

ZIA STATION

VISIONING ZIA ROAD - SUMMARY

Tuesday, September 21, 2010

Tipton Hall at Santa Fe University
(formerly the College of Santa Fe)



Meeting Objectives

1. Revisit the pending “business as usual” outcomes for Zia Road
2. Discuss opportunities to improve Zia Road for all modes of travel
3. Reengage the neighborhood with the Zia Station process
4. Complete a visual preference survey for street character, intersection type, and safety

Agenda

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|-------------|-------------------------|
| 6:00 – 6:15 | Welcome & Introductions |
| 6:15 – 7:30 | Zia Road Visioning |
| 7:30 – 8:00 | Next Steps |

Attendees

Dianne Dumas

Heather Volz

Ann Brown

Marc Bertram

Mike Hlasey

Carolyn Agard

Thomas Koghn

Mary Dykton

Julie Ann Grimm

Bill Amboy

John Stanford

Donna Klymanat

Jamora Baer

Keith Hilson

Rick Wood

Seth Hinshaw

Glenn Broughton

Tom Nichols

Lynn Brown

Mike Levin

Barbara Levin

Malcolm Schnitker

Tom Agard

David Pease

Don human

Kay Homan

Kevin Patterson

Pegguene Bishard

Keypad Polling Summary

Traffic

- Approximately 80% of participants thought there was more traffic on Zia Road each day than is actually there.
- Approximately 70% of participants thought there was more traffic on Zia Road during the morning rush hour than is actually there.
- 42% of participants correctly identified how many left turns are made from Zia Road to St. Francis during the morning peak – 47% of participants underestimated while 13% overestimated.

Street Character Features

- Most participants (67%) did not think that on-street parking would improve the quality of Zia Road. However, more than half (54%) thought that on-street parking would help calm traffic on Zia Road.
- For all of the other street character features polled, the majority of people thought that the features would both improve the character of Zia Road and help calm traffic on Zia Road.
- When asked which of the street character features would best improve the quality of Zia Road, participants selected enhanced sidewalks (85% - 73% first preference, 12% second preference) and bike lanes (65% - 12% first preference, 50% second preference).
- When asked which of the street character features would best calm traffic on Zia Road, participants selected enhanced sidewalks (64% - 32% first preference, 32% second preference) and bike lanes (44% - 12% first preference, 32% second preference) as well.

Managing Traffic

- Almost 70% of participants thought that traffic signals would improve the quality of Zia Road.
- Almost 85% of participants thought that traffic signals would help calm traffic on Zia Road.

Crossing Features

- For all of the crossing features shown, at least 84% of participants agreed that the features would both improve the quality of crossings and help calm traffic at crossings.
- When asked which of the crossing features would best improve the quality of Zia Road, participants selected median refuges (88% - 38% first preference, 50% second preference) and “pork chops” (71% - 46% first preference, 25% second preference).
- When asked which of the crossing features would best calm traffic on Zia Road, participants selected enhanced median refuges (54% - 23% first preference, 31% second preference) and “pork chops” (54% - 31% first preference, 23% second preference) as well.

Questions & Comments

Where will the money come from for all these great improvements?

- Funding for projects like these typically come from the private sector (SF Brown in this case), the State Department of Transportation, and the Metropolitan Planning Organization

We've focused most of the conversation tonight on Zia Road, but Galisteo is the most important road. Rather than the typical "location, location, location", "traffic, congestion, parking" are the biggest words for the Zia development.

Is the traffic study completed?

- Regional model problems caused some delay on that front. Need to restart that process just as we are restarting this process.

Galisteo & Rodeo – will this intersection be part of the study?

- The boundaries of the traffic study have not been confirmed, but likely yes.

We need to be sure to understand the impacts of the many schools that are close by and ensure safe travel and access to them.

Regarding property value and transit – would like to understand the impacts of transit on stations like Zia where it is not a commuter station but could be drawing people in.

Lots of out of direction travel today to get where I need to go – going east to go west or south to go north...

- SF Brown wants the transportation access to work just as much as the neighborhood. Effective access will be important to the success of their project.

Kiss-n-ride v. park-n-ride – has this been determined yet?

- SF Brown wants the help of the neighborhood on that topic.

We talked about business as usual impacts to Zia Road – but what will the development be contributing to this?

- We all know that there will be traffic. Tonight's focus was about making a better street – not just working to accommodate the traffic.

Implementation??? Who is going to pay???

- As we move forward on this project, everyone here will need to contact their political leaders. The projects that we showed in the presentation tonight were built because there was political will to look in every nook and cranny for funding. "the squeaky wheel get the oil"

What are some examples of transit stations with big roads near them that work well?

- Mountain View Station
- Most of the good examples are in California along the Caltrain lines.

- Google earth is a good place to look for these examples – just follow the lines, look for the stations, and check the intersections out.

We seem to have lost sight of the trail system. This area has a lot of great trails and open space – maybe not everyone has to be accommodated on the street. They could be accommodated on the trails. We need to be making the critical connections to the parks and trails.

What is the timeline on this?

- There is not a set schedule at this point but SF Brown wants to keep moving forward.