

## Comments & Responses To Station Issues

### Background:

The comments included in this document were derived from several sources, including the Public Hearing for the New Mexico Rail Runner Express service extension to Santa Fe held on August 21, 2007 and two more public meetings held on October 23, 2007 and October 30, 2007 respectively. Some comments were also generated from emails or phone calls as a result of these meetings. Specific references to home addresses or names have been omitted from the comments for privacy reasons. For further information on project plans and updates please consult the New Mexico Rail Runner Express website at [www.nmrailrunner.com](http://www.nmrailrunner.com)

### Comments On Stations

*General: As of this writing only two stations have been cleared environmentally for the extension of rail service to Santa Fe. The two stations are The Downtown Santa Fe Railyard station and the South Capital Complex station. The NMDOT has asked the Santa Fe Metropolitan Planning Organization (SFMPPO) to recommend a third location. The NMDOT is recommending that this third station be located at NM 599 and I-25. The NMDOT is prepared to do the additional analysis and work necessary (including more public participation) to complete the additional station selected by the SFMPPO before service to Santa Fe is started, provided the SFMPPO makes this decision by the end of 2007. At this point it does not appear that the NMDOT will have the funding available to construct additional stations, beyond the third station selected by the SFMPPO. If other stations are desired and have the support of the local government of jurisdiction, the NMDOT will work cooperatively with the local government to seek additional funding. There are some functional limits to the number of stations in the Santa Fe area. In order to keep the service efficient the number of stations in the Santa Fe area cannot grow to the point that it compromises total train travel times between Albuquerque and Santa Fe to the degree that the service is no longer travel time competitive. Work done as part of the evaluation of alternative alignments suggests that the Santa Fe area could have up to four stations before train travel times become an issue. This would mean that one more station could be added beyond the two that have already been identified, and the third selected by the SFMPPO. If 5 or 6, or for that matter 10 stations are ultimately desired in this area, more analysis and work would need to be done to delineate local and express train service (meaning that travel times between Albuquerque and Santa Fe could be preserved via express service that only stopped at certain stations).*

### Questions/Comments

1. What is planned for parking of vehicles at all stations?

*The Downtown Railyard station is part of a project that started many years ago to revitalize this portion of downtown Santa Fe. It has been master planned and is currently under development. Parking in this area according to the plans will be*

*fairly limited. At the South Capital Complex station a minimum of 200 spaces will be reserved for Rail Runner patrons. This site has over 750 parking spaces, and if more need to be dedicated for station purposes they will be. The NMDOT has asked the Santa Fe Metropolitan Planning Organization (SFMPO) to identify a third station location in the Santa Fe area. The NMDOT has also recommended a station at NM 599 and I-25. While this decision has yet to be made, a third station would still need to undergo additional analysis to determine parking needs.*

2. Zia Road is very unsafe at present. Putting the Rail Runner station on the corner of Zia and St. Francis would really add to the traffic as it is you cannot get out on to Zia from Candeler Street as it is. Need to put speed bumps there and give tickets. Should have cameras to catch speeders.

*No station is currently planned for the Zia/St. Francis area. If this location is ultimately selected as a station location it would be subject to additional analysis that would include additional traffic analysis and improvements as warranted.*

3. Would like a station at Zia & St. Francis. If traffic is a concern don't build any parking.

*This is certainly one way to deal with Station traffic issues.*

4. I'm all for it – couple of concerns though: sufficient stations en route and in town to make travel easy in town to get around to offices, etc. and accommodate rural travelers, and some daytime traffic for half-day people or evening concerns in either city.

*See General Comments Above. The NMDOT is also working with the City of Santa Fe to analyze bus or shuttle access from stations to popular destinations. This is another way to connect the rail service with common destinations that may be inaccessible by walking from planned stations.*

5. I hope there is adequate parking at the Santa Fe stations, especially near I-25.

*See General Comments Above. Also there are ample opportunities to provide adequate parking for most potential station locations in the I-25 corridor.*

6. The residents of southwest Santa Fe County and northeast Sandoval County need a rail stop in between Santa Fe and the town of Bernalillo. We currently commute both north and south to work, recreate, shop, visit and volunteer in Santa Fe and Albuquerque. We need an alternative to driving and need a rail stop near Santo Domingo Pueblo. There is a rail stop there built back in the early 1900s. The communities of Cochiti Lake, La Bajada, Galisteo Basin, Sile, Budaghers, Algodones, Pena Blanca and all of the Pueblos need transportation links to the Rail Runner going north to Santa Fe. We have more and more people moving into

rural communities and are contributing to the traffic flow, congestion, pollution, and the economics of Santa Fe and Albuquerque. I support the Rail Runner, but need to hear that DOT will meet the needs of rural residents between Santa Fe and Bernalillo.

*Native communities own most of the land adjacent to the rail line between Bernalillo and La Bajada. The NMDOT has been discussing potential station locations with the Pueblos of San Felipe and Santo Domingo. These discussions involve other issues as well. Stations cannot be built in these areas without the consent and approval of the respective Pueblo. Locations outside of these Pueblo lands are inaccessible for most potential users.*

7. Please don't put the train station at Zia and St. Francis!! That intersection is too crowded and dangerous already.

*See General Comments Above.*

8. How will the public be involved in Station location decisions?

*See General Comments Above. In addition there has certainly been a great deal of public comment about potential station locations. Based on work conducted throughout 2006 most of those commenting have a favorable disposition to stations at the Downtown Railyard and the South Capital Complex. Other station locations that were discussed as part of this earlier work included potential stations at NM 599 and I-25, Cerrillos and I-25 and Richards Avenue and I-25. There have also been concerns expressed about how stations might function at these locations. Earlier this summer the SFMPO formed a committee to look at any and all potential station locations both short and long term. This work produced several more potential locations including several within the City limits like Zia and St. Francis, St. Michaels Drive and 2<sup>nd</sup> Street/San Mateo. Several comments have been received (both for and against) related to these potential station locations. It is clear that any additional station locations will need additional opportunities for public comment.*

9. A station should not be located at 2<sup>nd</sup> street or St. Michaels Drive.

*See General Comments Above. At this time no stations are planned at either of these locations.*

10. A station should be built at Richards to serve Rancho Viejo and the Community College. An Interchange should be put here so residents of Eldorado can use the train.

*See general Comments Above. A station at this location will need to have the support of Santa Fe County before it could be implemented. An Interchange at Richards Avenue is not being contemplated as part of this project.*

11. New Mexico 599 is a great station location.

*See general Comments Above.*

12. Please put a station at Zia and St. Francis

*See General Comments Above. A station at this location will need to have the support of the City of Santa Fe.*

13. Please put a station at Rodeo Road there are lots of jobs in this area.

*See General Comments Above. A station at this location will need to have the support of the City of Santa Fe. It may be possible to serve this area with bus/shuttle from other Station locations.*

14. Please put a station near St. Michaels. I work close by and the other stations are too far to walk from.

*See General Comments Above. A station at this location will need to have the support of the City of Santa Fe. It may be possible to serve this area with bus/shuttle from other Station locations.*

15. If there is a station at NM 599 and I want to go to town I would have to drive backwards/out of my way to access the train.

*If a station is located at NM 599, for some trips this will likely be the case unless additional stations are located between NM 599 and the South Capital Complex.*

16. This project has always been about express train service between Albuquerque and Santa Fe and the local service is being ignored.

*The primary purpose of this project and the initial service is to establish an efficient rail link between Santa Fe and Albuquerque. This comment was also made several times during the alternatives evaluation process. As a result of these comments the NMDOT and the MRCOG conducted an analysis on several potential station locations along I-25 which clearly indicated that both current development and future planned growth in the Santa Fe area could benefit considerably from the rail service. This is one of the reasons the NMDOT is recommending that a station be constructed at NM 599 and I-25. A station in the vicinity of Richards Ave also showed significant potential to benefit Santa Fe area residents. A station at this location will require the support of Santa Fe County.*