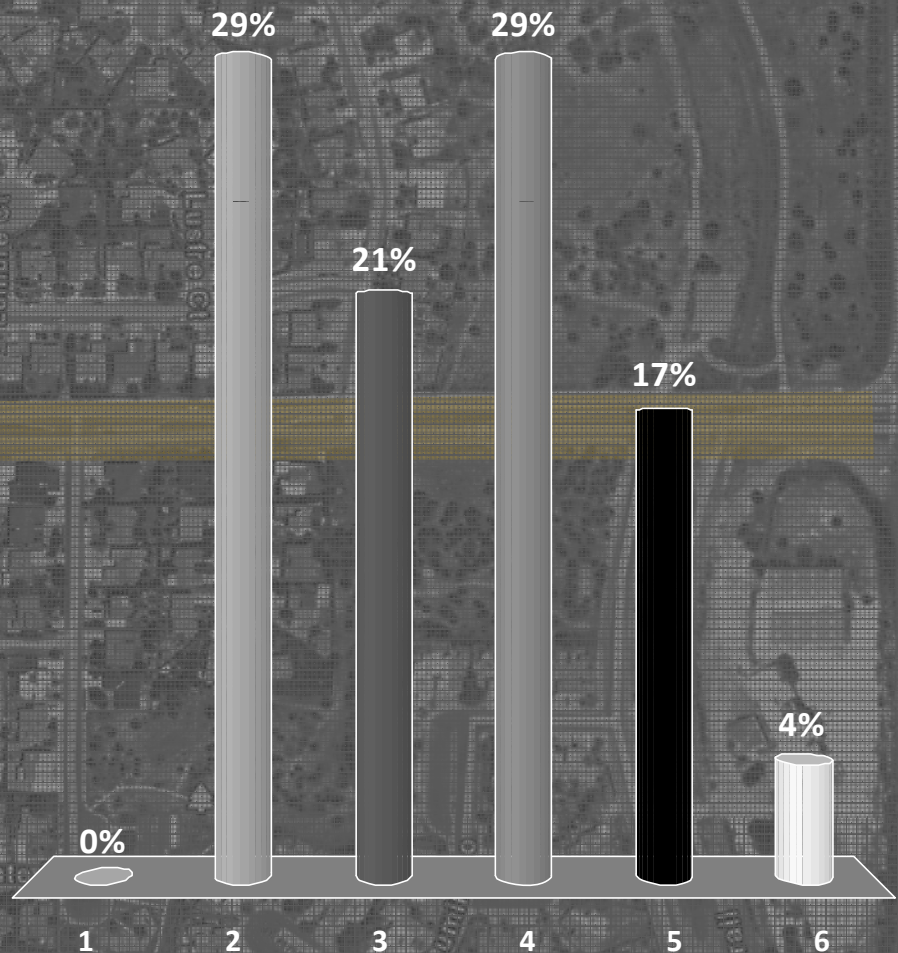
Zia Road Utilization





How many cars travel on Zia Road between Vo Tech & St. Francis each day during the peak hour?

1. 500
2. 1,300
3. 2,400
4. 3,700
5. 5,600
6. 8,700



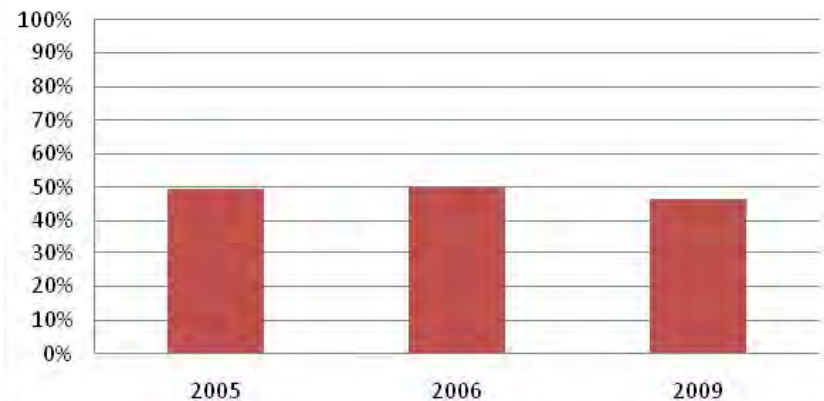
Year 2004 – 1,388 (peak hour traffic)
Year 2005 – 1,397 (peak hour traffic)
Year 2009 – 1,303 (peak hour traffic)

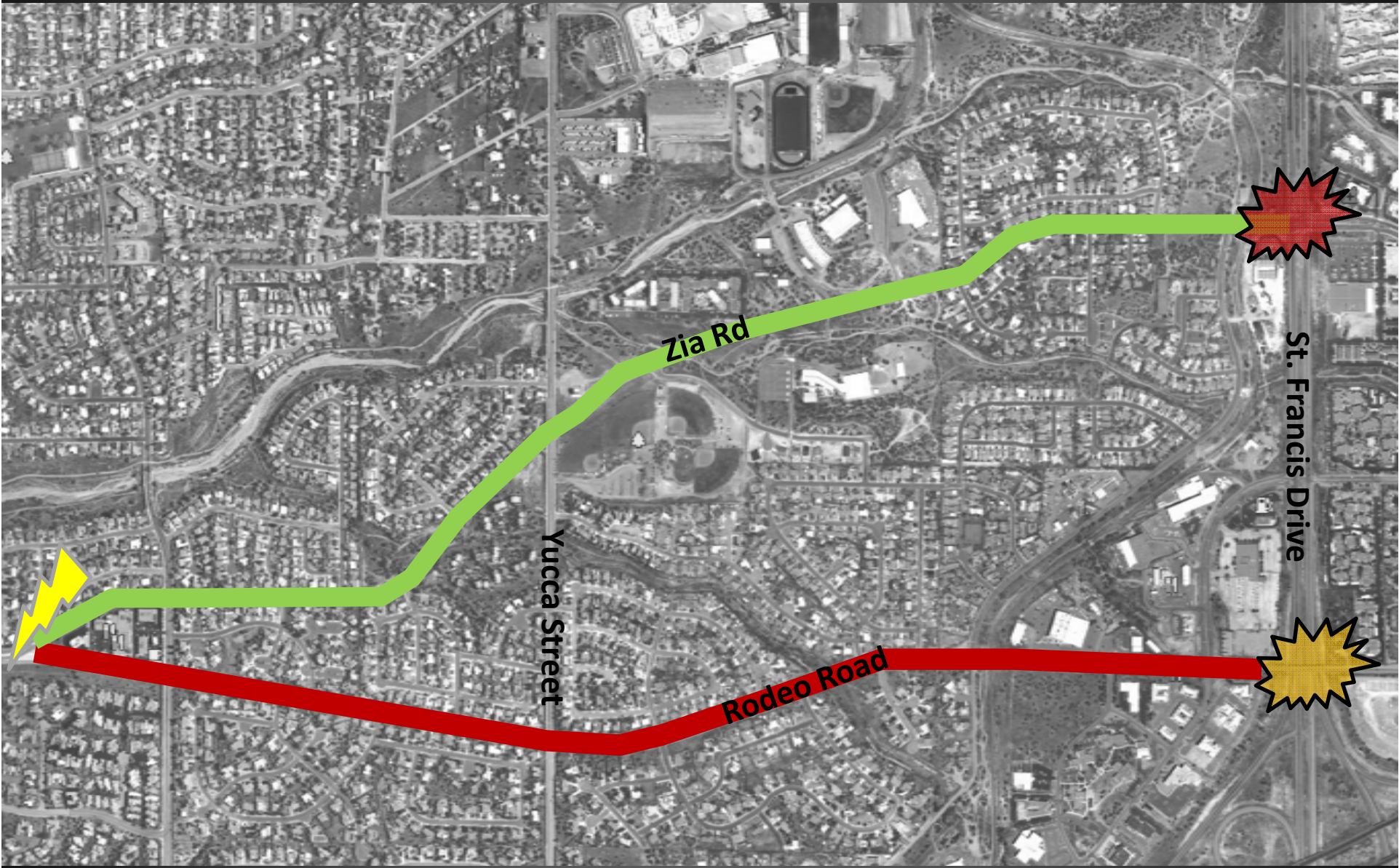
rule of thumb



700 vehicles
per lane
per hour

Zia Road Utilization



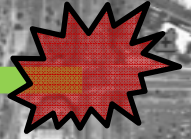


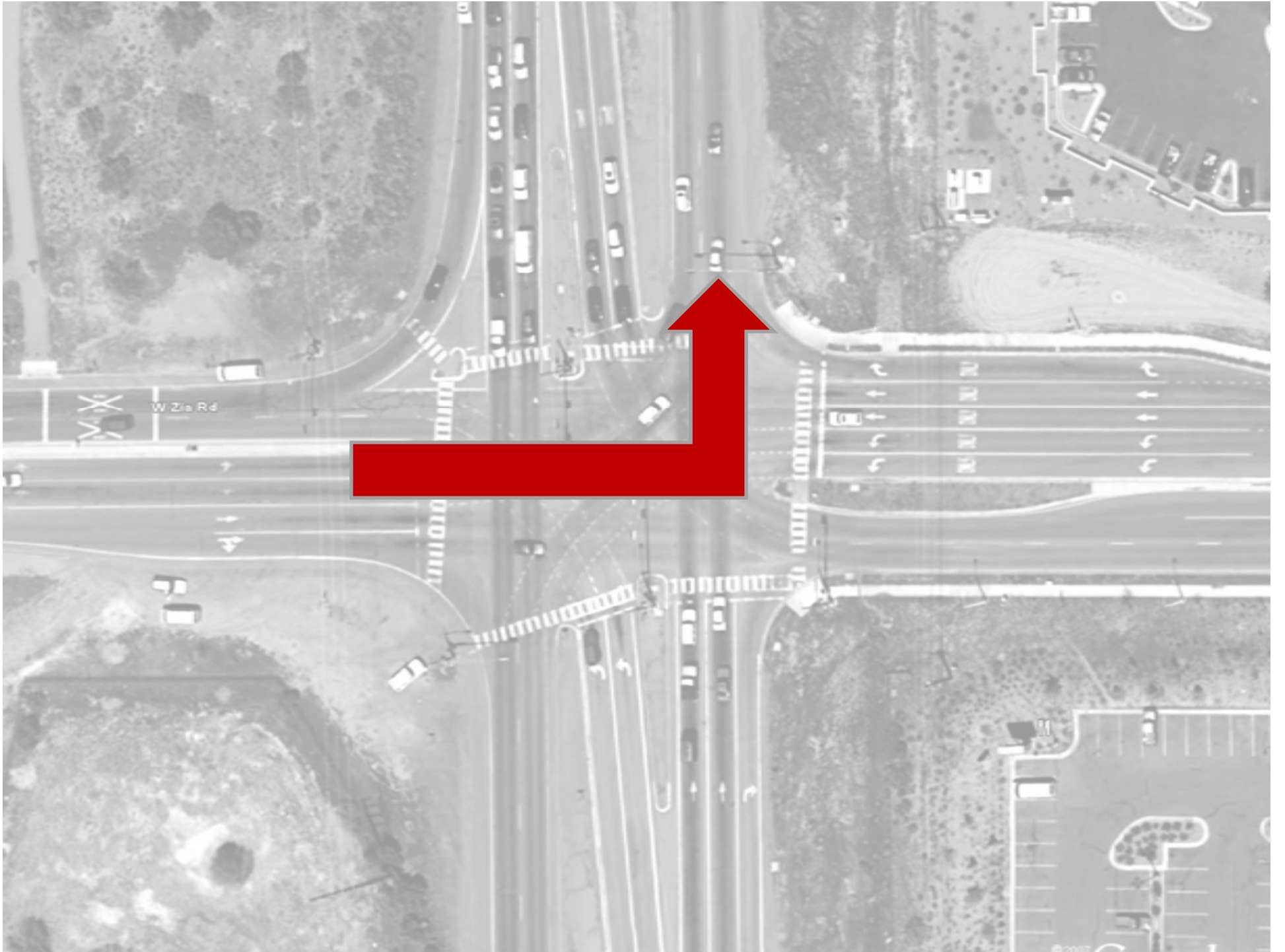
Zia Rd

Yucca Street

Rodeo Road

St. Francis Drive

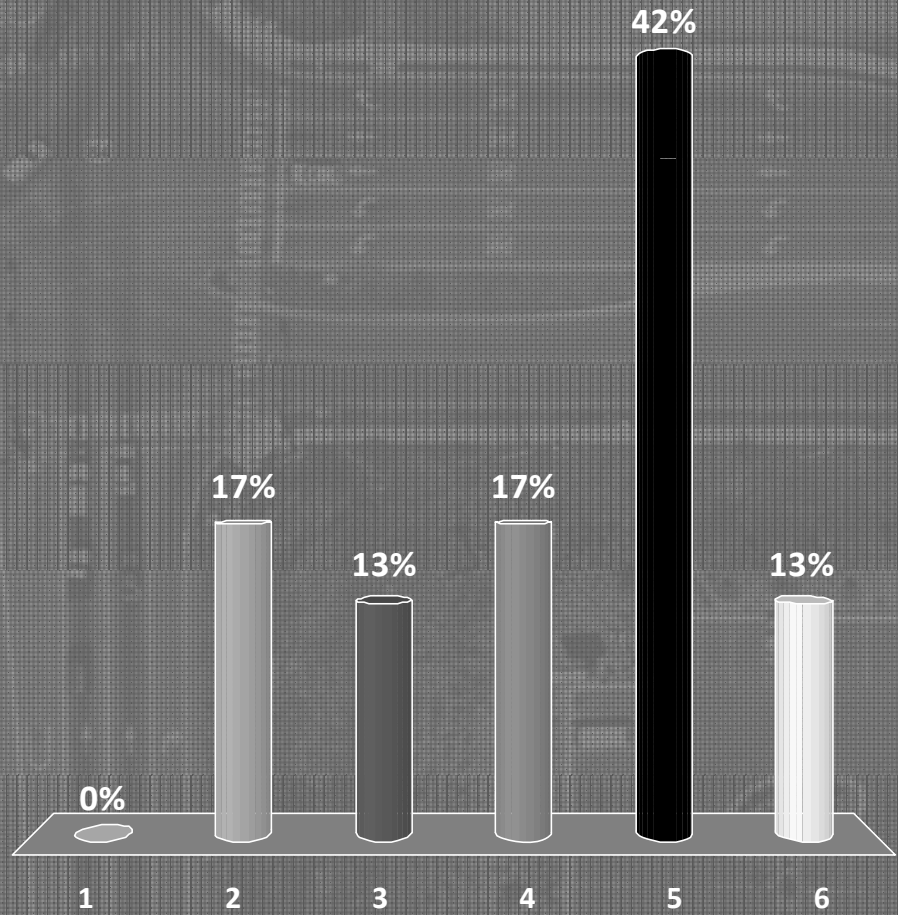






How many cars turn left from Zia Road to St. Francis each day during the morning peak?

1. 230
2. 450
3. 560
4. 670
5. 780
6. 890



rule of thumb



150 vehicles
per left turn
lane per hour

780 AM!
450 PM!



big "platoons" from a network issue



Zia Rd

What can we do in this corridor?







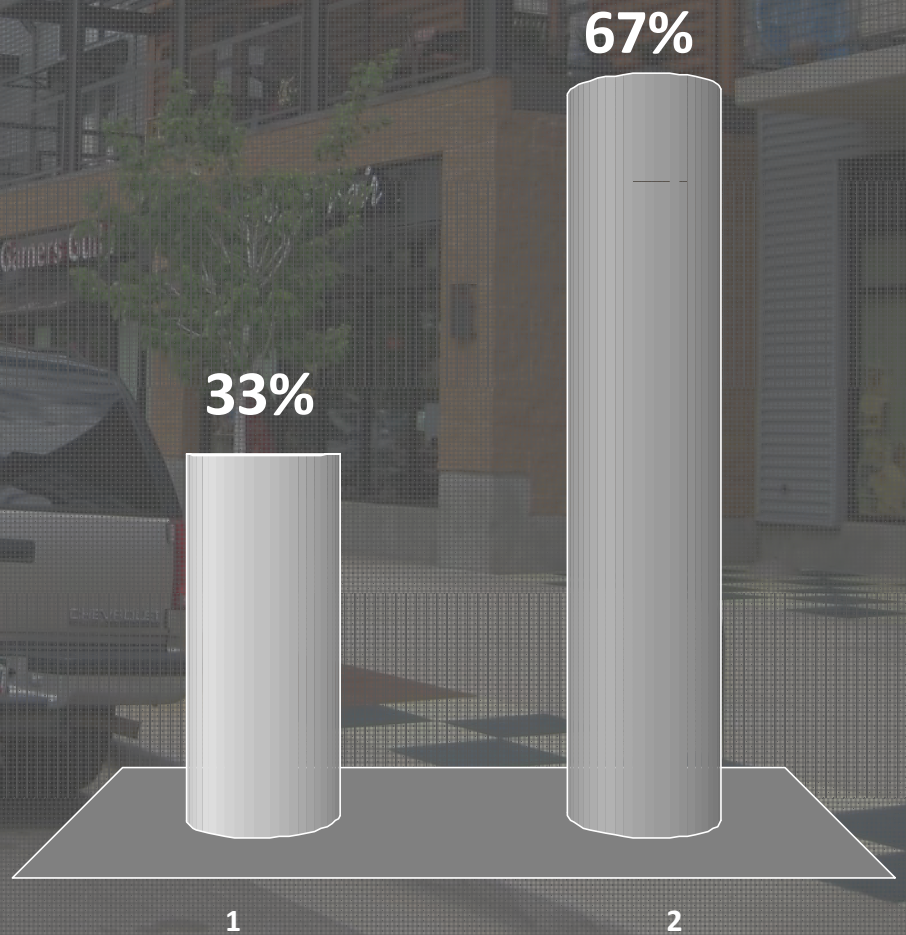
1. How have other communities improved the character of their streets?



Boulder, CO

Do you think on-street parking could improve the quality of Zia Road?

1. Yes
2. No

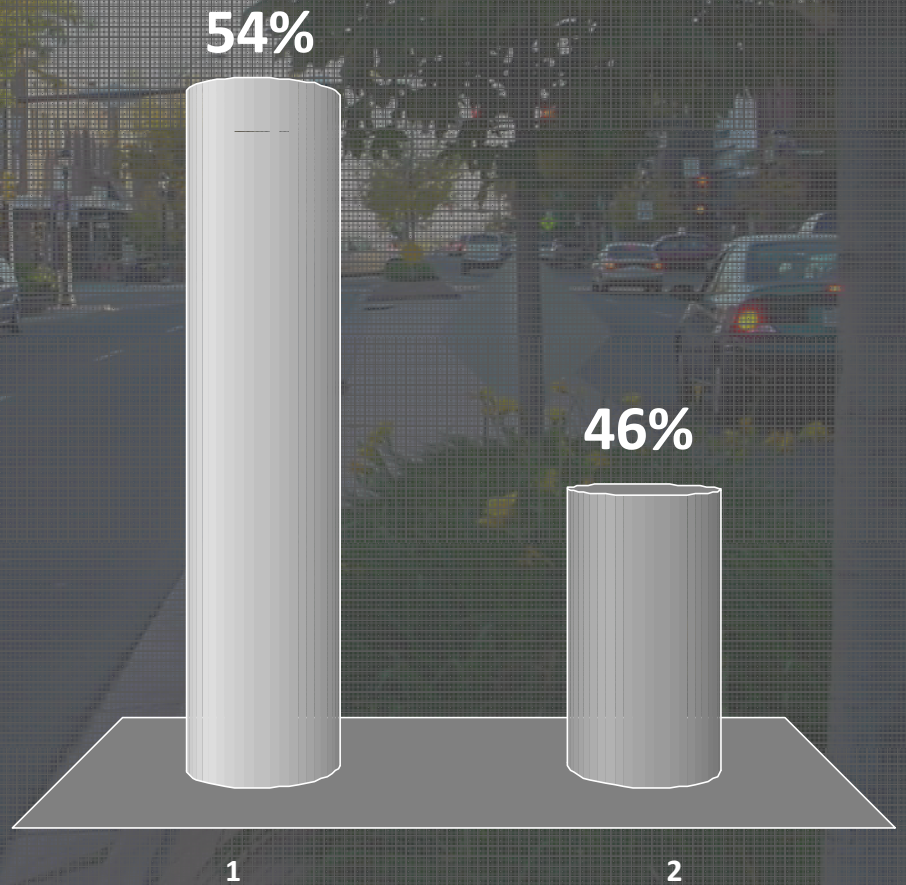




Longmont, CO

Do you think on-street parking could help calm traffic on Zia Road?

1. Yes
2. No

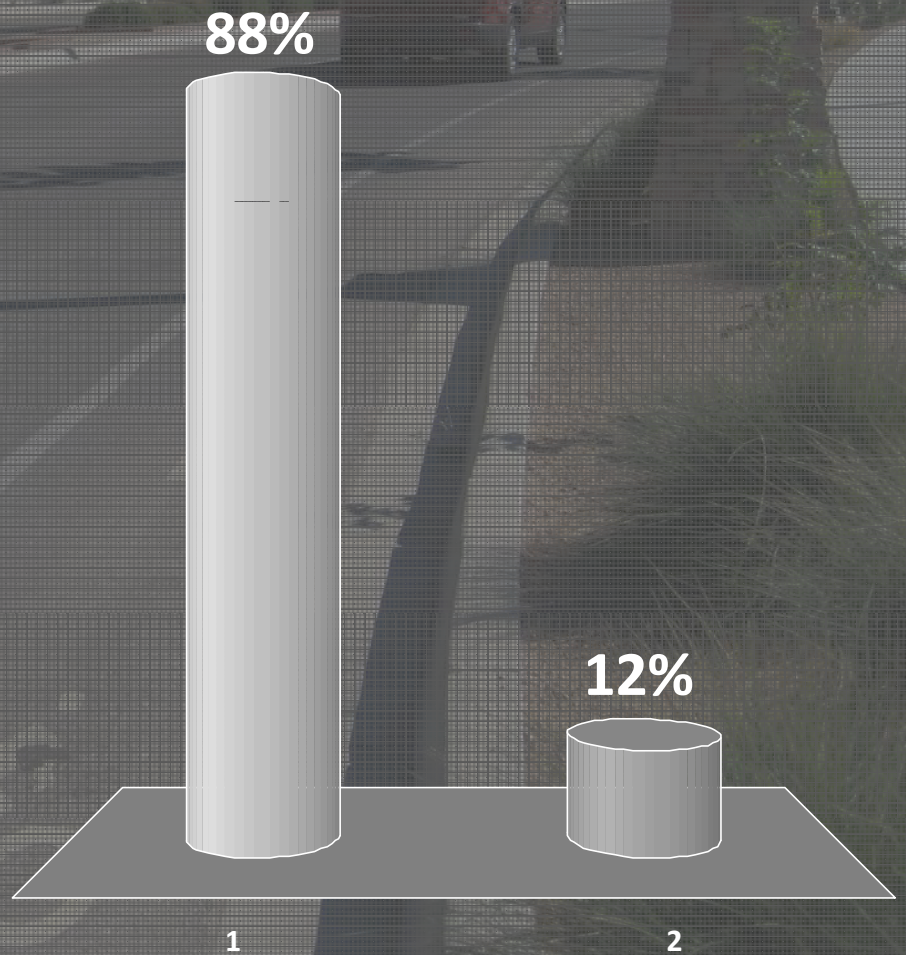




Albuquerque, NM

Do you think bike lanes could improve the quality of Zia Road?

1. Yes
2. No

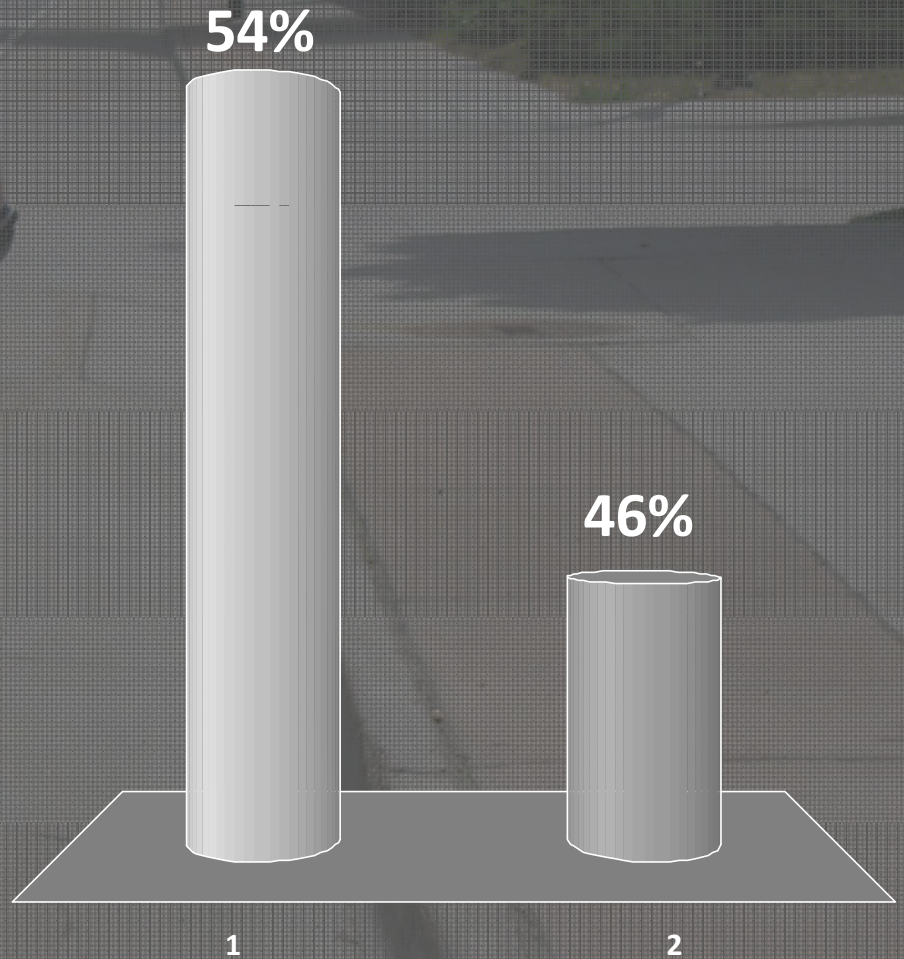




Boulder, CO

Do you think bike lanes could help calm traffic on Zia Road?

1. Yes
2. No

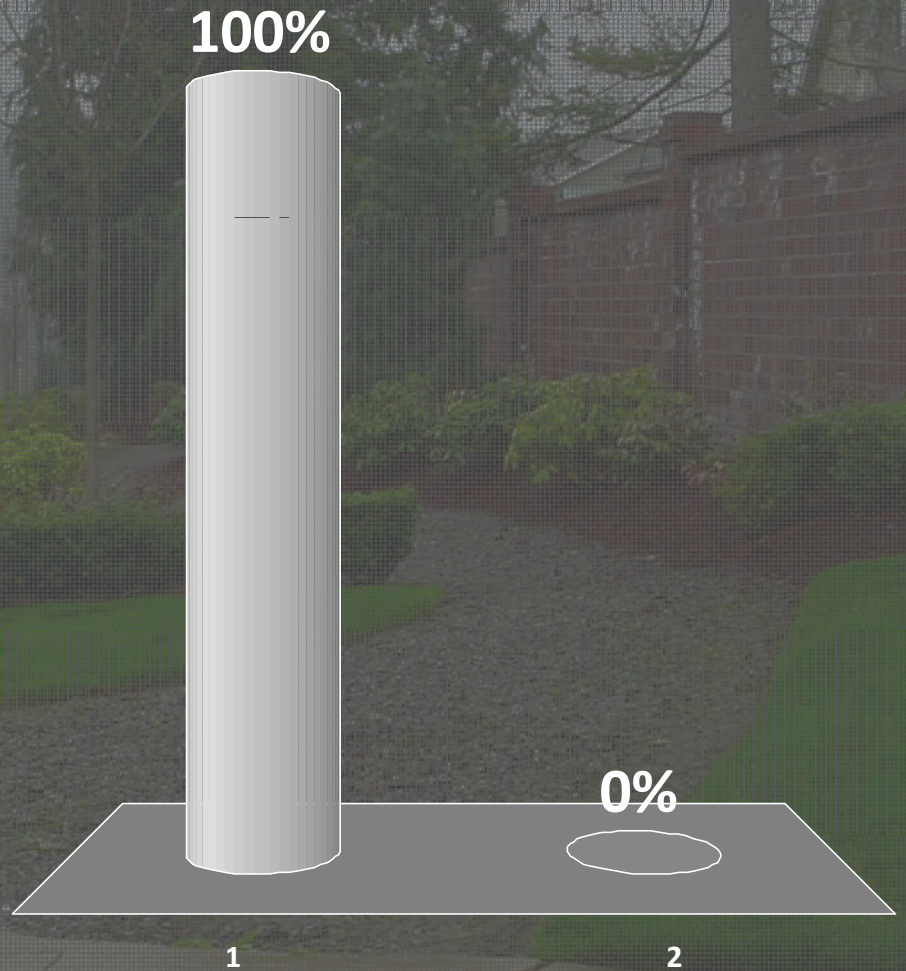




Redmond, WA

Do you think enhanced sidewalks could improve the quality of Zia Road?

1. Yes
2. No

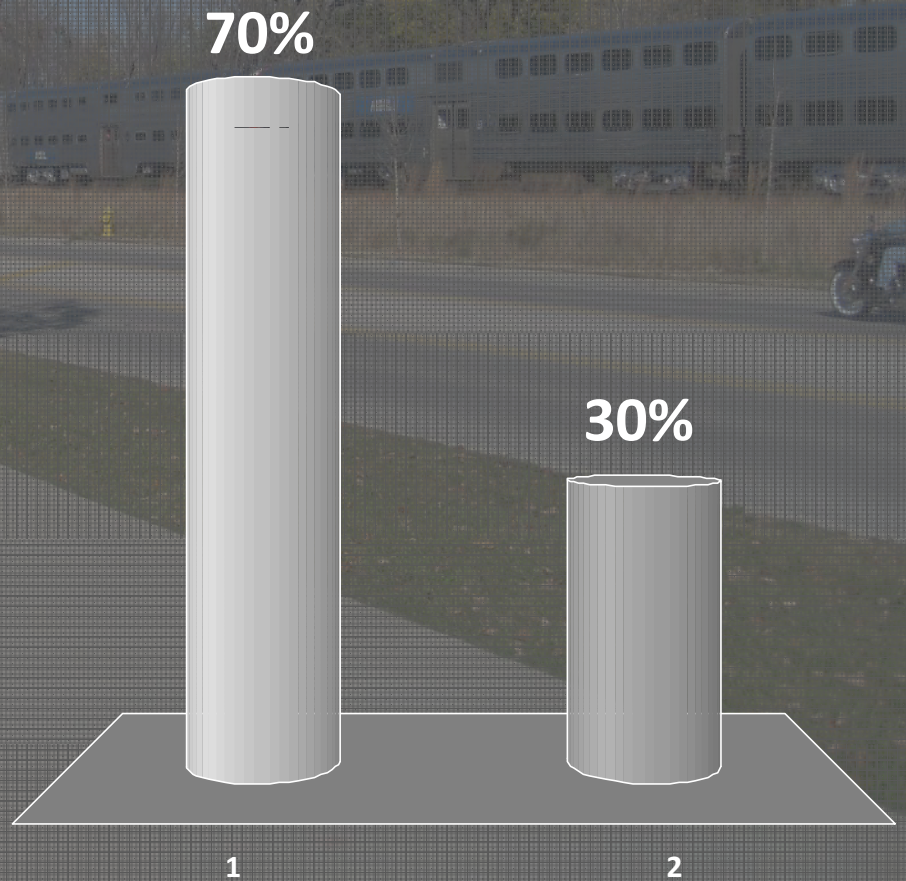




Glenview, IL

Do you think enhanced sidewalks could help calm traffic on Zia Road?

1. Yes
2. No



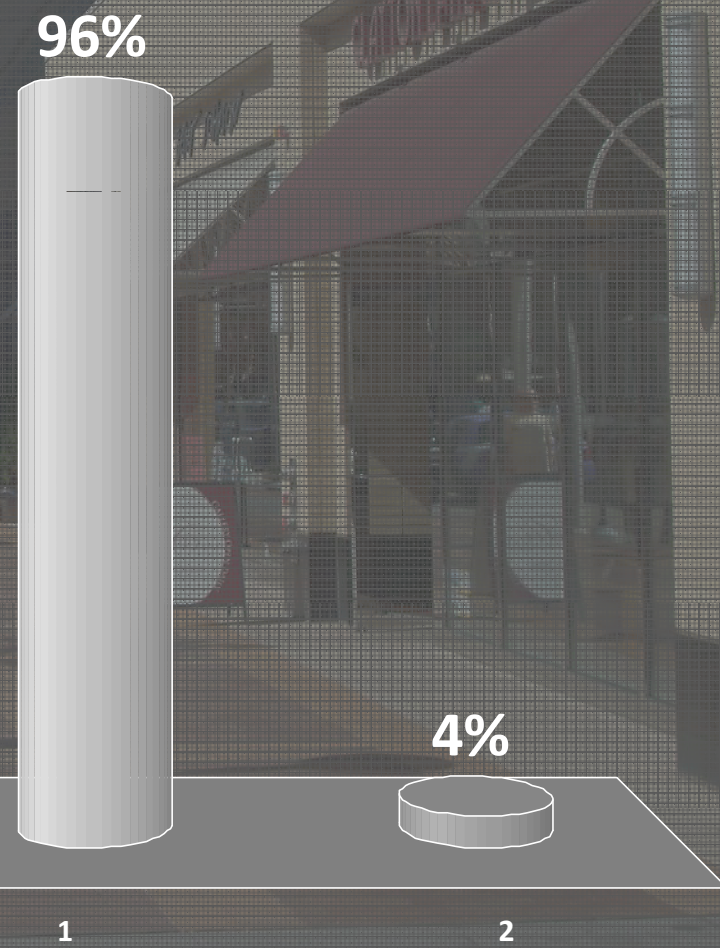


Denver, CO

Do you think enhanced sidewalks could improve the quality near Zia Station?

1. Yes

2. No

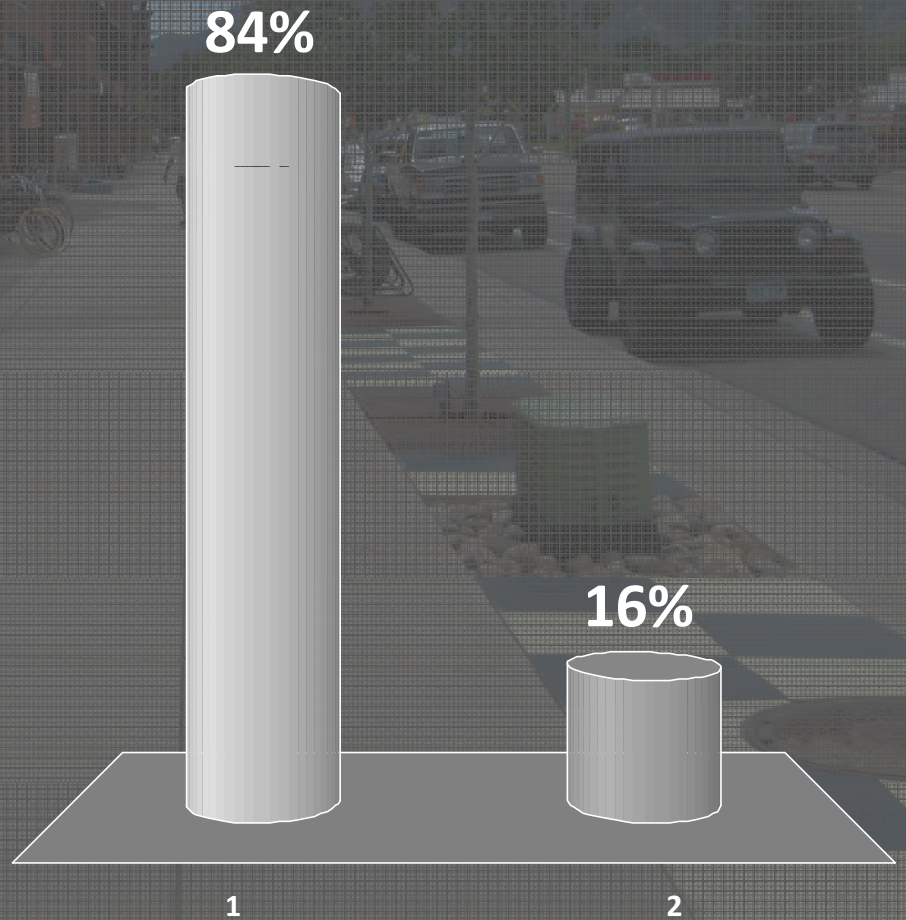




Boulder, CO

Do you think enhanced sidewalks could help calm traffic near Zia Station?

1. Yes
2. No

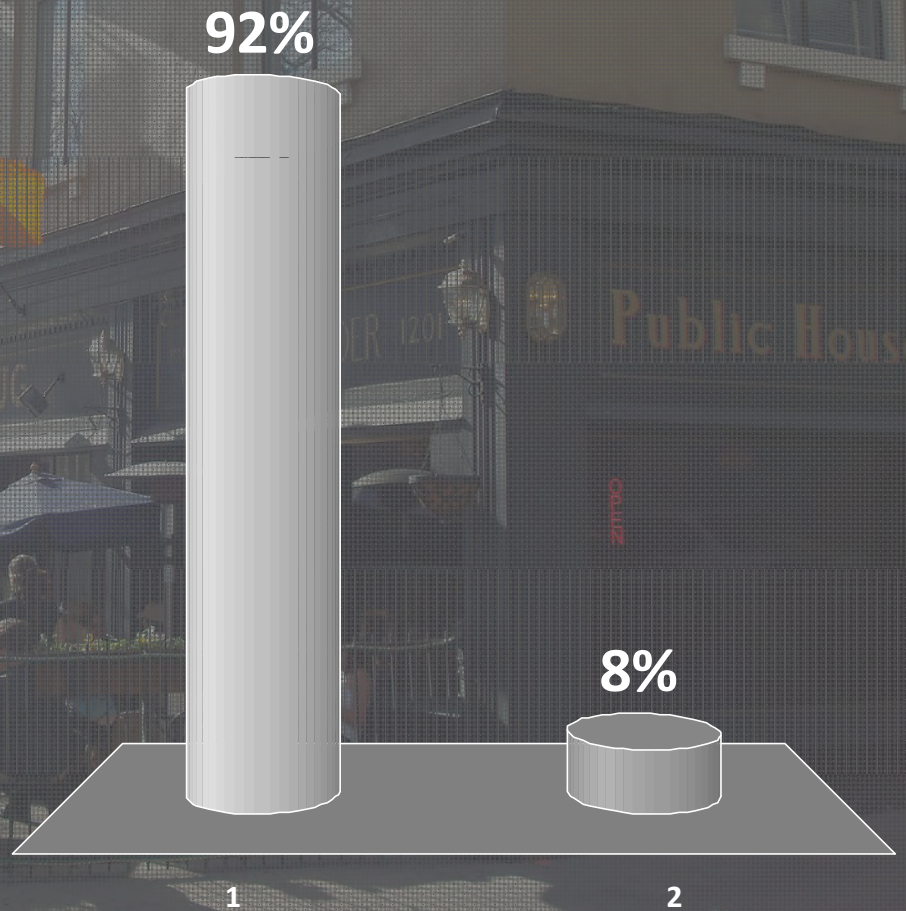




Denver, CO

Do you think sidewalk cafes could improve the quality of Zia Road?

1. Yes
2. No





Denver, CO

Do you think sidewalk cafes could help calm traffic on Zia Road?

1. Yes
2. No

64%

36%

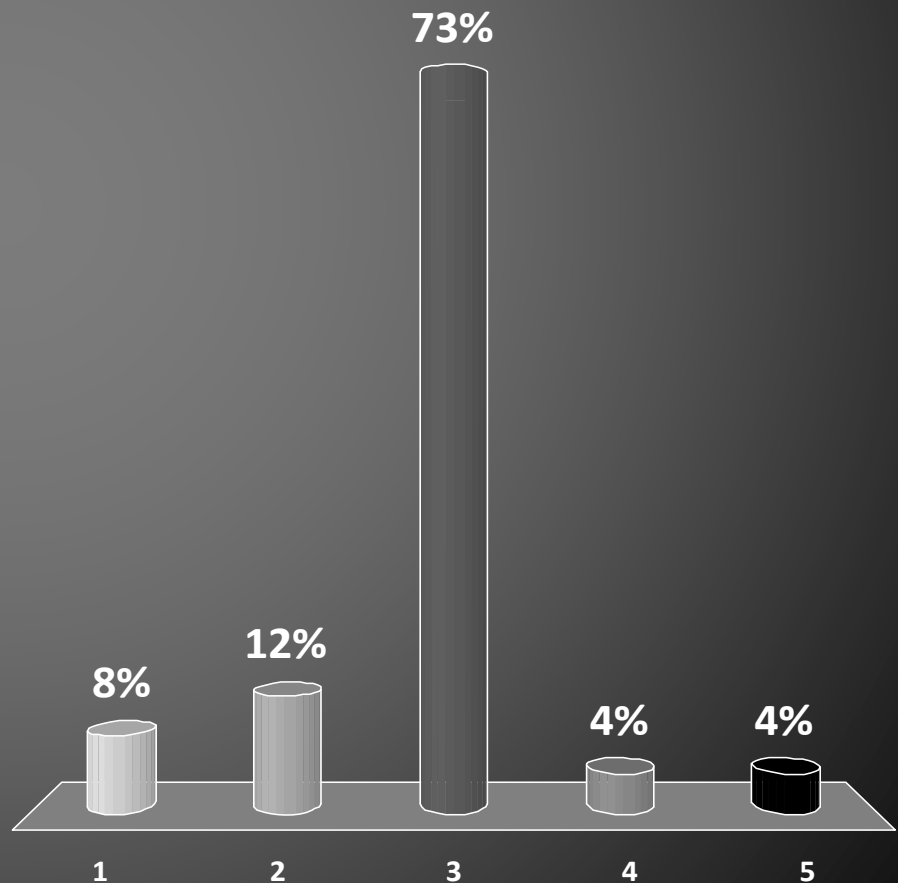
1

2



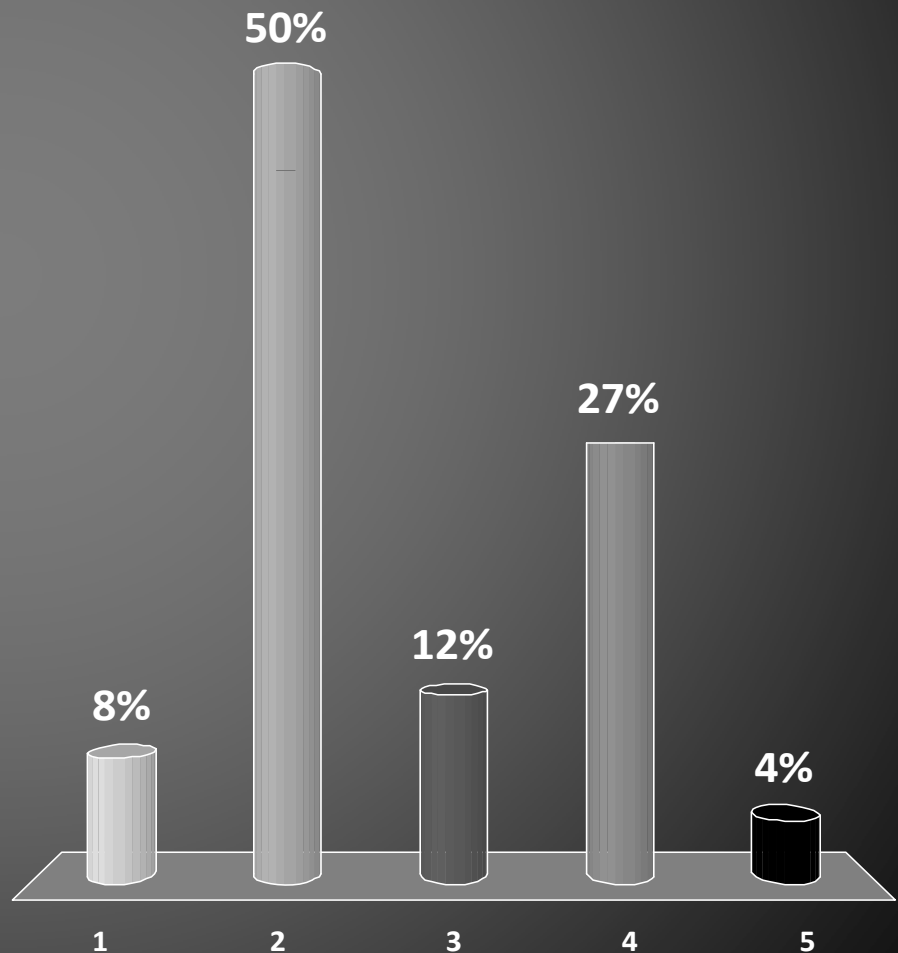
Which of the following is your first preference to improve the quality of Zia Road?

1. On-street Parking
2. Bike Lanes
3. Enhanced Sidewalks
4. Sidewalk Cafes
5. None of These



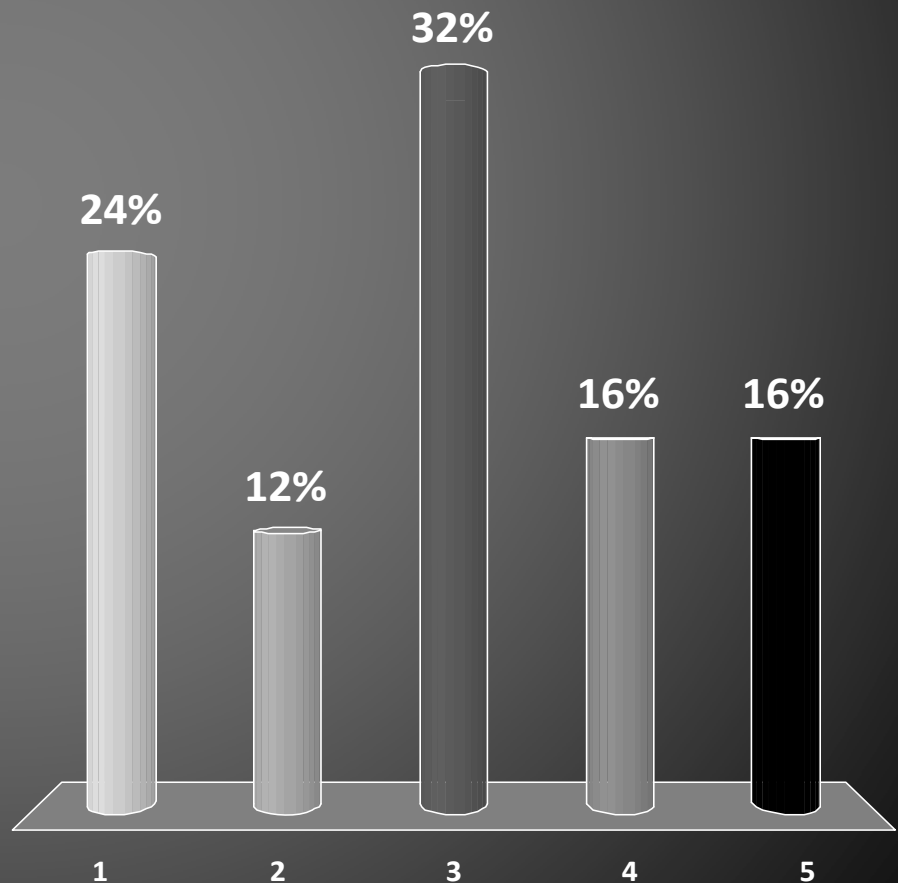
Which of the following is your second preference to improve the quality of Zia Road?

1. On-street Parking
2. Bike Lanes
3. Enhanced Sidewalks
4. Sidewalk Cafes
5. None of These



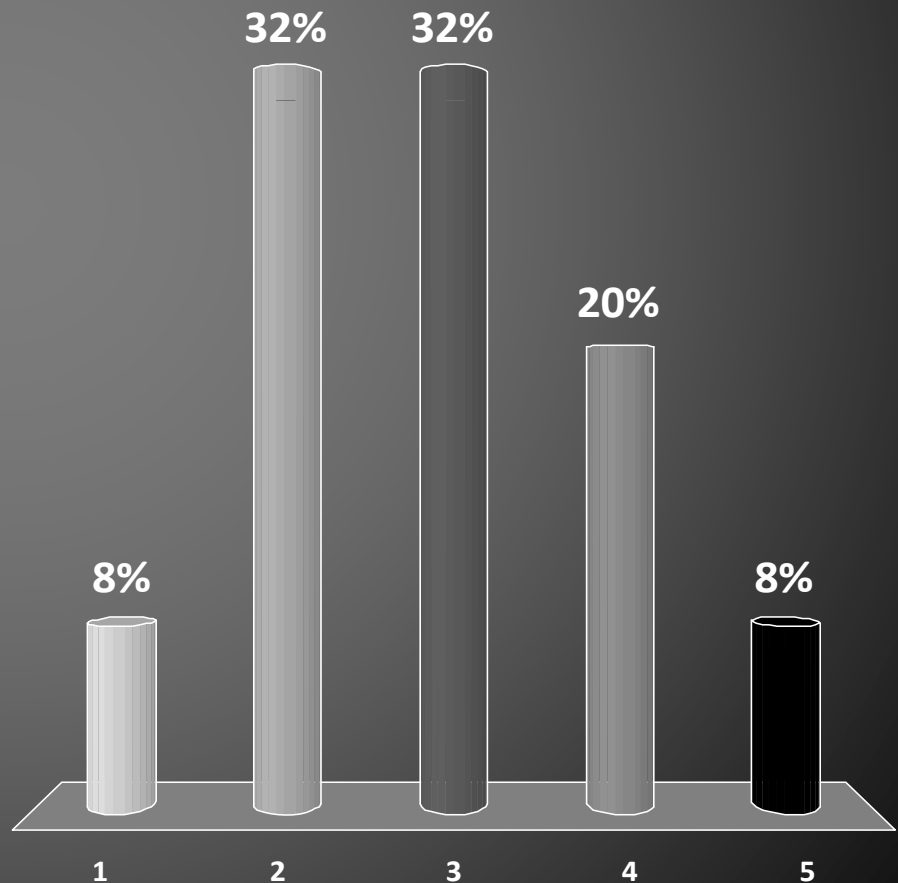
Which of the following is your first preference to help calm traffic on Zia Road?

1. On-street Parking
2. Bike Lanes
3. Enhanced Sidewalks
4. Sidewalk Cafes
5. None of These



Which of the following is your second preference to help calm traffic on Zia Road?

1. On-street Parking
2. Bike Lanes
3. Enhanced Sidewalks
4. Sidewalk Cafes
5. None of These



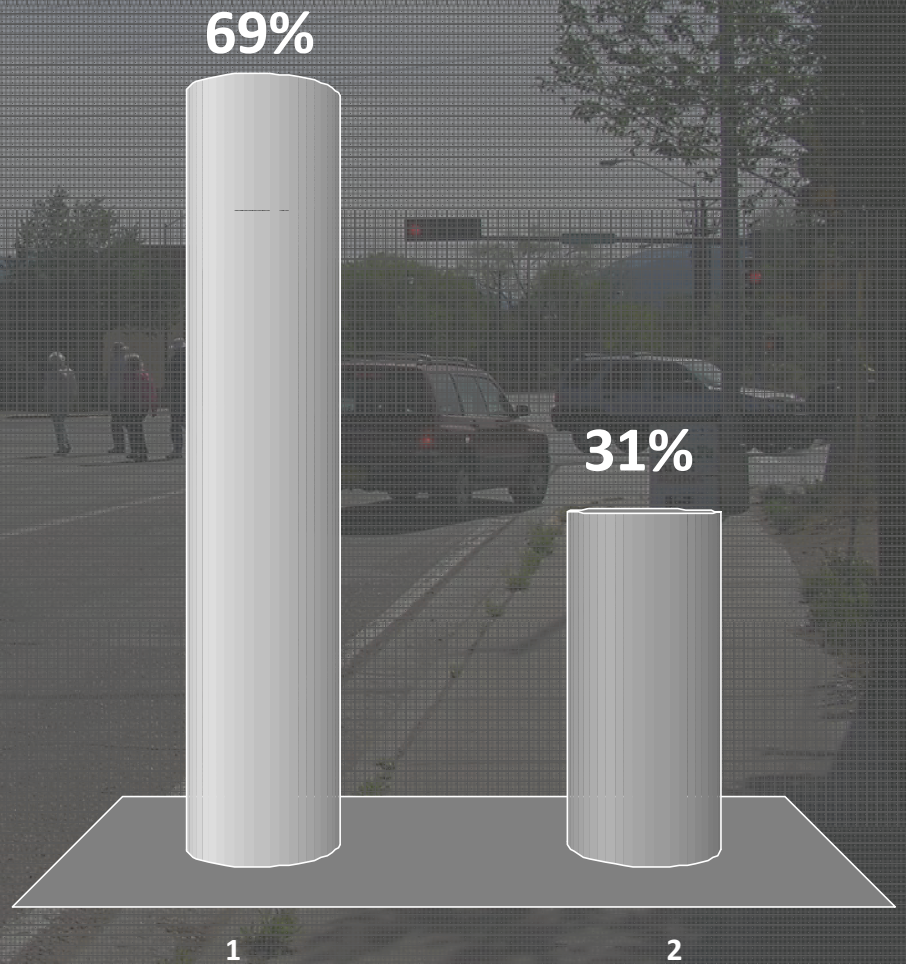
2. Can we manage traffic on Zia Road?



Santa Fe, NM

Do you think traffic signals could improve the quality of Zia Road?

1. Yes
2. No

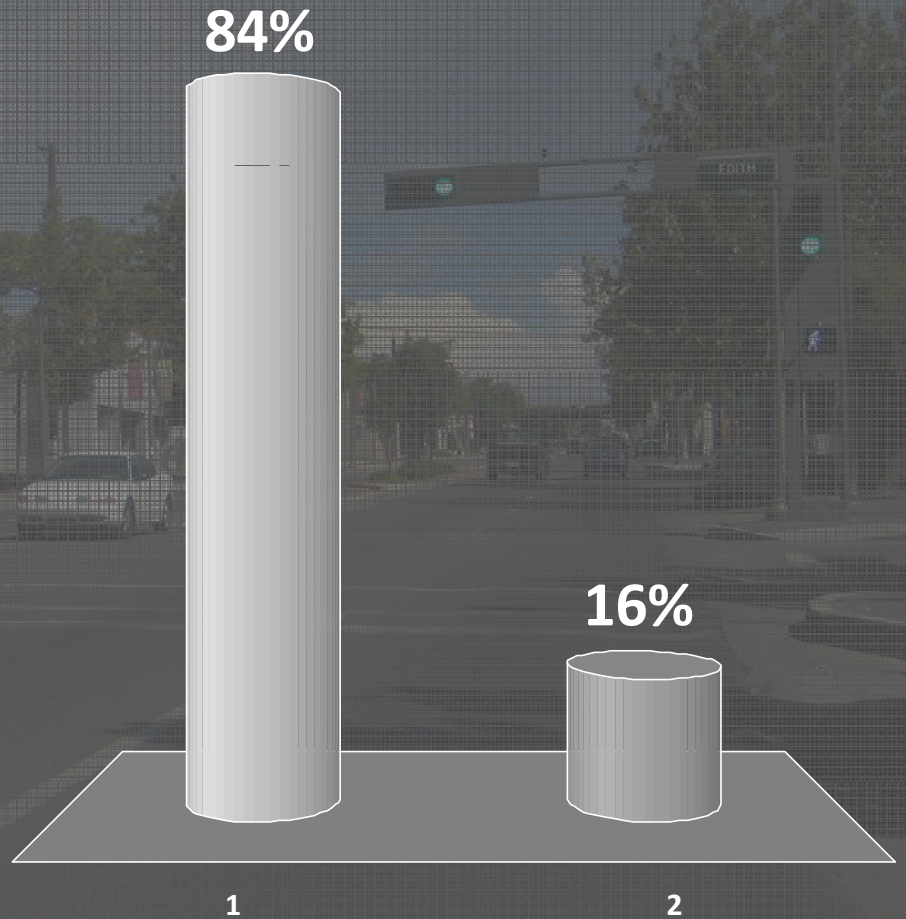




Albuquerque, NM

Do you think traffic signals could help calm traffic on Zia Road?

1. Yes
2. No



3. What can we do to improve crossings on Zia Road?



Santa Fe, NM



Boulder, CO



Boulder, CO



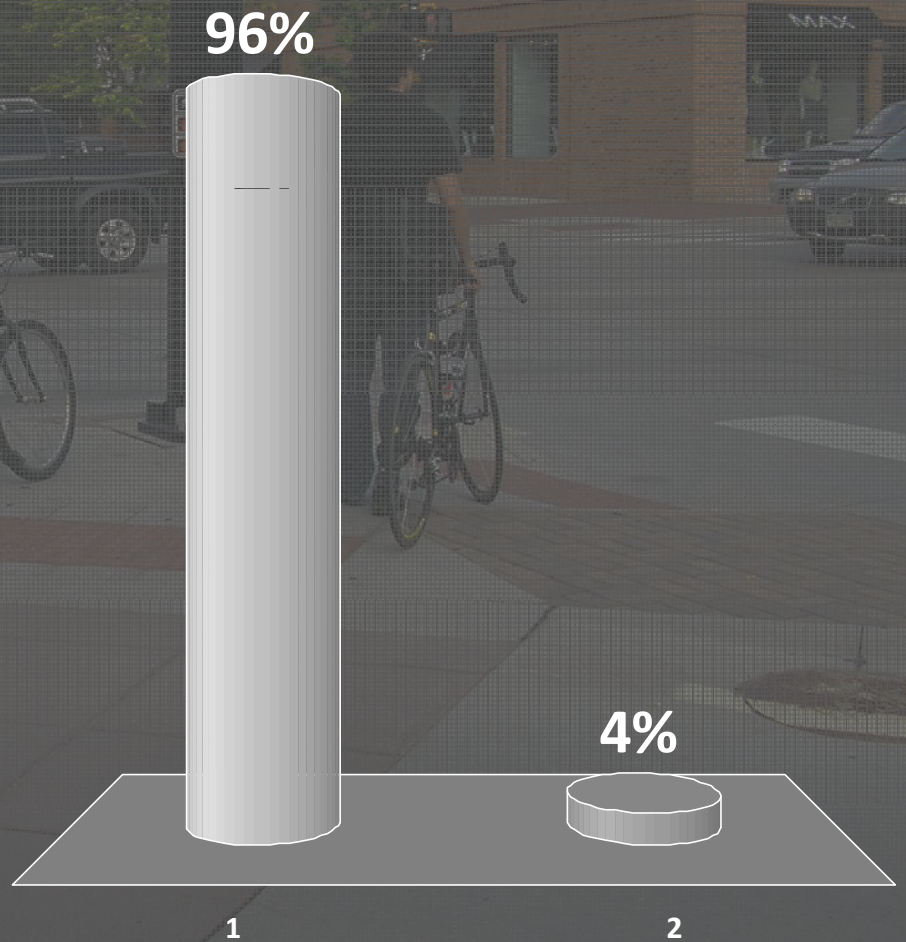
Boulder, CO



Boulder, CO

Do you think “pork chops” could improve
the quality of crossings on Zia Road?

1. Yes
2. No

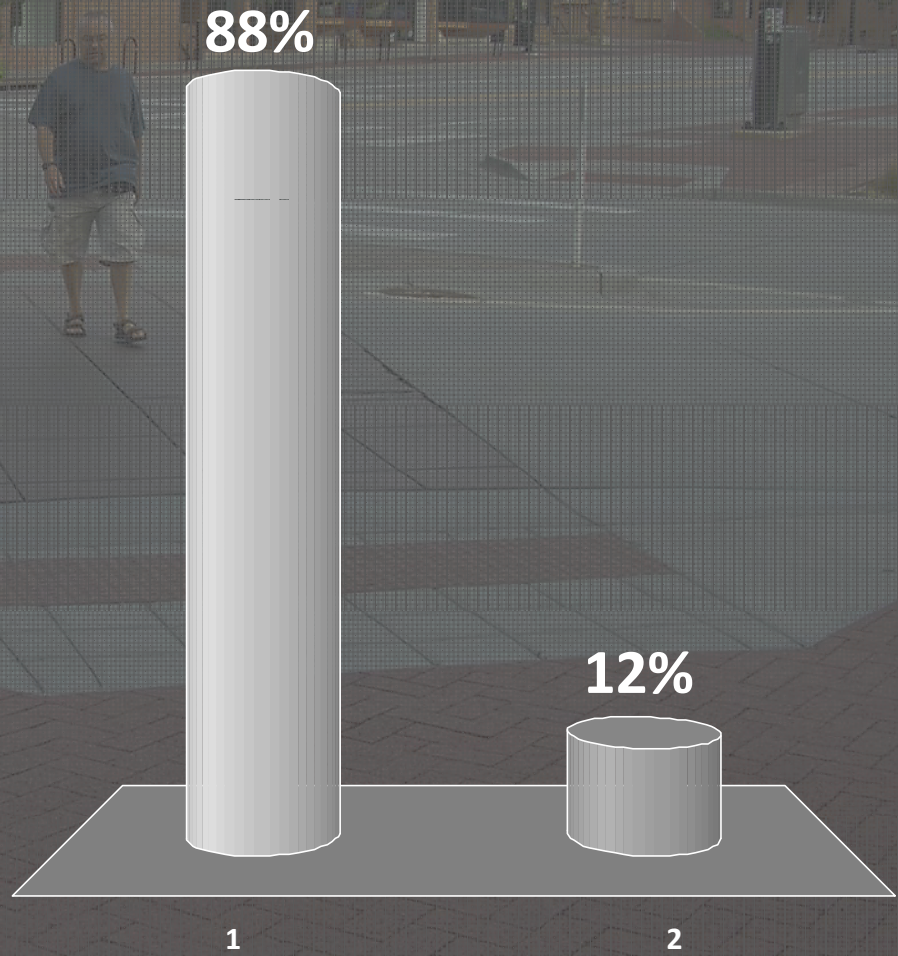




Boulder, CO

Do you think “pork chops” could help calm traffic at crossings on Zia Road?

- 1. Yes
- 2. No



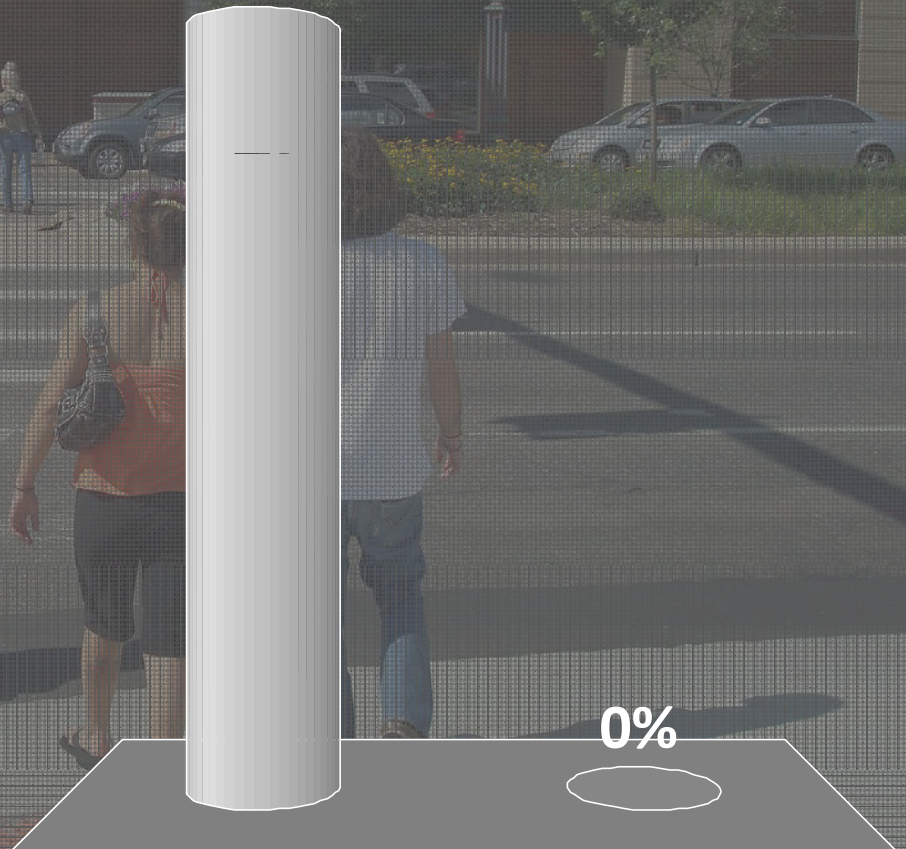


Denver, CO

Do you think median refuge could improve the quality of crossings on Zia Road?

1. Yes
2. No

100%



1

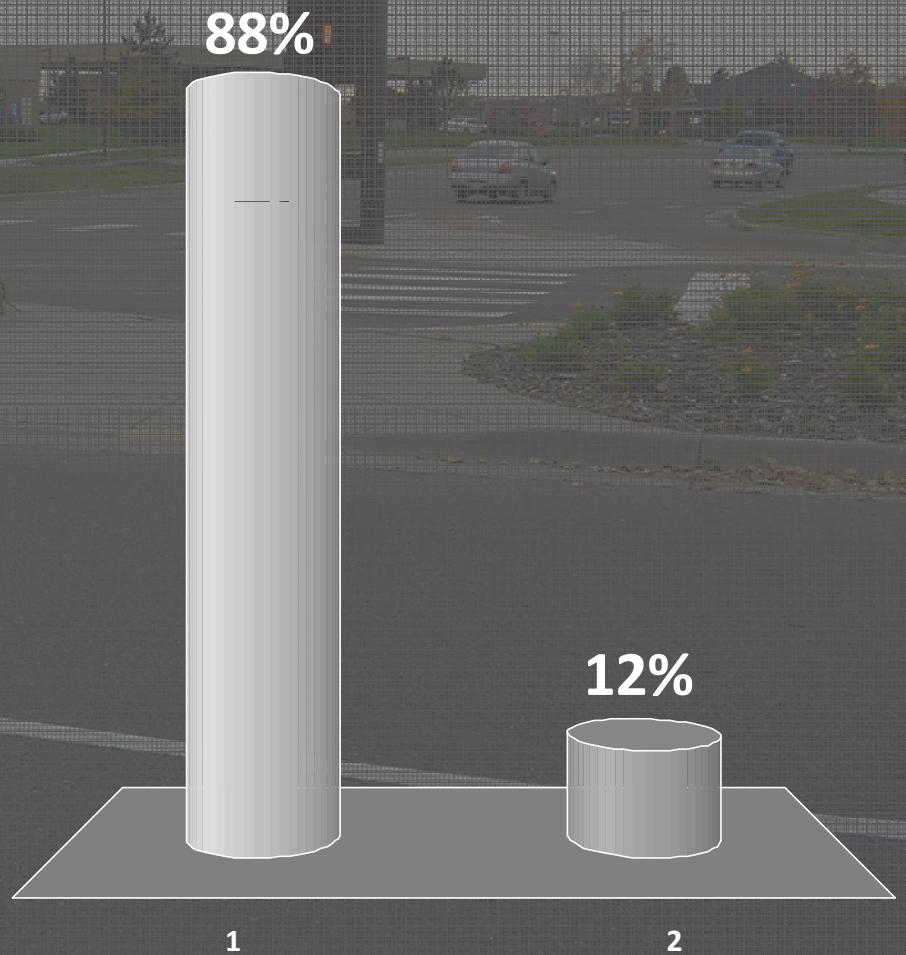
2



Louisville, CO

Do you think median refuges could help calm traffic at crossings on Zia Road?

1. Yes
2. No

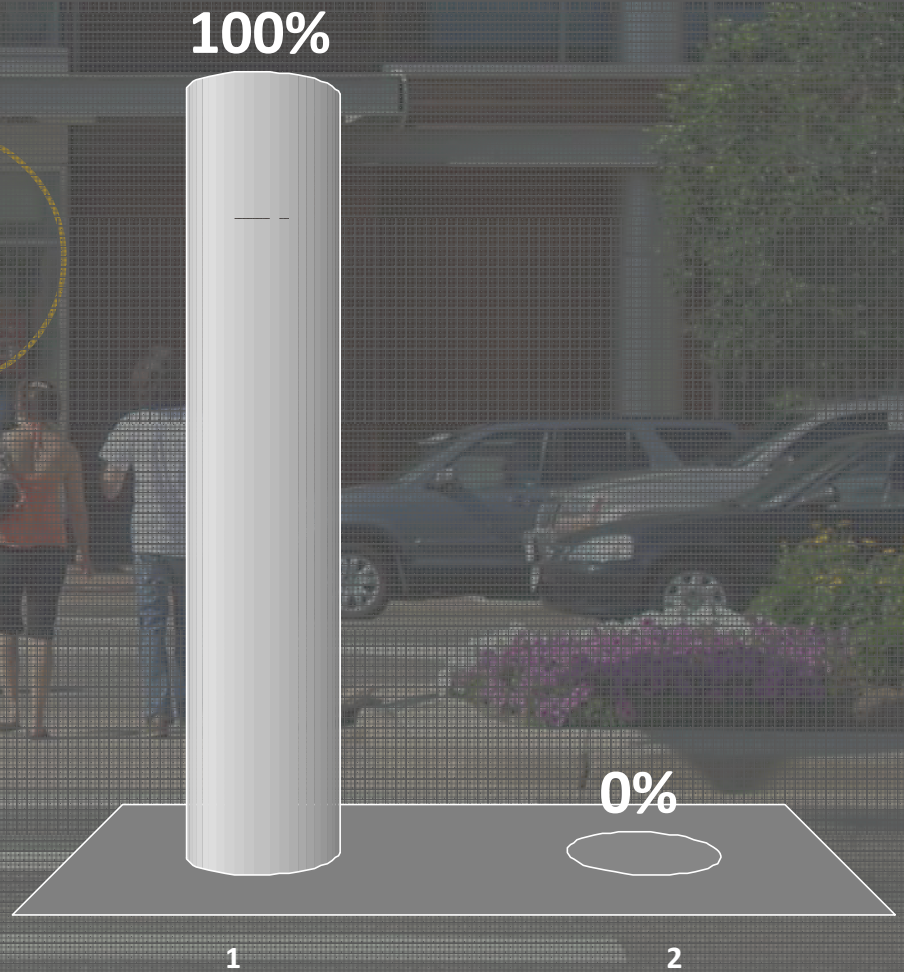




Denver, CO

Do you think pedestrian signals improve the quality of crossings on Zia Road?

1. Yes
2. No

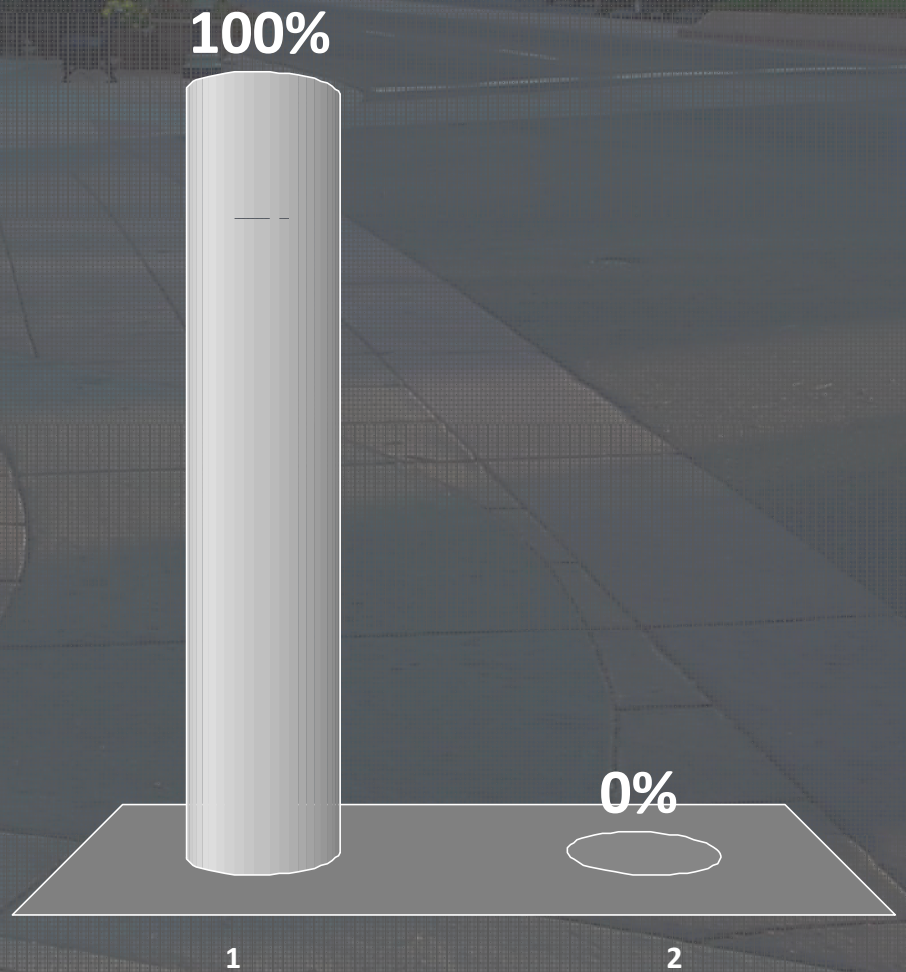




Longmont, CO

Do you think crosswalk markings could improve
the quality of crossings on Zia Road?

1. Yes
2. No

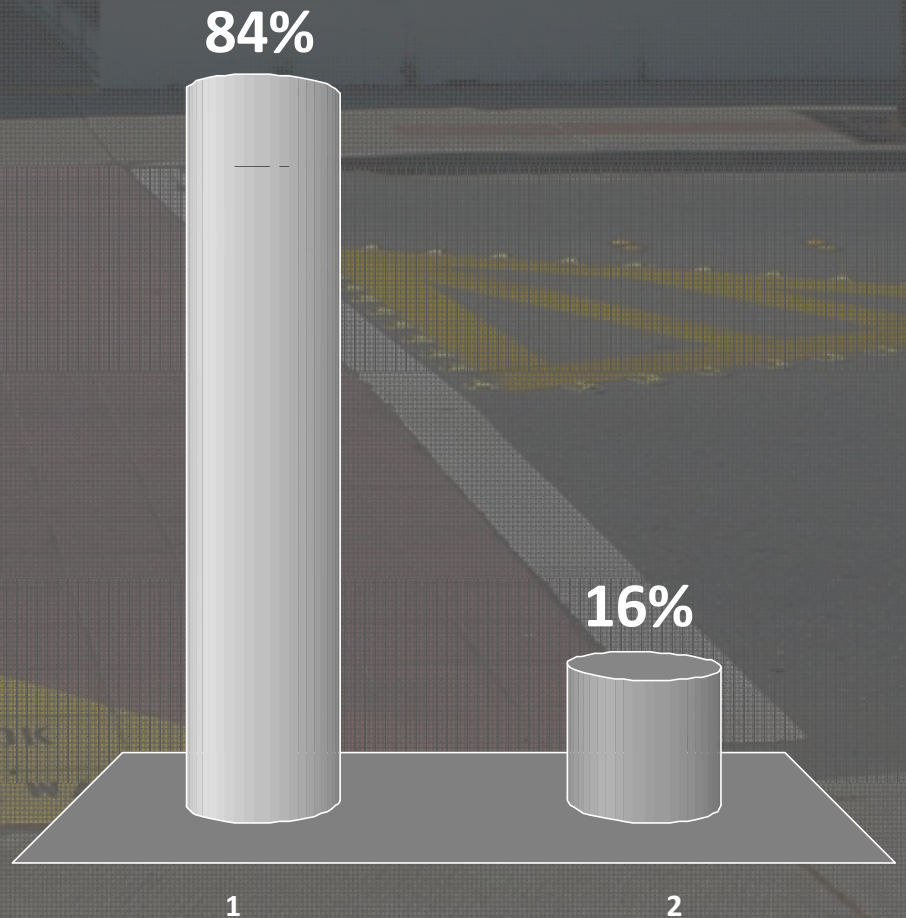




Redmond, WA

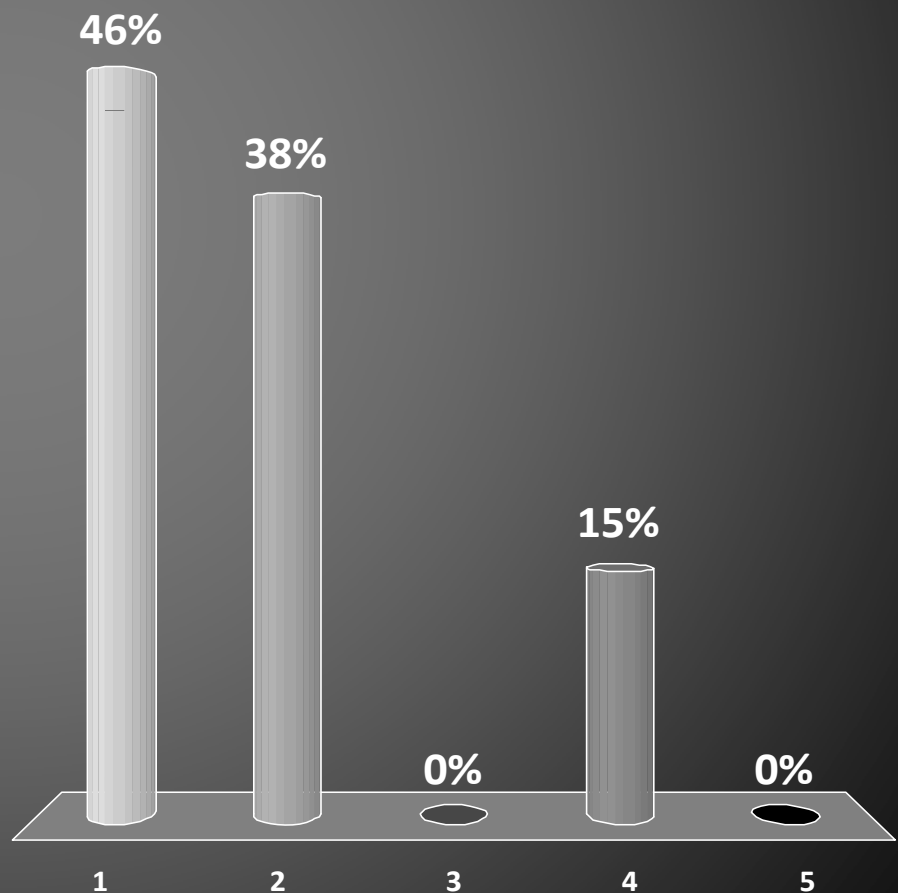
Do you think crosswalk markings could help calm traffic at crossings on Zia Road?

1. Yes
2. No



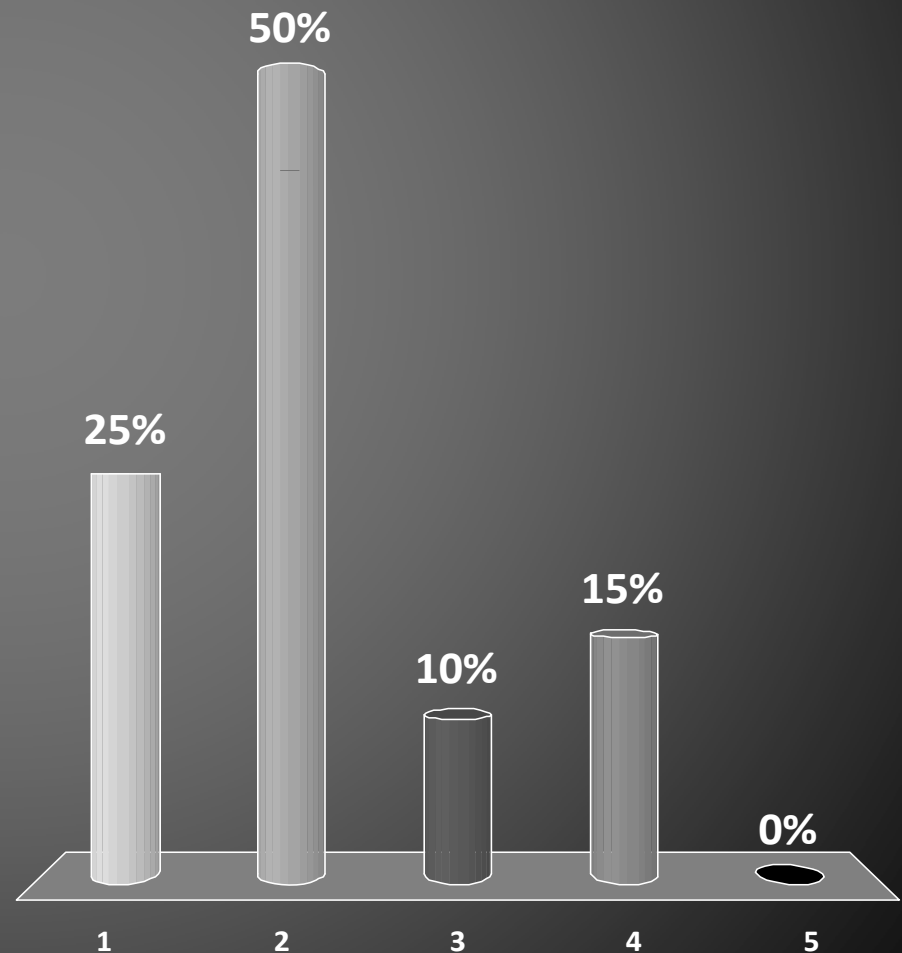
Which of the following is your first preference to improve the quality of crossings?

1. "Pork Chops"
2. Median Refuge
3. Pedestrian Signals
4. Crosswalk Markings
5. None of These



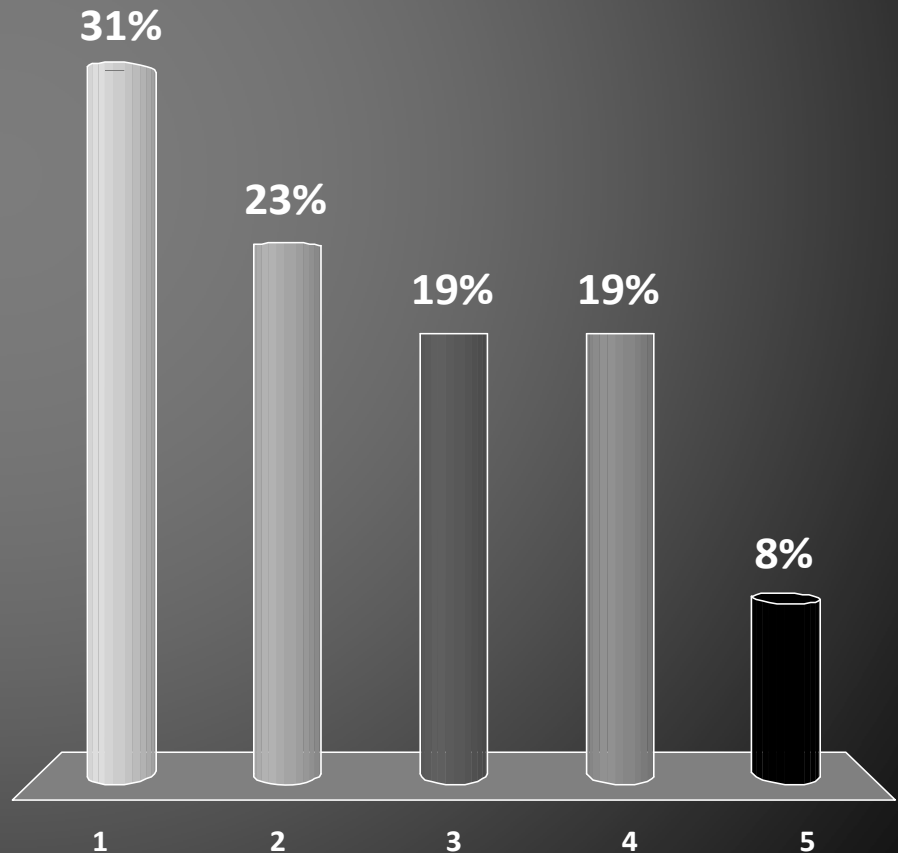
Which of the following is your second preference to improve the quality of crossings?

1. "Pork Chops"
2. Median Refuge
3. Pedestrian Signals
4. Crosswalk Markings
5. None of These



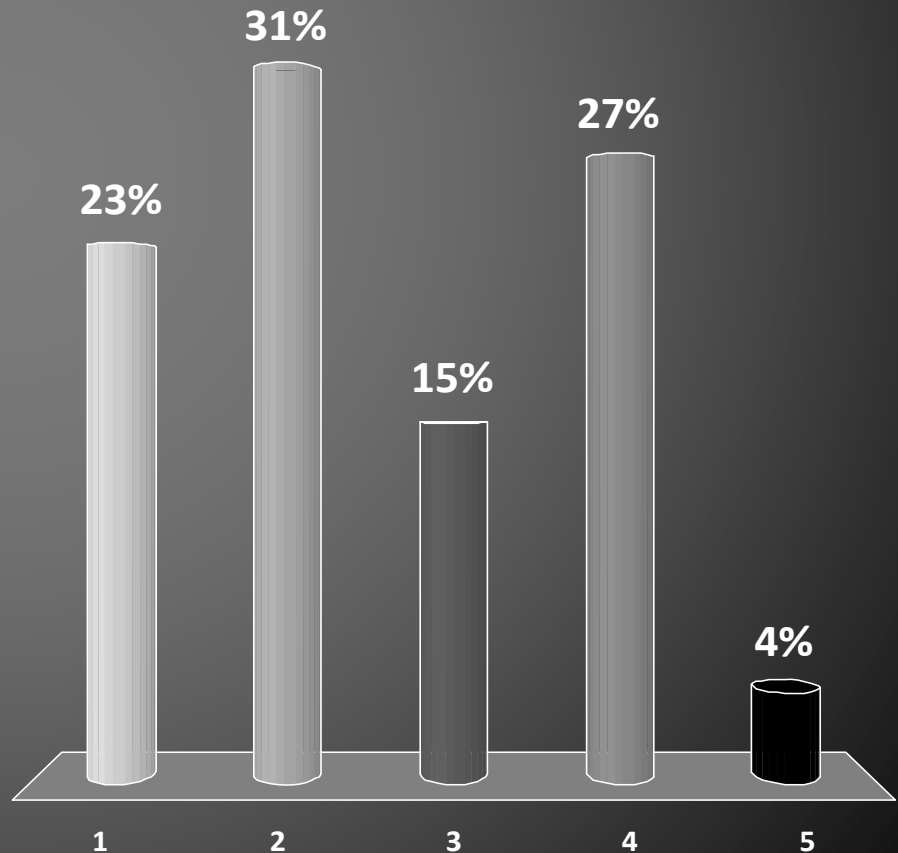
Which of the following is your first preference to help calm traffic at crossings?

1. "Pork Chops"
2. Median Refuge
3. Pedestrian Signals
4. Crosswalk Markings
5. None of These



Which of the following is your second preference to help calm traffic at crossings?

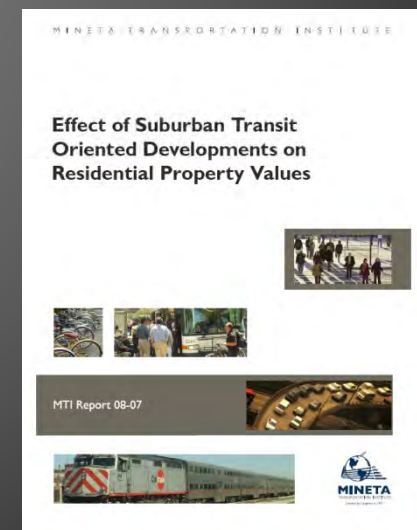
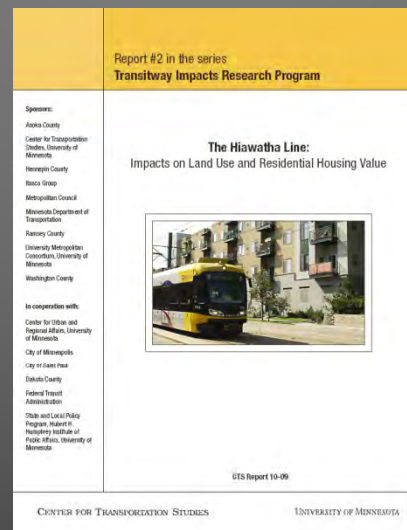
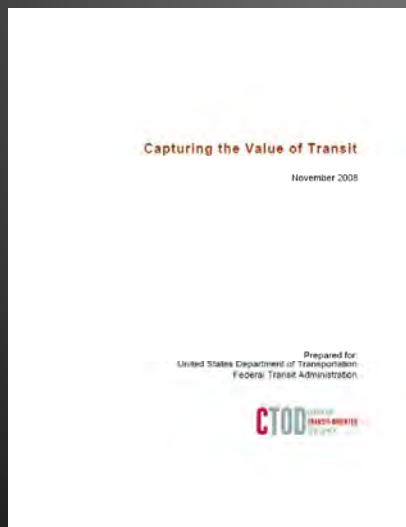
1. "Pork Chops"
2. Median Refuge
3. Pedestrian Signals
4. Crosswalk Markings
5. None of These



What can transit do for property values near Zia Station?

Three Studies

1. **Capturing the Value of Transit** - Center to Transit Oriented Development, 2008
2. **The Hiawatha Line: Impact on Land Use and Residential Housing Value** - Center for Transportation Studies, 2010
3. **Effect of Suburban Transit Oriented Development on Residential Property Values** - Mineta Transportation Institute, 2009



Location	Premium Effect	Transit Type	Year
San Francisco Bay Area BART System	+ 17% w/in 500 ft of station	Rapid Transit	1979
San Diego Sand Diego Trolley System	+2% w/in 200 ft of station	Light Rail	1992
Portland MAX Light Rail System	+10.6% w/in 1,500 ft of station	Light Rail	1993
Sacramento Sacramento Light Rail System	+6.2% w/in 900 ft of station	Light Rail	1995
Santa Clara County TA Light Rail	-10.8 w/in 900 ft of station	Light Rail	1995
Chicago Metra Commuter Rail System	+20% w/in 1,000 ft of station	Commuter Rail	1997
St. Louis MetroLink Light Rail System	+32% w/in 100 ft	Light Rail	2004

Source: Capturing the Value of Transit, November 2008, Center for Transit –Oriented Development

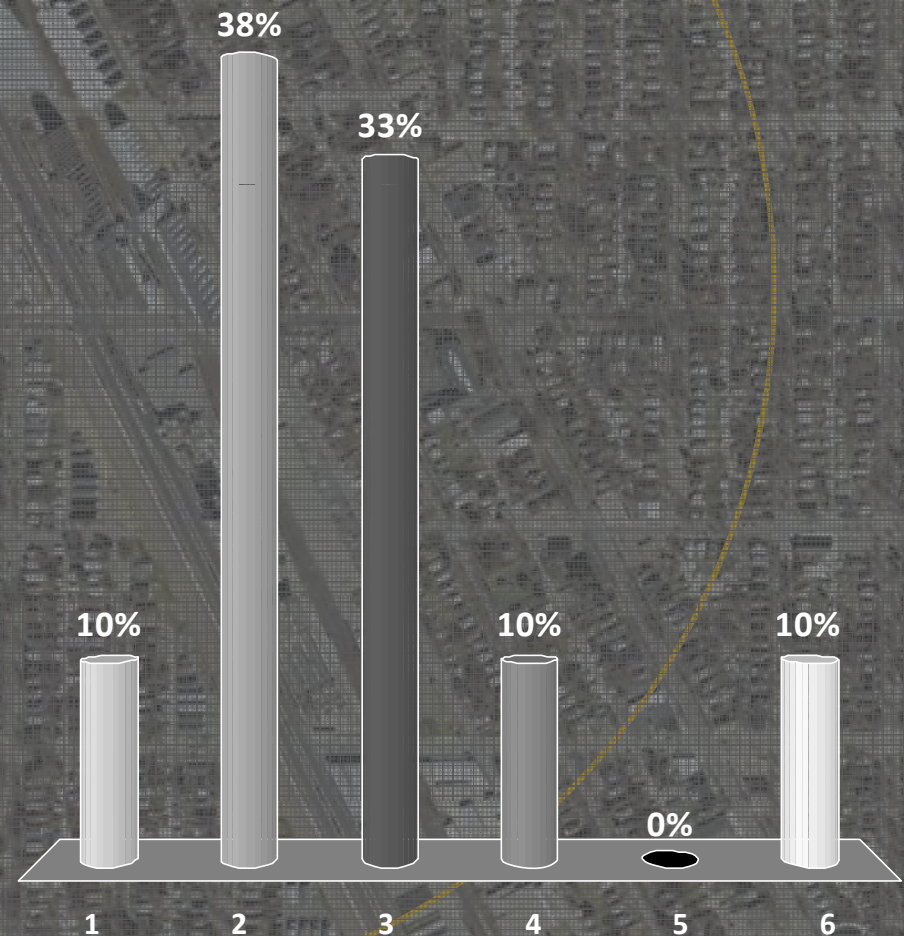
Hiawatha Light Rail – Minneapolis, MN



Source: The Hiawatha Line: Impact on Land Use and Residential Housing Value, CTS Report 10-09

Before the station opened...How much did single family homes near the station sell for?

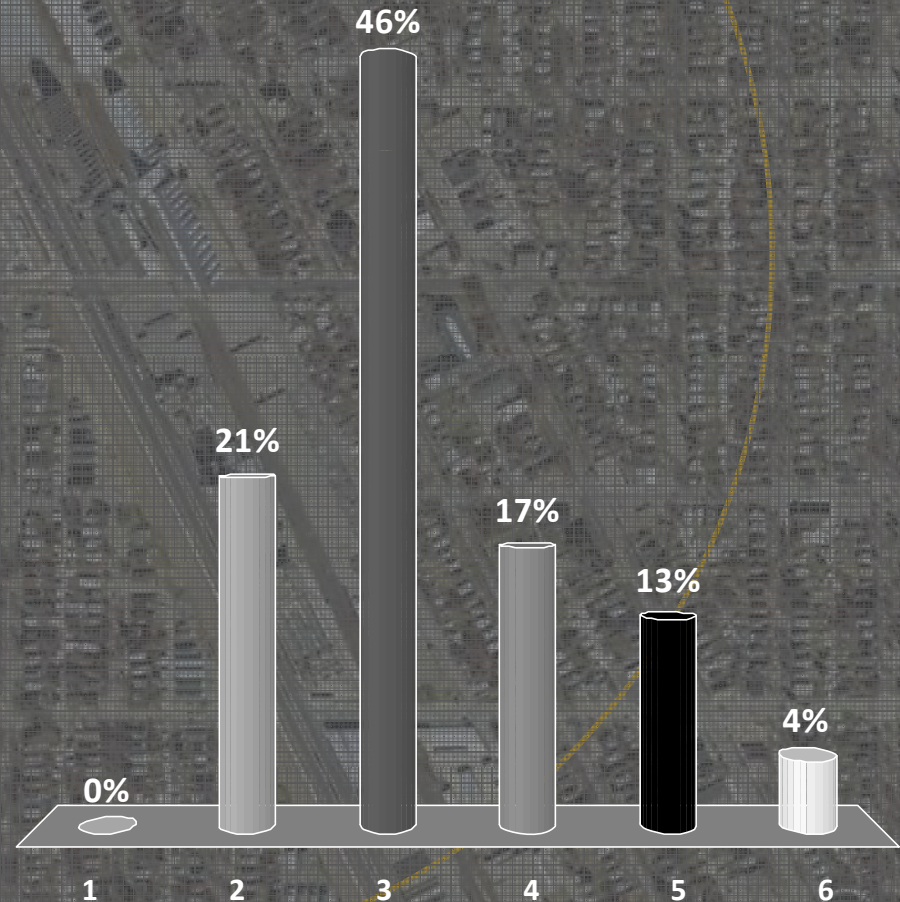
1. **-2.6%** than the region
2. **-4.2%** than the region
3. **-7.3%** than the region
4. **-11.8%** than the region
- 😊 5. **-16.4%** than the region
6. **-22.7%** than the region



Source: The Hiawatha Line: Impact on Land Use and Residential Housing Value, CTS Report 10-09

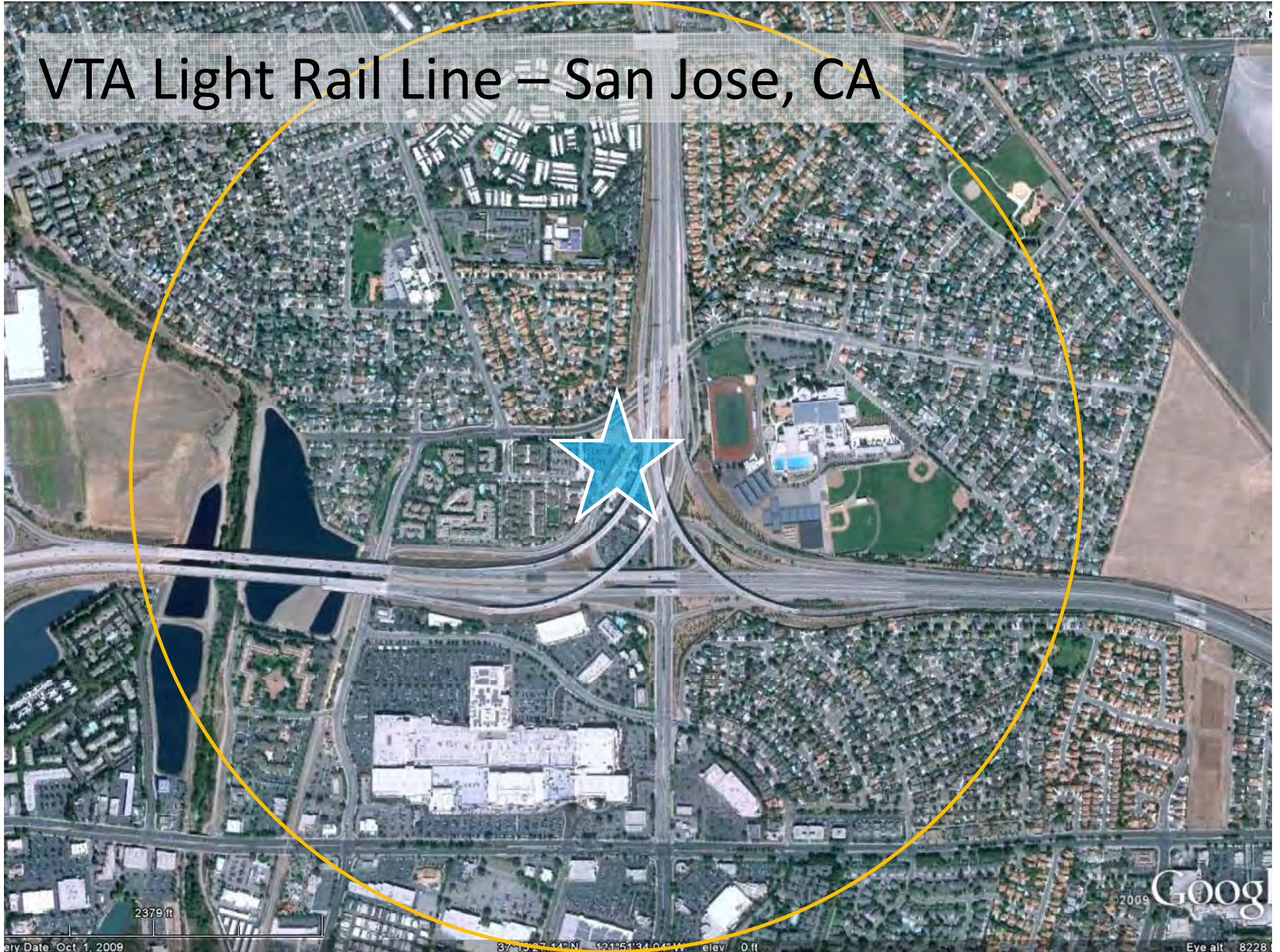
After the station opened...How much did single family homes near the station sell for?

1. +2.6% than the region
- 😊 2. +4.2% than the region
3. +7.3% than the region
4. +11.8% than the region
5. +16.4% than the region
6. +22.7% than the region



Source: The Hiawatha Line: Impact on Land Use and Residential Housing Value, CTS Report 10-09

VTA Light Rail Line – San Jose, CA



2379 ft

ery Date: Oct. 1, 2009

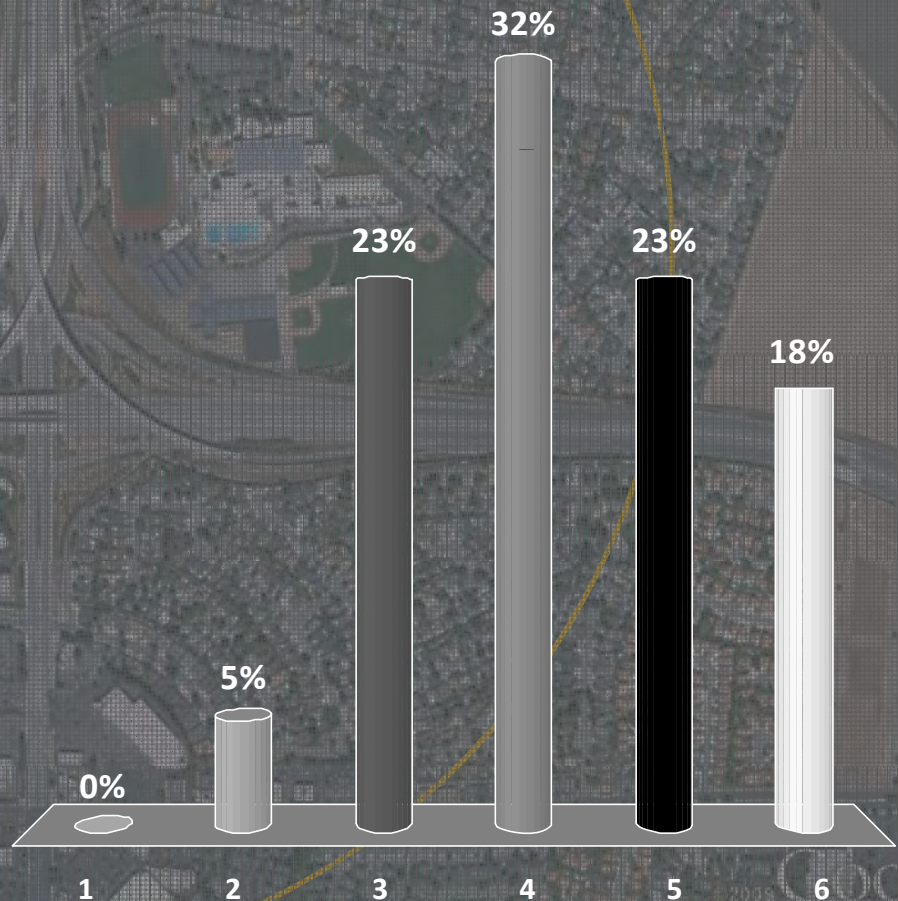
87°15'24.14"N 121°51'34.01"W elev. 0 ft

2009 Google

Eye alt. 8228 ft

How did development at the station in San Jose impact single family home values?

1. **+0.75%** than the region
2. **+1.25%** than the region
- 😊 3. **+1.5%** than the region
4. **+2.25%** than the region
5. **+2.75%** than the region
6. **+3.5%** than the region



Source: Capturing the Value of Transit, November 2008, Center for Transit-Oriented Development

Keypad Polling Recap

Next Steps



