

SUMMARY OF NOTES FROM GALISTEO WATERSHED PARTNERSHIP
CHARTER MEETING: JULY 7, 2005

I) Comments on the Commuter Train

- It would be better to call it “passanger rail” to reflect the needs of the residents BETWEEN Albuquerque and Santa Fe.
- The stops or stations need parking, access for bikes and horses.
- Park and Ride would be more desirable than a commuter train.
- Would the commuter train open the Hughes Ranch up for development if the “Community Route” were chosen?
- Places in the watershed are already connected by existing rail line.
- “Transit Oriented Development” should be a goal. Services, connections to other modes of transportation, and the ability to stay on foot, should be available at the termination of the rail service.
- The railrunner should make servicing the commuter population (Albuquerque/Santa Fe) its priority.
- Relief from congestion on the Interstate for commuters should be paramount.
- Incremental changes help in decision-making and design. Do a small piece, see what does and doesn’t work, then adjust for the next step.
- Traffic between Santa Fe and outlying areas is increasing. Could rail transportation help in a solution?
- The location of the train stops is critical.
- Train must connect to the airport.
- Commuter train should be about more than just getting there as fast as possible.

II) Comments on Roads

- The paving of County Road 42 will create new traffic patterns. Travel on CR 42 will increase.
- If new roads are not planned to relieve traffic flows the solution for increased traffic will be to widen existing roads.

III) General Comments on Transportation, Planning, and the Environment

- Attention should be paid to development and transportation needs South of the Railroad in the watershed.
- What needs to be connected in the watershed? The larger outlying communities need to be better connected to Santa Fe.
- Easier to plan sensible and adequate transportation before development occurs. (Except developers often pay for and build roads)
- We need an “ecotourism” overlay before we can plan for connections. For example: Where will archaeological sites be open to the public?
- How much future traffic will be moving south out of Galisteo to Albuquerque?
- What is the status and extent of development in and around Stanley?

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- How can we service the transportation needs of the population of senior citizens in rural areas? How can we provide affordable and senior housing in rural areas?
- NM Department of Transportation encourages partnerships for help with \$\$ support for Regional Transit Districts, Middle Rio Grande Council of Governments, Metropolitan Planning Organizations so they can have input into State process.
- Identify possible resources for transportation in the tax legislation.
- Some connections in the watershed may be better off downplayed. What level of DIS-connectivity is appropriate where?
- Identify what parts of the watershed should be preserved as undeveloped.
- Many archaeological sites exist in developed areas. These viewsheds are already compromised. (Does the built environment necessarily compromise views from sites? Perhaps in some cases the view is enhanced by the built environment.)
- “Fringe Interests”, such as trails and bike routes, need to be better connected to transportation planning.
- Transportation connections in the watershed already exist, but what is the manner or character of access to different areas? Public transit should be the connector.
- Educational elements (e.g. history and ecology of the area) must be integrated into public transit. Gateway signs are appropriate.
- Think about transportation in 3-dimensions. Fly over tourism should be banned.
- Ban on billboards and light pollution.
- Upgrade what transportation links we already have and support incremental improvements (European Model)
- New road planning needs to accommodate the “flammable” environment. Emergency routes in and out of locations should be adequate.
- How do you discourage automobile traffic in favor of other modes? Auto traffic is subsidized so the playing field needs to be leveled.
- Emergency routes can be created and locked (closed off) until needed. (Ties into concept of what should be dis-connected)
- Computer modelling can help determine who would use the train.

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