Notes for Mesa Film Studio meeting with Alan and others in Planning 12-10-24

1. My goal of urging the development team to revise the DEII Masterplan was to improve the projects chance or approval at the MRCOG RACC. I am thinking they have a 90%+ chance with the revision and 40% change without it.
   1. This is the first access on a limited access roadway I have approved. Numerous others have been denied as it defeats the reason for a limited access roadway if access is not limited.
   2. Early on in the traffic scoping process, I mentioned to construct a road off of Double Eagle Rd, to avoid revising the Masterplan and the RACC approval.
   3. I also work with these people on a regular basis and
   4. Do not want to lose clout in bringing forth a request with little to no merit as it will affect future requests.
   5. It affect how people value my opinion.
   6. I do not wish the same for Debbie Bauman.
2. There is a lot more involved with the access request than this project.
   1. Certain roadways have been set aside for limited access to for SAFER higher speeds. This is accomplished by reducing access. Every access point is a conflict point and increases the chances for crashes.
   2. As the speed increases the results of a crash change from property damage to personal injury.
   3. Recently, BernCo brought forth an access request to the RACC for access on PDN west of Woodmont. Myself and NMDOT did not support BernCo’s request as we wanted to see a roadway network north and south of PDN to plan the access points. This should help development as they will know what to expect. It will also help the City and BernCO approve projects faster.
   4. The RACC did not approve BernCo’s request as the roadway network is a condition of approval. BernCo was not very happy ab\out it, but understood.
   5. This case is similar. The RACC inventory states that “No access permitted except as prescribed by the Double Eagle II Airport Master Plan.’ The film studio access is not currently prescribed.
   6. We do not want a driveway on Atrisco Vista every 400 yards. Aviation is to plan an access network.
3. My understanding is a revision to the Masterplan was brought to the EPC, but did not contain any language for changes to the Transportation network. How do you have a Masterplan without a Transportation network?

The way forward;

Show the roads off of Double Eagle 2 and revise the traffic study or revise the Masterplan. Revising the Masterplan may be quicker. IT may or may not have to go through EPC.