

# **NORTHEAST FARMINGTON - WEST FOOTHILLS / NORTH COLLEGE**

## **ACCESS AND CIRCULATION ALTERNATIVES FINAL REPORT**

### **Introduction**

By direction of City Council and due to a growing concern from citizens residing within the west Foothills/north College community of Farmington, staff has researched and investigated various alternatives to alleviate the following concerns:

1. Congestion and inadequate traffic flow through the Foothills & Piñon Hills Blvd intersection.
2. Increase safety along the Foothills corridor and create a pedestrian friendly environment.

The above concerns developed from increased traffic demands on a very limited network. Using the MPO regional traffic forecasting model, staff quantified eleven individual alternatives and eight combination alternatives against the year 2005 and year 2030 base cases.

This report summarizes the progress made and outlines the future actions proposed toward developing a preferred alternative to be considered by the Farmington City Council.

### **Individual Alternatives and Combinations Tested**

Staff developed an initial set of single alternatives and combinations to be tested. Staff then quantified their expected impacts. The eleven individual alternatives and eight combination alternatives were studied against the year 2005 and year 2030 base cases.

Staff created an initial set of testing scenarios which consisted of eight individual alternatives. Each alternative was considered separately so that their individual contribution to the network could be better evaluated against the “no build” base case. The initial set of alternatives served only as a starting point in the research process. The eight alternatives are described in the “Individual Alternatives” table.

<b>Individual Alternatives</b>	
<b>Alternative</b>	<b>Description</b>
1. Crestwood Connector	Extends from existing terminus about 2 blocks west to English
2. Crestwood West	Extends from existing terminus all the way to College Boulevard, providing northern entrance to Piedra Vista High School
3. English Drive Extension	Extends from existing terminus at Piñon Hills Blvd. north to Crestwood
4. English Drive North Extension	Extends north from Antelope Junction to connect to Lakewood
5. Lakewood Extension	Extend from Foothills to Hood Mesa Trail; no connection to English Drive
6. Hood Mesa Paved	Pave and upgrade to collector; speed limit increased to 35
7. College Boulevard Paved	Pave and upgrade to collector from Sandalwood north; speed limit increased to 35
8. Piedra Vista Connector	New eastern entrance to Piedra Vista High School; extends English Drive north from Piñon Hills Boulevard (at signal) to new road west into high school

Five combinations of the initial set of alternatives were developed to compare against the “no build” base cases of 2005 and 2030. Those five combinations are described in the “Combined Alternatives” table.

<b>Combined Alternatives</b>	
<b>Combination</b>	<b>Description</b>
A. Crestwood Connector and English Extension	#1 - Extend Crestwood from existing terminus about 2 blocks west to English #3 - Extend English from existing terminus at Piñon Hills Blvd. north to Crestwood
B. Hood Mesa/College/Lakewood	#5 – Extend Lakewood from Foothills to Hood Mesa Trail #6 - Pave and upgrade Hood Mesa to collector; speed limit increased to 35 #7 - Pave and upgrade College to collector from Sandalwood north; speed limit increased to 35

C. Thoroughfare Plan	<b>#1</b> - Extend Crestwood from existing terminus about 2 blocks west to English Drive <b>#3</b> - Extend English Drive north from Antelope Junction to Lakewood <b>#4</b> – Extend English Drive from existing terminus at Piñon Hills Blvd north to Crestwood <b>#5</b> – Extend Lakewood from Foothills to Hood Mesa Trail <b>#6</b> - Pave and upgrade Hood Mesa to collector; speed limit increased to 35 <b>#7</b> - Pave and upgrade College to collector from Sandalwood north; speed limit increased to 35
D. Thoroughfare Plan + Crestwood Connector + Crestwood West	<b>Combo C</b> – Thoroughfare Plan <b>#2</b> - Extends Crestwood from English west to College Road, providing northern entrance to Piedra Vista High School
E. All Alternatives	<b>(Combines all 8 individual alternatives)</b> <b>Combo D</b> – Thoroughfare Plan + Crestwood Connector <b>#8</b> - New eastern entrance to Piedra Vista High School; extends English Drive north from Piñon Hills Boulevard (at signal) to new road west into high school

After the initial data was gathered and the information presented to the public an additional set of individual alternatives was researched. The subsequent set of alternatives consisted of the extension of Sandalwood East to Foothills, the addition of an additional collector named RJE (representing Rinconada, Johnson Terrace or Escalante) and the affect of offsetting English to the North from its present alignment.

<b>Connection Alternatives</b>		
<b>Alt</b>	<b>Name</b>	<b>Description</b>
4a	English Drive – North extension	Extend English Drive from its existing northern terminus north to Lakewood
8	Sandalwood - East to Foothills	Connect Sandalwood from the existing terminus east to Foothills Dr north
9	RJE Alt to English	Make one collector connection from either, Rinconada, Johnson Terrace, Escalante from their existing terminus east to English Drive

The additional individual alternatives were then combined with prior alternatives and combinations to further analyze their affect on the regional network. The three additional combinations are described in the “Combined Alternatives” table.

<b>Combined Alternatives</b>	
<b>Combination</b>	<b>Combination</b>
Combo F – Sandalwood East/ Crestwood/ English Drive S	#1 - Extend Crestwood from existing terminus about 2 blocks west to English Drive #8 - New eastern entrance to Piedra Vista High School; extends English Drive north from Piñon Hills Boulevard (at signal) to new road west into high school
Combo G – RJE Alt/Crestwood/ English S & N	#1 - Extend Crestwood from existing terminus about 2 blocks west to English Drive #3 - Extend English Drive from existing terminus at Piñon Hills Blvd. north to Crestwood, #4 –Extend English Drive from existing terminus at Piñon Hills Blvd. north to Crestwood #9 - Make one collector connection from either, Rinconada, Johnson Terrace, Escalante from their existing terminus east to English Drive
Combo H – Plan + Sandalwood/ Rinconada St/ Crestwood	#1 - Extend Crestwood from existing terminus about 2 blocks west to English #3 - Extend English Drive from existing terminus at Piñon Hills Blvd. north to Crestwood #4 – Extend English Drive from existing terminus at Piñon Hills Blvd north to Crestwood #8 - New eastern entrance to Piedra Vista High School; extends English Drive north from Piñon Hills Boulevard (at signal) to new road west into high school #9 - Make one collector connection from either, Rinconada, Johnson Terrace, or Escalante from their existing terminus east to English Dr. north representing RJE Alt.

### **The Sandalwood Alternative**

The traffic model showed that the extension of Sandalwood would allow for an additional east/west collector and effectively connect and service three north/south corridors.

The Sandalwood English Drive combination proved to show a moderate change in the model output for the Farmington 2005 base. When placed in conjunction with the Farmington’s Major Thoroughfare Plan the addition of an additional east-west corridor to the network proved to effectively distribute the traffic flow through the Northeast Farmington West College network. The distribution of traffic flow showed a positive impact on the Foothills & Piñon Hills Blvd. intersection and on the regional network as a whole.

- Extending Sandalwood reduces delay. Combined with Lakewood, they provide additional outlets for the northern section of Foothills.

## **The RJE Alternative**

The sole addition of RJE did not show a significant change to the network efficiency. However, when placed in combination with the MTP it helped distribute traffic. The possibility of having three local streets instead of one collector to distribute the traffic load was also presented to the public for their consideration and input.

- The addition of RJE allows for smoother traffic flows in the northern portion of the study and allows for the possibility of having two local streets instead of one main collector.

## **English Offset**

No significant change to the traffic patterns were shown within the model when English Drive was offset.

The traffic model showed the following:

- The development pattern assumes that there is greater land use density at the south end of the study area than at the north end. Changes in the land use density will affect the projected timing and need for the roadways.
- There are moderate benefits in making the changes to the 2005 network in the near-term.
- The individual and combined alternatives show a positive impact on the regional network performance. The most effective 2030 network in terms of performance measures includes all alternatives in combination.
- Connecting English Drive to the south has the single greatest impact as travel shifts off of the east-west streets of Sandalwood, Crestwood, and East Main in favor of the more direct connection represented by English Drive.

## **Traffic Model Conclusions**

The development pattern assumes that there is greater land use density at the south end of the study area than at the north end. Changes in the land use density will affect the projected timing and need for the roadways.

- There are minimal benefits to making the changes to the 2005 network in the near-term.
- All the individual and combined alternatives show a positive impact on the regional network performance. The most effective 2030 network in terms of performance measures includes all alternatives in combination.
  - Connecting English Drive to the south has the single greatest impact

- Paving Hood Mesa Trail and College Boulevard reduces delay.
  - Combined with Lakewood, they provide another outlet for the north end of Foothills.
- The Píedra Vista connector to English/Piñon Hills reduces the pressure on the south end of College Boulevard.
- As a stand-alone alternative, the Crestwood Connector from its current terminus west to English has minimal impact except in the immediate vicinity.
- The model results are not traffic forecasts. They are useful for comparison purposes but they are not definitive.

### **Public Meeting #1 – July 10, 2006**

A public meeting was held on July 10, 2006 at the Country Club Elementary School. The meeting was facilitated by Councilor Sandel.

Staff presented the results of the traffic model to the community for review and comment. The first meeting resulted in the following statements of agreement:

- The congestion at the Piñon Hills/Foothills/Main intersections is the issue; any changes should show an improvement there.
- Secondary access to Píedra Vista High School is necessary.
- Need east/west connectors off Foothills to an additional north/south connector.
- Favor using College OR English Drive (but not both) with east/west connectors.
- Favor the College/Hood Mesa/Lakewood improvements with east/west connectors.
- Building only Crestwood/English Drive is a bad idea; must have complete connection with multiple connectors.
- No freeway in Lions Park.
- Incorporate pedestrian and bicycle in network.
- As a future policy, allow no more cul-de-sac subdivisions.

Survey #1 requested input on the 8 alternatives and the 5 combinations. The results are summarized as follows:

- Paving Hood Mesa Trail and College Boulevard, extending Lakewood to the west, and adding a secondary Píedra Vista Connector were all strongly favored, both singly and in combination.
- Extending Crestwood west of English, the adopted Major Thoroughfare Plan, and the Major Thoroughfare Plan with Crestwood West were strongly opposed.
- The Crestwood Connector, English Connection and the combination of the two were both strongly favored and strongly opposed.
- Extending English Drive from Antelope Junction north to Lakewood received mixed comments, but most were neutral.

## **Public Meeting #2 – July 17, 2006**

A public meeting was held on July 17, 2006 at the Country Club Elementary School. The meeting was facilitated by Councilor Sandel.

The July 17, 2006 meeting was held to determine areas of agreement on the transportation system in the area. Staff presented the results of the first survey and summarized the public comment received at the first meeting. The attendees were separated into four working groups and asked to develop recommendations on the major thoroughfare plan, policies, construction standards, and project timing. There was variation within and among the groups, with consensus on the following points:

1. More relief east and west north of Crestwood – Crestwood and Lakewood
2. Hill ‘n Dale go through (split traffic with Crestwood)
3. Rinconada needs to go over (traffic from Country Club)
4. What are possibilities of Rinconada?
  - a. Storm detention pond – would force relocation
  - b. Red Rock residents think it backs on Johnson Sub., not a collector
  - c. Complicated – alignment, houses
5. What are possibilities for stopping English (traffic break)
  - a. Wouldn't cross Hood Arroyo
  - b. Connect back to Antelope
6. West/west vs. east/west connections
  - a. Evaluate what you really need and then do it
7. Revise major thoroughfare plan

Survey #2 asked for input on the generally preferred alternatives and points of agreement from the July 10 meeting. The results of that survey were:

- Generally preferred alternatives
  - Split on the need for east/west connectors.
  - Oppose both English Drive alternatives.
  - Strongly favor paving College and Hood Mesa, extending Lakewood west to Hood Mesa, and building a new eastern entrance to Piedra Vista High School.
- Points of agreement
  - Strongly favor incorporating bicycle and pedestrian into design.
  - Generally favor not approving more cul-de-sacs.
  - Favor doing improvements to complete network at once.
  - Strong agreement that there should not be a freeway in Lions Park, and that the preferred network must relieve the Piñon Hills/Foothills/East Main intersections.

## **Public Meeting #3 – January 8, 2007**

The traffic model results were presented to the community for review and comment on January 8, 2007. The meeting was advertised in the newspaper, notices were posted at various points in the area including the 7-2-11 store, and the Country Club School posted a message on their

electronic sign. Approximately 50 people attended the meeting. Councilor Jason Sandel acted as the moderator for the meeting.

Comments were given by the community and a follow up survey was distributed. The survey results show the west Foothills/north College community favors:

- Paving College North to Hood Mesa.
- Constructing a second entrance into Piedra Vista High School.
- Construct Lakewood and Hood Mesa Trail.
- Complete Foothills with sidewalks and shoulders.

Survey #3 – Favor/Opposition to Alternatives Table details the opinions on each alternative. The comments made on the specific alternatives are given in Appendix D.

### **Results**

Comments were received from the community town meeting and through a follow up survey. A summary of their comments are as follows:

1. Creating an additional entrance from the east to Piedra Vista High School was strongly favored.
2. Modifying English Drive alignment to the North received mixed comments.
3. Crestwood and Hill ‘n Dale to go through as a local in order to split traffic was favored.
4. Creating an additional East corridor by taking Sandalwood east to Foothills was opposed.
5. Adding a new East-West collector north of Sandalwood, named RJE and or adding Rinconada, Johnson Terrace or Escalante received mixed comments.

A secondary portion of the survey asked for input on Specific studies to pursue, Points of agreement on Policy Changes, and Capital Improvement Program Priorities. The results of that survey were:

- Specific studies to pursue
  - Favor a safety corridor study along Foothills Drive.
  - Favor a traffic calming study along residential collectors such as English Drive.
- Points of agreement on Policy Changes
  - Strongly favor incorporating bicycle and pedestrian into design.
  - Favor not approving more cul-de-sacs.
- Capital Improvement Program Priorities
  - Strongly favored Paving College North to Hood Mesa.
  - Favor constructing a second entrance into Piedra Vista High School.
  - Favor constructing Lakewood and Hood Mesa Trail.
  - Favor completing Foothills with sidewalks and shoulders.

**Survey #3 – Favor/Opposition to Specific Alternatives**

<b>Alternate</b>	<b>Description</b>	<b>Strongly Oppose</b>	<b>Oppose</b>	<b>Neutral</b>	<b>Favor</b>	<b>Strongly Favor</b>	<b>No Answer</b>
<b>A. Add Piedra Vista Collector</b>	<i>Show a collector from English west to the east side of Piedra Vista High School</i>	1	1	1	8	33	1
<b>B. Modify English Collector Alignment</b>	<i>Make the English alignment discontinuous north of Sandalwood</i>	2	8	9	8	12	6
<b>1/2. Replace Crestwood Collector with 2 local streets</b>	<i>Replace Crestwood as a collector by extending the two local streets of Hill 'n' Dale and Crestwood west to English</i>	4	3	8	9	14	7
<b>3. Add Sandalwood East as a collector</b>	<i>Extend Sandalwood east from its current terminus at Hogan to Foothills Drive</i>	31	3	2	0	8	0
<b>4/5/6A. Add new Collector (RJE)</b>	<i>Show a collector street north of Sandalwood and south of Antelope Junction between English and Foothills</i>	13	7	3	6	7	9
<b>4A Rinconada as Collector</b>		14	5	11	3	7	5
<b>5A Johnson Terrace as Collector</b>		14	6	13	3	4	5
<b>6A Escalante as Collector</b>		13	5	12	2	7	6
<b>4/5/6 B RJE Local Street Opinion</b>	<i>Instead of a single collector, connect 3 local streets of Rinconada, Johnson Terrace, and Escalante between English and Foothills</i>	12	4	10	4	8	7

## **Recommended Actions –**

The recommend actions are split into three areas: City’s Phased Capital Improvement Programming, Major Thoroughfare Plan Amendments, and General Policies.

### **1. Phased Capital Improvements**

*(Refer to the attached map depicting the proposed capital improvements)*

#### **PRIORITY #1 -**

Complete a Piedra Vista High School collector.

#### **PRIORITY #2 -**

1. Complete roadway (pavement, intersections and engineering).
  - i. Hood Mesa Trail, College Boulevard, and Lakewood Avenue.
2. Disconnect English Drive north of Sandalwood Dr.

#### **PRIORITY #3 -**

Complete Foothills Drive to include paved shoulders, sidewalks, and bike lane. Foothills expansion project will be completed in two phases:

- i. 1st Phase south of Lakewood Drive
- ii. 2nd Phase north of Lakewood Drive

#### **PRIORITY #4 -**

Complete the southern English Drive extension, with local street connections at Crestwood Dr. and Hill N’ Dale.

### **2. Major Thoroughfare Plan Amendments (To be reviewed by Planning & Zoning Commission at a public meeting)**

*(Refer to the attached map depicting the proposed Major Thoroughfare Plan Amendments)*

Amend Major Thoroughfare Plan as follows:

1. Remove Crestwood Avenue as a collector and replaced with two local streets Crestwood Avenue and Hill N’ Dale.
2. Show English Drive as disconnected north of Sandalwood Blvd
3. Show the Piedra Vista High School collector south of the high school connecting to the English Drive extension.

### **3. Policy Changes (at the discretion of the City Council)**

1. Limit the cul-de-sacs in subdivisions so that not all traffic is funneled onto only a few streets.
2. Add landscaping to major street design.
3. Include sidewalks on all major streets.
4. Incorporate bicycle facilities and walking trails in the area.
5. Consider bicycling requirements and need for connectivity when designing roadways.

**APPENDIX A – Public Meeting Display Ad**

**PUBLIC MEETING**  
**West Foothills / North College Roadway Network**

**LOCATION:** Gymnasium at Country Club Elementary School, 5300 Foothills Drive, Farmington

**DATES:** Monday, January 8, 2007

**TIME:** 7:00 – 9:00 p.m.

Doors will open at 6:00 p.m. to give visitors an opportunity to review maps, materials and information regarding roadway network alternatives prior to the meeting.

Public meeting to review the existing and planned transportation network and improvement schedule in the area north of Piñon Hills Boulevard, east of Hood Mesa Trail and West of Foothills Drive.

City Councilor Jason Sandel, District 4, and City staff will present information on potential east/west street alternatives and actions proposed in response to the public comment received to date. The public will have the opportunity to comment on the proposed actions and alternatives.

For more information, please call the Planning Division at 599-1281, or visit us at 805 Municipal Drive, Farmington, New Mexico, during normal business hours.

## APPENDIX B - January 8, 2008 Public Meeting Comments

1	I would like to see multiple feeders, Sandalwood already being one and over traveled. P.V.H.S. demands more feeders than they are currently. I believe Rinconada should extend to College Blvd. allowing safer travel without being thru residential areas like Crestwood. This is a safety issue. I have seen three accidents on Sandalwood to College Blvd. due to speeding. Most recently, taking out the new Parks sign on Sandalwood. Thank you for your consideration.
2	North Foothills needs an additional outlet to relieve traffic and for emergency vehicles. Creating a main thoroughfare through a residential neighborhood not designed to handle it causes many problems. It is feasible for Rinconada to connect to College Blvd?
3	No Comment
4	When we bought this property the City told us that it was in the plans to extend English south to Pinion Hills Blvd. We feel this is still the best option. We feel that Jason Sandel should not be part of the planning committee as he lives on English and is part of the City Council. So there is a definite conflict of interest. Opening English would just go through an undeveloped area, and not neighborhoods.
5	I have seen more evidence of accidents on Sandalwood at College than any other intersection in town. Why would you do anything to increase traffic? College and Hood Mesa are already thoroughfares just pave them.
6	Infrastructure needs to be in place before nearby development precludes good planning.
7	I strongly believe that Lakewood & Hood Mesa should be extended to College Blvd. ASAP to alleviate traffic on Foothills. Further, providing east-west access through residential areas would cause more problems than it would solve and would destroy the neighborhoods in progress, as well as detract from the property values.
8	The safety of children must be foremost in any final decision. Crestwood Subdivision has high density child population. If possible avoid a Plan that encourages traffic to a single area in Crestwood. Disperse traffic.
9	The previous meeting and following summaries did not correlate with the presentation at this meeting.
10	No Comment
11	Sandalwood Dr. has had to have adjustments made to it in the 3 1/2 half years we have lived here to plow down the high school traffic. The four way stop signs & extra police traffic patrol has helped a lot. I would hate to see what is a very busy street get even busier & more dangerous by opening it up all the way to Foothills. We believe Hood Mesa to College would make much more sense & take the traffic out of the Crestwood Estates neighborhood.
12	English South to Pinon Hills Blvd would be a perfect outlet.
13	Relief for traffic is needed for Sandalwood. Need more east/west streets. School traffic is terrible with little regard for speed limits. I hope it does not take a fatality for the city to take action.
14	The more access options for this area will reduce traffic impacts for everyone.

15	Would like to see an option from #'s 4,5,6 connecting over college.
16	I thought it was South-North routes that we were lacking. This survey mostly asks for East-West connections. Paving College Blvd. and Hood Mesa Trail to connect to Foothills area as a secondary route sounds better to me.
17	Speeding on Sandalwood is already a major problem. Speed limit at new park should be 25 mph not 35 mph. Converting Sandalwood to a collector will multiply dangers to children playing & residents. Pinion Hills is already set up to handle traffic loads with a collector off English.
18	<p>Dale &amp; Lori Gerber    January 16, 2007  4905 Carolcrest  Farmington, Nm 87402</p> <p>City of Farmington  Community Development Dept</p> <p>This letter is an attachment to the comment/survey form relating to the West Foothills/North College area evaluation.</p> <p><b>Foothills Traffic Problem</b>  Apparently some people believe there is a traffic problem on Foothills. We fail to see any evidence of this. Sure there is a school on foothills, but this is not unlike many other major arteries of the city i.e. College Blvd, Dustin, Apache, to name of few. However, after living in Crestwood for 4 years we have not encountered traffic problems of any kind on foothills. For example, we have never encountered more than a 60 second wait to turn right from the corner of Crestwood onto Foothills. My only explanation for this whole issue is that the residents (maybe only a few at that) from north Foothills area seek a faster more direct route west to the college area and beyond without going down Foothills to Main. This may be a desirable and even necessary alternative, but it doesn't mean the volume and speed of traffic on foothills is excessive. (If the city wishes to examine a traffic nightmare, one should visit the Heights/Mesa Verde school area on College Blvd when school lets out).</p> <p>A safety corridor on Foothills will only work if police officers are present to force compliance. We very rarely observe police officers on Foothills, much less in Crestwood subdivision even when they are called for violators.</p> <p><b>City Master Plan</b>  Sometime ago I was researching the Crestwood subdivision area for a potential residential purchase. At that time I called the City planning department to inquire about the long range plans for development. I was connected with a young lady planner in the department. After I stated my request to review the City's master plan she promptly laughed at me. When she later collected her composure, she explained that the City does not have a long range plan. My conclusion is that this is why the City of Farmington has so many "panic fixes" to deal with. We can certainly name several, but east Main Street is the obvious example.</p> <p>The City also wishes to limit cul-de-sacs in subdivisions. The reason people like cul-de-sacs is because they provide quiet and limited traffic. They are also nearly impossible to</p>

change after developed, which offers security and permanency from governmental action. With the proper planning for roadways in and out of residential areas, cul-de-sacs are not a source of blame.

#### Amendments to Crestwood Thoroughfare Plan

The proposed amendments for Crestwood will not solve any issues. Extending English north to Lakewood, and all points in between, will open up a freeway of traffic down a residential street that was not constructed for a major artery. In addition, extending English south to Crestwood would further increase the speeding, volume, and noise of traffic, and eventually crime, through the neighborhood. Walmart, Target, the mall and other main street attractions that are located at the south end of English will bring a flood of traffic through the Crestwood subdivision if English is extended north from Sandalwood to Lakewood, and south of Crestwood to Pinion Hills. Failure of motorists to stop at stop signs would eventually lead to eliminating the stop signs, and speed would increase again. These alternatives would disseminate the desirability of this neighborhood, property values would tumble, and homeowners would ultimately stop maintaining their homes. These are reasons why English cannot be extended.

The alternative to extend Sandalwood from College to Foothills is still another insult to homeowners who have invested a great deal of money in their homes only to have their property values plummet in the wake of a “panic fix” of the City. When we look around at examples of how this happens, 30th Street becomes a classic example. Another detriment to the extension of Sandalwood is that it will bring nonresident traffic through the subdivision from people who are only trying to avoid the major thoroughfare streets such as Pinion Hills and Main. This will multiply as Hood Mesa and northern areas are developed.

Finally, when speeding and reckless driving become a serious matter on Sandalwood and English, the City will suggest speed bumps to slow the traffic. Speed bumps do very little to discourage teenage drivers to slow down. I currently witness this everyday.

#### Hood Mesa/College Blvd Paving

The City currently has a viable alternative to provide some necessary thoroughfares west from Foothills without disrupting established neighborhoods. Development of College Blvd north to Hood Mesa Trail would open up a thoroughfare that would provide westward access for residents living along north Foothills Blvd. With additional long range planning that sector could also be zoned and structured to invite a more organized and friendly mixture of commercial and residential developments. The community deserves and needs to know what direction this City is headed.

#### Additional entrance to Piedra Vista

We also believe that an additional entrance to Piedra Vista High School should be developed, but not from English at the sacrifice of Crestwood subdivision residents. Poorly planned from the first day of school at Piedra Vista we could see the vicious circle of traffic through the main entrance, and out the back exit towards Lions Wilderness Park. We believe a proper entrance may be developed from Pinion Hills and English where there is already an existing traffic light and would create little distress on established neighborhoods. Further access from Foothills by way of Hill N Dale and Crestwood is a possible alternative with appropriate consideration to street design for existing residents along these streets.

	Dale & Lori Gerber
19	PV and North Foothills have got to be the best bang for the buck.
20	No Comment
21	No Comment
22	I TRULY BELIEVE THAT OPTION "A" MINIMIZES IMPACT ON CURRENT RESIDENTS. THIS COUPLED W/ THE EXTENSION OF COLLEGE & HOOD MESA TRAIL WILL HAVE THE LEST IMPACT ON ALL CURRENT RESIDENTS.
23	Strongly favor a southern entrance to PVHS! Either English or between English and College. We have had one accident (student no ins.) with a PV student. I will not travel College/PVHS area during school lunch hrs or after school. Students run stop signs at PVHS entrance, tailgate down Sandalwood and cross center line traveling 2 foot. Another possibility PVHS entrance from English & Pinon Hills Blvd. and onto Crestwood. We have had our fill of traffic on Sandalwood. Every other weekend fence posts are down on Sandalwood by park. Please listen to residents! Need southern collector streets!
24	No Comment
25	No Comment
26	No Comment
27	By creating a major east/west thoroughfare through a large subdivision (using/extending Sandalwood to Foothills), the safety of the children will become a concern, as well as the concern for speeding and unsafe traffic habits.
28	No Comment
29	Need a copy of stats. (Ken Carmichael 5007 Carol Creste Dr.)
30	No Comment
31	WHY DO ANYTHING? ESPECIALLY THROUGH CRESTWOOD AREA. PLAN COLLECTOR STREETS IN LEAST POPULATED AREAS, I.E. LAKEWOOD/, HOOD MESA/ COLLEGE. FURTHER DEVELOPMENT WILL ACCOMMODATE TRAFFIC VOLUME.
32	Please do not allow Sandelwood to become another 30th Street. If Mr. Taylor would allow extension of Sullivan Ave That would alleviate some of the problems on 30th and College
33	Allowing North and East of Foothills access to transit easily through Crestridge Sub Division will not help and will probably make things worse. West Access out of Crestwood is needed. East access out of Crestwood is not needed. Lakewood- College access is needed, badly. The fight over the Danielle/Antelope subdivision result in Antelope being designated as access to English when it was given go ahead from p&z and Council years ago. This needs honored. Johnson Terrace and Escalante should not be thru streets. Rinconada was a thoroughfare plan as access to English and further at this time and when we bought. This should be used before Johnson and Escalante. Negotiations for the proposed Johnson Subdivision resulted in a plan with large lots bordering the 2 1/2 acre lots to the east, and no through streets. Escalante and Johnson

	Terrace were blocked off. Limited access should be allowed if the attempt is made to change this.
34	Crestwood and Hill N Dale would become a straight shot for people wanting to go to Walmart and Target. Crestwood has a limited sight hill. The paving on Crestwood is narrow at the beginning & then winds at the bottom of Crestwood. No sidewalks on the south side of Crestwood 1. Piedra Vista eastern exit 2. Pave Hood Mesa on Lakewood: Three locals 3. Pave College 4. Extend Sandalwood to Foothills
35	No Comment
36	No Comment
37	No Comment
38	Use #1 Priority of new Exit from Piedra Vista #2 See about using Lakewood for East West Traffic
39	No Comment
40	The problem with any collector street/ streets between Foothills and English is that it/they will turn the intersection of Sandalwood and English into a major intersection. This is a residential intersection and could not handle the traffic, especially the morning traffic of students going to and coming from P.V. High School. Constructing/paving Lakewood to Hood Mesa Trail to College could solve most of the problems with the traffic on Foothills and Pinion Hills. Routing traffic through Crestwood subdivision will cause more problems then it could possibly solve.
41	No comment
42	1. WE DO NOT WANT SANDALWOOD DR AS A COLLECTOR! 2. WE ALREADY NEED SPEED BUMPS AS IT IS! 3. THERE ARE A LOT OF CHILDREN ON THE BLOCK, WITH 2 SCHOOL BUS STOPS ON SANDALWOOD!
43	No Comment
44	PAVE LEKEWOOD, HOOD MESA TRAIL, & COLLEGE NORTH OF SANDALWOOD ON PUBLIC LANDS TO LIMIT TRAFFIC IN <u>RESIDENTIAL</u> NEIGHBORHOODS.
45	Pave Lakewood, Hood Mesa Trail, & College North of Sandalwood on public lands to limit traffic in residential neighborhoods

**APPENDIX C – Survey #3**

Comment/Survey Form  
Please complete and return to:

**West Foothills/North College Area Roadway Network Evaluation**  
c/o City of Farmington Community Development Department, 800 Municipal Drive,  
Farmington, New Mexico, 87401

Date: **January 8, 2007**      E-mail Address: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Add me to the mailing list

1A. Do you work, live or go to school in the study area? <input type="checkbox"/> Live <input type="checkbox"/> Work <input type="checkbox"/> School <input type="checkbox"/> None
1B. What are the nearest cross streets to where you live or work in the area? _____
2. Did you attend the July 10 or July 17, 2006 public meetings? <input type="checkbox"/> Yes <input type="checkbox"/> No
3. Are you familiar with the roadway network currently planned for the area (Major Thoroughfare Plan)? <input type="checkbox"/> Yes <input type="checkbox"/> No
4. Listed on the reverse side are the east/west alternatives plus some proposed actions to take to the City Council. Please indicate how strongly you favor or oppose each of these points.
5. Comments and/or additional alternatives/combinations or actions that should be considered:

AMEND MAJOR THOROUGHFARE PLAN	Strongly Oppose	Oppose	Neutral	Favor	Strongly Favor	COMMENT / PRIORITY
<b>A. Add Piedra Vista Collector</b> Show a collector from English west to the east side of Piedra Vista High School.						
<b>B. Modify English Collector Alignment</b> Make the English alignment discontinuous north of Sandalwood.						
<b>1/2. Replace Crestwood Collector with 2 local streets</b> Replace Crestwood as a collector by extending the two local streets of Hill 'n' Dale and Crestwood west to English.						
<b>3. Add Sandalwood East as a Collector</b> Extend Sandalwood east from its current terminus at Hogan to Foothills Drive.						
<b>4/5/6A. Add New Collector (RJE)</b> Show a collector street north of Sandalwood and south of Antelope Junction between English and Foothills.						
<b>4A Rinconada as Collector</b>						
<b>5A Johnson Terrace as Collector</b>						
<b>6A Escalante as Collector</b>						
<b>4/5/6 B RJE Local Street Option</b> Instead of a single collector, connect 3 local streets of Rinconada, Johnson Terrace and Escalante between English and Foothills.						
OTHER ACTIONS	Strongly Oppose	Oppose	Neutral	Favor	Strongly Favor	COMMENT
<b>Policy Changes to go to City Council</b> <ol style="list-style-type: none"> <li>1. Limit the cul-de-sacs in subdivisions so that not all traffic is funneled onto only a few streets.</li> <li>2. Add landscaping to major street design.</li> <li>3. Include sidewalks on all major streets.</li> <li>4. Incorporate bicycle facilities and walking trails in the area.</li> <li>5. Consider bicycling requirements and need for connectivity when designing</li> </ol>						

<b>#2 – Specific Actions/Studies to pursue</b> 1. Speeding on Foothills Drive. 2. A safety corridor (double fines for speeding) on Foothills Drive. 3. Neighborhood traffic calming on residential collector streets (such as English).						
<b>#3 – Capital Improvement Program Priorities</b> 1. Pave College north. 2. Construct (possibly with School District) second entrance to Piedra Vista. 3. Construct/pave Lakewood west at least to College. 4. Pave/complete Hood Mesa Trail. 5. Complete Foothills with sidewalks and shoulders						

APPENDIX D – Survey #3 Comments on Alternatives

<p><b>A. Add Piedra Vista Collector</b></p>	<p><b>Strongly Favor-</b> There would be less congestion before and after school &amp; @ the lunch hour.  <b>Strongly Favor-</b> #1 priority  <b>Strongly Favor-</b> This is needed  <b>Strongly Favor-</b>This would not disturb a major subdivision before and after school &amp; @ the lunch hour.  <b>Strongly Favor-</b> #1 priority  <b>Strongly Favor-</b> #1 priority add Piedra Vista Collector and connect English to S. end Crestwood Subdivision  <b>Neutral-</b> LIMITED ACCESS MEANS INCREASED TRAFFIC CONTROL  <b>Strongly Favor-</b> #1 priority  <b>Strongly Favor-</b> This affects the fewest # of home owners and property value.  <b>Strongly Favor-</b>ASAP  <b>Strongly Favor-</b> Do it in a way that doesn't result in more thru traffic in Crestwood  <b>Strongly Favor-</b> This along with #1/2 would alleviate student traffic.</p>
<p><b>B. Modify English Collector Alignment</b></p>	<p><b>Strongly Favor-</b> This will not disturb a major subdivision w/ many children.  <b>No Answer-</b>Stop English North End.  <b>Oppose-</b> Doesn't reduce traffic through neighborhood.  <b>No answer-</b> Not if you are going to continue to develop north.</p>
<p><b>1/2. Replace Crestwood Collector with 2 local streets</b></p>	<p><b>Strongly Favor-</b> fewer homes.  <b>Strongly Oppose-</b> Please leave Crestwood and Hill N Dale alone!  <b>Strongly Favor-</b>This would run South but be accessible by a major subdivision.  <b>Strongly Oppose-</b> Leave Crestwood &amp; Hill N Dale alone  <b>Strongly Favor-</b> Extend Hill N Dale to English  <b>Oppose-</b> This would adversely affect all of those homeowners.  <b>Neutral-</b> Without extending English to Crestwood</p>
<p><b>3. Add Sandalwood East as a collector</b></p>	<p><b>Strongly oppose-</b> Too many children in the neighborhood.  <b>Strongly Oppose-</b>This would run through a major subdivision with many children.  <b>Strongly Favor-</b> #2 Use Lakewood for East West  <b>Strongly Oppose-</b> Too many houses front the street  <b>Strongly Oppose-</b> 1. home owner value 2. major increase in traffic 3. Impacts the most current home owners 4. Sandalwood is a bus stop for Elem. &amp; Mid school kids. All of these options increase the flow of traffic through the neighborhood where kids play.  <b>Strongly Oppose-</b> Destroy possibly 2 homes?  <b>Strongly Oppose-</b> That would result in a major intersection.  <b>Strongly Favor-</b> H.S. students already speed through subdivision.  <b>Strongly Oppose-</b> Would only make problem worse. Devalue homes in area.  <b>Strongly Oppose-</b> With a new neighborhood park and many children in this neighborhood Sandalwood does not need to be a thoroughfare!</p>
<p><b>4/5/6A. Add new Collector (RJE)</b></p>	<p><b>Favor-</b> As long as English is not opened to Foothills Traffic.  <b>Strongly Oppose-</b> RJE-This would add more traffic on Foothills rather than less. Don't destroy the neighborhoods!  <b>Strongly Oppose-</b> RJE-This would destroy the neighborhoods and detract from their property values. Traffic from areas west of Foothills Needs to go west and south, not east! Get traffic off of Foothills, don't increase it.  <b>Strongly Oppose-</b> Go further north to Lakewood</p>
<p><b>4A Rinconada as Collector</b></p>	<p><b>Strongly Favor-</b> Not as many homes would be affected by this street becoming a collector  <b>Favor-</b> Only if it doesn't collect on English But rather on College  <b>Strongly Oppose-</b> Natural sand stone barrier, pond, homes in path</p>

<b>5A Johnson Terrace as Collector</b>	<b>Strongly Favor-</b> Not as many homes are affected as Sandalwood <b>Favor-</b> Only if it doesn't collect on English But rather on College
<b>6A Escalante as Collector</b>	<b>Strongly Favor-</b> Not as many homes are affected as Sandalwood <b>Favor-</b> Only if it doesn't collect on English But rather on College <b>Neutral-</b> (referring to JT and Escalante) Roads are wider & houses set further back- but still think Lakewood would be best.
<b>4/5/6 B RJE Local Street Opinion</b>	<b>Strongly Favor-</b> This does not affect a major subdivision & park. <b>Favor-</b> Feed to Lakewood or College