
Phase IB Detailed Evaluation of Alternatives - Supplement ARROYO DE LOS CHAMISOS CROSSING

Rodeo Road to Cerrillos Road

City of Santa Fe Project: 19-0127



Submitted to:



City of Santa Fe
Public Works Department

Submitted by:



Bohannon  Huston

January 2023


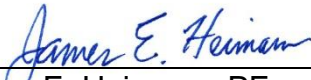


Phase IB Detailed Evaluation of Alternatives - Supplement

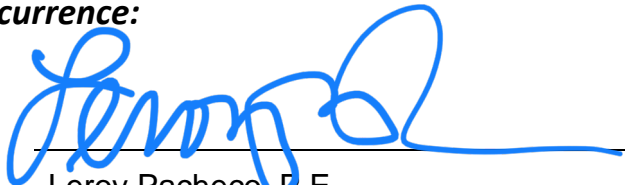
ARROYO DE LOS CHAMISOS CROSSING

Rodeo Road to Cerrillos Road


City of Santa Fe Project: 19-0127

Phase IB Supplement		
 James E. Heimann, PE WSP USA	01/18/2023 Date	

Concurrence:


1/23/22

 Leroy Pacheco, P.E. Date
 City Project Manager



 Regina Wheeler Date
 Public Works Director



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INTRODUCTION

The Phase IB Detailed Evaluation of Alternatives Report for the Arroyo de los Chamisos Crossing study was completed in May 2022. Subsequent to the completion of the report, the Santa Fe MPO requested that Public Works move forward into Phase IC, Environmental, and Phase ID, Preliminary Design, with a roundabout at the intersection of Camino del Prado and Richards Avenue (see **Appendix A**). Because the City is following federal environmental guidelines for public involvement, and the Phase IB report proposed a "Split-T" intersection concept at this location, the City hosted a virtual public information meeting on December 5, 2022, to solicit public comment on this proposed change from a Split-T to a roundabout at this location.

The supplemental evaluation of the Richards Avenue/Camino del Prado intersection was based on previous efforts completed for Phase IA and Phase IB of this project as well as based on stakeholder/public input. This Phase IB Report Supplement summarizes the additional coordination that occurred and updates the description of the preferred alternative to be advanced to Phase IC and Phase ID of this project.

STAKEHOLDER COORDINATION

An in-person stakeholder workshop was held on October 14, 2022 involving the City of Santa Fe's Project team, the Santa Fe MPO, a representative from the Bicycle and Pedestrian Advisory Committee (BPAC), and the project consultants (WSP and BHI). The workshop was held at the City offices to discuss the recommendations documented in the Phase IB report for the Arroyo de los Chamisos Crossing study. Refer to **Appendix A** for a summary of the workshop.

A conference call was held with a representative from Rodeo de Santa Fe on November 11, 2022, regarding the potential for right-of-way acquisition associated with the proposed improvements supporting the Arroyo de los Chamisos crossing. The focus of the call was to discuss the potential of reevaluating a roundabout at the Richards Avenue/Camino del Prado intersection, which would require right-of-way from the northwest corner of the Rodeo de Santa Fe property. Refer to **Appendix A** for a summary of the discussion.

PUBLIC MEETING NO. 3

The City of Santa Fe conducted a virtual public meeting for the Arroyo de los Chamisos Crossing study on December 5, 2022. The public meeting focused on consideration of a proposed roundabout intersection at Camino del Prado and Richards Avenue, in addition to the Split-T intersection previously described in the Phase IB report. The two alternatives presented at the meeting are shown in **Exhibit 1**. Refer to **Appendix B** for a summary of the materials for the public meeting.

UPDATES TO THE PREFERRED ALTERNATIVE

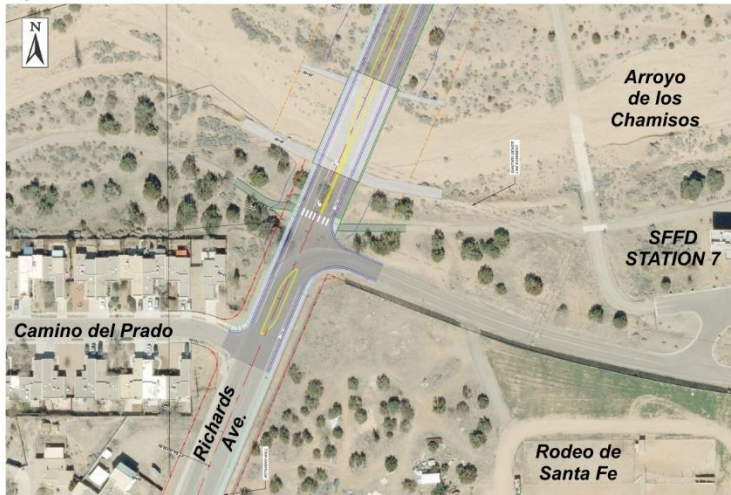
Based on public and stakeholder input and on discussions with City leadership, the preferred alternative for the Richards Avenue/Camino del Prado intersection is modified to a modern roundabout configuration including the realignment of the road serving the fire station, community center and future tennis center. This modifies the preferred alternative in the Phase IB report for the north end of the South Segment, Rodeo Road to Camino del Prado, and for the south end of the Middle Segment, Camino del Prado to



Siringo Road Eastbound. Other aspects of the proposed improvement may be refined as part of the preliminary and final design process and are expected to include additional traffic calming features. The roundabout and other proposed roadway elements will be designed consistent with an *Emergency Response Route 1* facility.

Exhibit 1, Camino del Prado Intersection Alternatives

Split-T Alternative



Roundabout Alternative





APPENDICES

APPENDIX A STAKEHOLDER MEETING SUMMARIES

APPENDIX B MATERIALS FROM PUBLIC MEETING NO. 3



APPENDIX A STAKEHOLDER MEETING SUMMARIES

MEMORANDUM

DATE: November 10, 2022

TO: Leroy Pacheco, City of Santa Fe

FROM: Denise Aten, Bohannon Huston

SUBJECT: **Arroyo de los Chamisos Crossing Study
Stakeholder Workshop with Santa Fe MPO
October 14, 2022**

The City of Santa Fe’s Project team, the Santa Fe MPO, a representative from the Bicycle and Pedestrian Advisory Committee (BPAC), and the project consultants (WSP and BHI) held an in-person workshop on Friday, October 14, 2022, to discuss the recommendations developed for the Arroyo de los Chamisos Crossing Study – Phase 1B. The workshop agenda was focused on the comments provided by the Santa Fe MPO and the BPAC (attached).

Below is a summary of focus areas and discussion items:

Grade-separated crossing for the Arroyo de los Chamisos (ADLC) Trail:

- The project team reiterated that the intent to complete a feasibility for a potential grade separated crossing of the ADLC trail was included in the recommendations in the Phase 1B report and would be completed as the project moves forward into preliminary design.
- The project team ensured the group that all potential environmental impacts to the arroyo would be considered.
- It was also confirmed, that with approximately 10,000 vehicles daily, the option for both a grade-separated and an enhanced at-grade crossing would be appropriate.

Medians and Lane Width:

- Concern was expressed regarding the striped median. It was noted that it may not be effective in slowing traffic.
- Raised medians provide traffic calming. Medians support the left-turn needs at the fire station road and improves overall pedestrian safety by providing a refuge island for at-grade crossings.
- Raised medians were discussed and supported by the City, the MPO, and the consultants, as appropriate. This feature will be considered as the design progresses.
- Santa Fe MPO suggested narrower lanes, with a preference for 10 feet. Currently, 10.5-foot lanes are proposed. With raised medians, it was established that the width between the inside and outside curbs needs to accommodate the travel lane and the bike lane, and that a 10-foot lane could be striped with an inside shoulder to visually reduce the lane width. The lane width should be aligned with the current design standards and with the transit system.

Roundabout at Camino del Prado:

- Reevaluation of the roundabout at Camino del Prado previously presented in Phase A was discussed
- Benefits of the roundabout are as follows:
 - Allow the reduction in bridge width, minimizing impact and cost to the bridge structure
 - Provides traffic calming
 - Move emergency vehicles more efficiently
- Concerns with the roundabout were also discussed:
 - Vista del Prado Neighborhood was opposed due to cut-thru traffic
 - Requires more right-of-way

Bulb-outs / Weave:

- Consider bulb-outs in the roadway, as appropriate, to provide additional traffic calming and potentially space for emergency services and/or enforcement

Pedestrian crossing at Mark Brandt Park:

- It was requested that the addition of one more crossing location in this area be considered
- Design team will look at all options within this stretch of the project corridor
- Will consider raised crosswalk, as appropriate
- Need to consider nearby driveways
- Coordinate with the City on future plans to improve the park entrance
- Consider the newly adopted Multimodal Transition Plan

Bike Lanes:

- Santa Fe MPO prefers a 5-foot bike lane and 1- to 2-foot buffer
 - Prefer buffer between bike lane and driving lane

Next Steps:

- The project team will further consider issues noted above during preliminary design; grade-separated crossing of trail, enhanced at-grade crossing of trail, raised medians, bulb-outs and weave options to integrate traffic calming, pedestrian crossing near Mark Brandt Park, and bike lanes with appropriate buffers.
- The project team will continue with additional coordination and evaluation of the roundabout option at Camino de Prado.
 - Additional coordination is expected as follows:
 - City Councilors
 - Vista del Prado Neighborhood
 - Public meeting
 - Inquire with Rodeo de Santa Fe regarding potential land acquisition

Attachments:

Santa Fe MPO ADLC Crossing Memo – May 4, 2022
Santa Fe BPAC ADLC Crossing Comments – April 21, 2022

Meeting Attendees:

Reginal Wheeler, CSF
Leroy Pacheco, CSF
Melissa MacDonald, CSF
Zoe Isaacson, CSF
Heather Lamboy, CSF
Jeanne Wolfenbarger, CSF

Erick Aune, SFMPO
Leah Yngve, SFMPO
Hannah Burnham, SFMPO
Khal Spencer, BPAC
Jim Heimann, WSP
Bert Thomas, BHI
Denise Aten, BHI



Santa Fe Metropolitan Planning Organization



Date: May 4, 2022
To: Leroy Pacheco
Cc: Regina Wheeler, Public Works Director
Romella Glorioso-Moss, Senior Project Administrator
From: Santa Fe MPO

ITEM & ISSUE:

Arroyo de los Chamisos Crossing Phase B: Detailed evaluation of alternatives

RECOMMENDATIONS:

The MPO supports the BPAC recommendation to consider a trail only alternative for the short (immediate) term or long term. Providing a pedestrian and bicycle route on the existing fire road would be low cost and provide critical connectivity as called for in the Pedestrian and Bicycle Master Plans.

The MPO also supports an underpass alternative for the Arroyo de los Chamisos (ADLC) Trail to cross under Richards Road. The MPO trail counter located approximately 200 feet from the proposed Richards trail crossing shows an average use of 500 people per day, or 31 per hour between 5am and 9pm. The other major crossings of the ADLC Trail are Avenida de las Campanas (~5,000+ AADT pre-2020, ~38ft), and Camino Carlos Rey (~5,700+ AADT, ~38ft). The AADT Richards given the bridge is built will probably match or exceed those crossings, however, the crossing distance will be greater (46ft with Alternative 1, 43ft with Alternative 2) and the proposed crossings do not include pedestrian refuge islands as Avenida de las Campanas and Camino Carlos Rey have. These conditions will create a substantially worse pedestrian and bicyclist experience on the ADLC Trail without an underpass.

The MPO strongly supports the recommendation of the elimination of the median across the bridge and reducing lane widths to 10' or 10.5' as it will be a substantive cost savings and reduce speeds. If the purpose of the median is to accommodate left turns on what will be the renamed section of Richards accessing the Fire Station and GCCC we don't see the volume of traffic to this roadway section requiring the left turn lane. However, if it is essential we recommend that the intersection be relocated to align with Camino Del Prado as was suggested in previous iterations showing a round about accommodating those turns.

The existing pedestrian refuge island crossing to get to Marc Brandt Park is removed in both alternatives. Keeping this crossing should be considered to provide safe access to the park for the adjacent neighborhood.

The ADLC crossing provides the City of Santa Fe a unique opportunity to exemplify the intention and recommendations of the forthcoming Multimodal Transition Plan. Relevant recommendations from the Active Mode Strategy Plan (pages 67-73) include:

- The recommended width of vehicle travel lanes for street types that are currently 11' (arterials) should be reduced to 10', in an effort to reduce speeding and potentially create additional space for multimodal facilities such as widened sidewalks or on-street bike lanes.
- The minimum bikeway widths and locations in Table 14-9.2-1 and the accompanying illustrations should be adjusted to match the recommended bike facility types and their design guidance as described in "Appendix A: Bike Design Toolkit" pages 10 through 21 that was produced in 2019 by the Santa Fe MPO. The Bike Design Toolkit indicates that a five-foot wide (un-buffered and unprotected) bike lane would be insufficient for roads with higher than 6,000 Average Daily Traffic (ADT), and speeds over 30 mph – and that in those circumstances, separated facilities are necessary.
- Continue bike lane pavement markings through intersections as standard practice, to provide visual continuity and remind drivers that bicyclists may be present.
- Apply shared lane markings at intersection approaches where bike lanes merge with right-turn lanes.
- Increase the minimum width of the white stripe between bike lanes and vehicle travel lanes from six inches to nine inches.
- Prioritize wayfinding signage that directs trail users between off-street trail segments (that are connected via on-street routes).

The MPO supports following these recommendations to reduce vehicle travel lanes to 10', include buffered or protected bicycle lanes, continue bike lane markings through the intersection, and include wayfinding signage in this project.

Technical Corrections:

P 2-1, Statement "On the north segment, from Siringo Road to Cerrillos Road, there are no designated bike facilities." The MPO bike map and exhibit 1-3 show an existing bike lane/shoulder here.

Bicycle and Pedestrian Advisory Committee (BPAC) Comments:

Phase B Detailed Evaluation of Alternatives, ARROYO DE LOS CHAMISOS CROSSING, Rodeo Road to Cerrillos Road.

Thank you for the analysis and recommendations on this greatly needed transportation connection to serve motorized and non-motorized users.

Trail-Only Alternative: A fourth alternative of “Trail Only” should have been studied and included as previously recommended during public input process. The Metropolitan Bicycle Master Plan has prioritized a trail connection here since 2012 to create direct connections between the Arroyo de los Chamisos Trail, the two sides of Richards Ave. (each with bike lanes and sidewalks), and the Marc Brandt Park Trail, along with Siringo Rd.

In the absence of a road project, a stand-alone non-motorized facility could be achieved at very little cost by simply opening up the City’s emergency fire road crossing the Arroyo de los Chamisos into a facility to be shared with pedestrians and bicyclists. Or the City could work with the state to make a separate trail alignment available. This could serve non-motorized users either instead of or until construction of a road. This has been a missed opportunity since the original creation of the emergency road crossing the Arroyo de los Chamisos Trail over a decade ago. This immense opportunity should not be overlooked as part of this conversation focusing on Richards Ave.

For both alternatives presented:

Grade-Separated Trail Crossing: In addition to at-grade crossing as shown, an underpass for the Arroyo de los Chamisos Trail to travel under Richards Ave. must be incorporated into this design. The Rodeo Rd. underpass just down the same trail is instructive on how this can be done efficiently and cheaply within this proposed road project. That underpass was built by the city as a “retrofit” of an existing concrete box culvert barrel and it continues to provide both excess drainage capacity and a functional, comfortable, and safe grade-separated trail crossing.

Incorporating an underpass into the Richards Ave. design would not be a retrofit. The designers have the opportunity to raise the ceiling of part of the bridge, or of a particular CBC barrel to be used. Additional vertical difference may also be achieved between road and trail surface by raising the level of Richards Ave. to the height of its approaches on Richards Ave and the Fire Station Rd., to the south and east, rather than accommodating the low point where the two roads now meet.

A trail overpass as proposed during meeting is neither practical, for many reasons, nor desirable since this would likely be considered some future, add-on requiring a separate multi-million dollar project.

Fear of encampments and other “nefarious” activity is no reason to rule out a trail underpass. CBC barrels and bridge elsewhere along this arroyo already host these activities without a trail, and in fact a public trail would simply push activity elsewhere as we continue to grapple with the social causes of the phenomenon. Concerns about safety and security of trail users can be addressed with lighting and by providing a safe and functional at-grade crossing of Richards Ave. (both as an alternative crossing and to provide essential links to Richards Ave.).

Roundabout: The roundabout is presented as “traffic-calming” but is in fact a very expensive traffic management device that does not tie into any existing road. It is a huge windfall to the landowner and

any future developer. These elements are more typically left for land developers to fund and build, so why are we paying for it now? A roundabout south of the arroyo, on the other hand, would provide traffic management function at an existing intersection and would eliminate the need for a median on the road (as proposed) since there would be no need for any left-turn lane. It would provide the same traffic calming effect being offered by the team as well as a suitable location for an at-grade trail crossing of Richards Ave.

Median: A 14-ft.-wide median should not be necessary for the road crossing the Arroyo de los Chamisos. If the justification is to allow for speed differentials between traffic turning left onto Fire Station Rd. and those continuing southbound on Richards Ave., it would seem to be the opposite of traffic calming but rather more of a highway design. If the justification is to leave space for cueing while waiting to turn left, then this need should be studied and the length of the left-turn lane minimized to accommodate the level of need identified. Eliminating the open 14 ft.-wide median where it is not needed would not only reduce speeds but it will dramatically reduce the cost of the bridge or culverts, and the rest of the roadway being proposed with this median to the north. This cost-savings might be passed on to some of the other recommendations being developed for non-motorized traffic and for all users.

Side Path: (Trail along Richards Ave.) A “side-path” along east side of Richards Ave. as proposed is justifiable and desirable particularly as a way to directly extend the Arroyo de los Chamisos Trail and connect it to the Marc Brandt Park Trail and other alignments to the north. If the trail is to follow the road, where possible, north of the arroyo, the trail should have more separation from the road rather than be built “Back of curb.” If this is really a trail, the approach to proposed roundabout should be substantially separated from the roundabout, not integrated into a typical roundabout sidewalk (whose function for pedestrians it will be replacing).

The approach of the side-path to Siringo Rd. and Marc Brandt Park would also need to be improved to function as a trail. No additional curb cuts should be allowable on any stretch of this side-path if it is intended to function as such with two-way bicycle traffic. Existing raised crosswalk and intersection in general at Siringo Rd. and Marc Brandt Park needs to all be far more closely examined and carefully developed to function as a safe, combined multi-trail and multi-road intersection.

Emergency Road as Trail, within “Build Road” Alternative: Given that the existing emergency road is parallel to the proposed alignment of Richards Ave. and then converges into that alignment as one heads north, why not eliminate the sidepath on the east side of the bridge or culverts, replace with a simple sidewalk, and keep the emergency road in place as a trail? This would bring substantial savings to the project as currently designed. It already connects to Arroyo de los Chamisos Trail at a safer location, and overall would serve as a far better trail facility, compared to side-path proposal, making the same connection north. (If water is ever flowing, trail users and use sidewalks and bike lanes on Richards Ave instead.)

Arroyo de los Pinos. Humans and animals use this arroyo alignment, which is also proposed to be preserved and possibly improved as a formal trail alignment in the Bicycle Master Plan. Will humans and animals continue to be able to travel along the Arroyo de los Pinos after the construction of Richards Ave.? Can anything be done to accommodate current and future trail needs for crossing and connection to Richards Ave. here?

“Bike Buffers” being shown on widening intersections at Rodeo and Cerrillos. Cost of, need for, and impact of widening these intersections in order to add lanes to accommodate more motor vehicle traffic as part of this project could be examined more deeply. “Bike buffers” are presented as if they are something new and different being added, but they are simply bike lanes and they already exist on each approach.

Bicycle and Pedestrian Advisory Committee (BPAC)

Chair: Councilor Michael Garcia

Members:

Erik Aaboe – County Representative

Yolanda Eisenstein – District 1

Judith Gabriele – District 2

Tony Gerlicz – District 2

Phil Lucero – District 4

Ben Pingilley – District 3

Khalil Spencer – District 4

Staff Liaison:

Romella Glorioso-Moss

NOTE: The Technical Review Subcommittee of BPAC whose members are: Ben Pingilley (Chair); Nathan Lemons (Member); and Tim Rogers (Member) evaluated the Phase B Arroyo Chamisos Report, and wrote the above comments, which at the April 14th BPAC meeting, members passed a motion to submit these comments to Project Consultants.

MEMORANDUM

DATE: November 11, 2022

TO: Leroy Pacheco, City of Santa Fe

FROM: Denise Aten, Bohannon Huston

SUBJECT: **Arroyo de los Chamisos Crossing Study
Rodeo de Santa Fe Coordination Call - November 11, 2022**

A coordination call was held on November 11, 2022, with Jim Butler with the Rodeo de Santa Fe regarding the potential for right-of-way acquisition associated with the proposed improvements supporting the Arroyo de los Chamisos crossing. Participating in the call was Leroy Pacheco (City of Santa Fe), Jim Heimann (WSP), and Bert Thomas and Denise Aten (BHI).

The focus of the call was to discuss the potential of reevaluating a roundabout at the Richards Avenue/ Camino del Prado intersection, as part of the Arroyo de los Chamisos Crossing Study, which would require right-of-way from the northwest corner of the Rodeo de Santa Fe property.

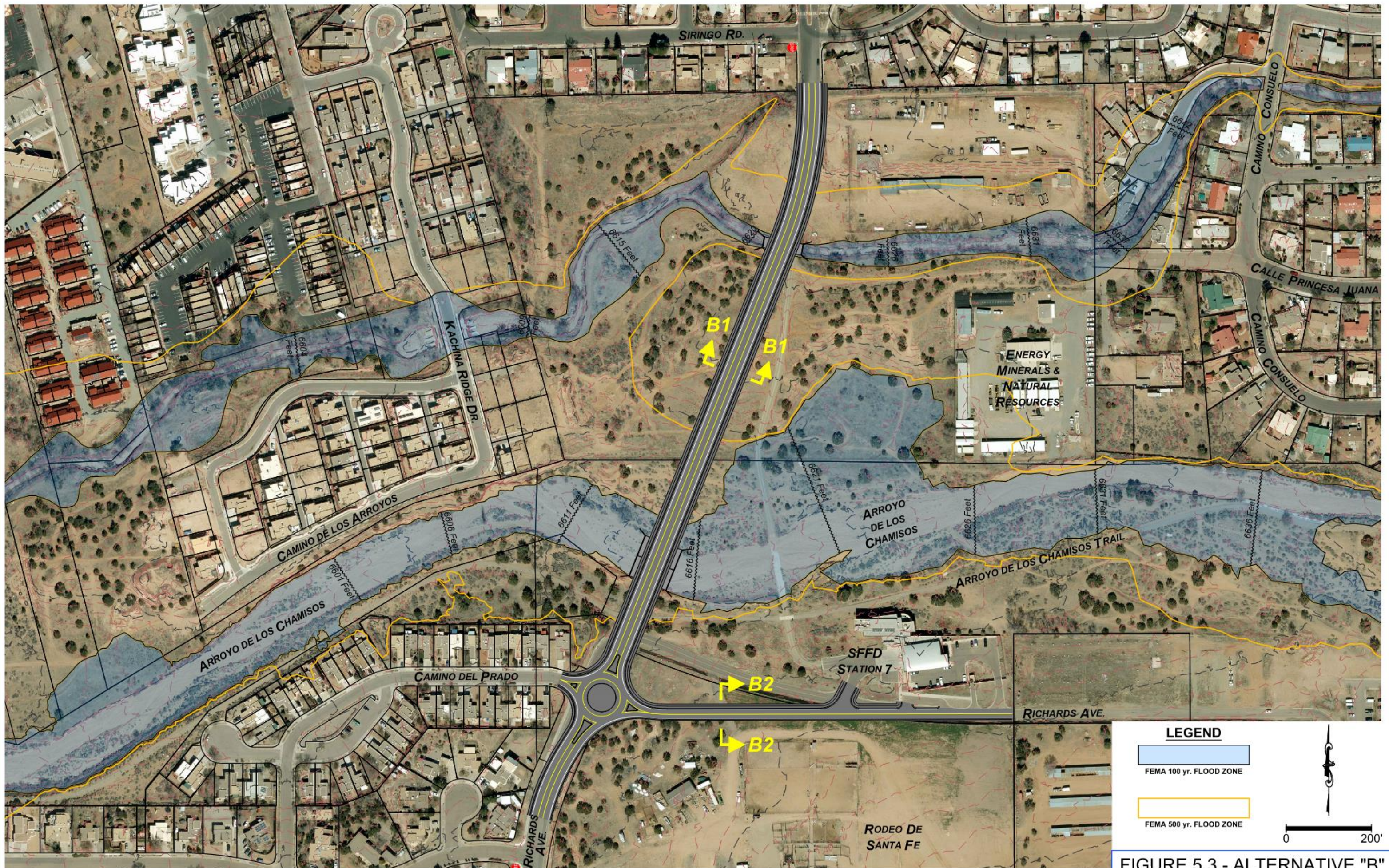
Mr. Butler indicated the following concerns about the inclusion of a roundabout at the intersection:

- The area under consideration for right-of-way acquisition is used for contestant parking. Attendance at rodeo events increases every year and the entire site is utilized. At some events there are up to 300-400 contestants so space for parking associated trucks and trailers is critical.
- The area under consideration for right-of-way acquisition is adjacent to Mr. Butler's residence, which is located on the rodeo site.
- Roundabouts can be challenging for large trucks and trailers accessing the rodeo grounds to maneuver as they enter/exit events.
- Ownership for the fire station access road through the rodeo site will need to be clarified and confirmed prior to any right-of-way acquisition initiatives. Also, the area between the fire station road and Arroyo de los Chamisos may be owned by Rodeo de Santa Fe and will need to be investigated.

Mr. Butler was provided visuals for the proposed roundabout concept. He will share/discuss with the Rodeo de Santa Fe Board for further input and comment. An estimate of the area needed will be provided by the design team.

Coordination with Mr. Butler and Rodeo de Santa Fe will continue as project development continues.

Attachments: Plans provided to Mr. Butler via email on November 11, 2022

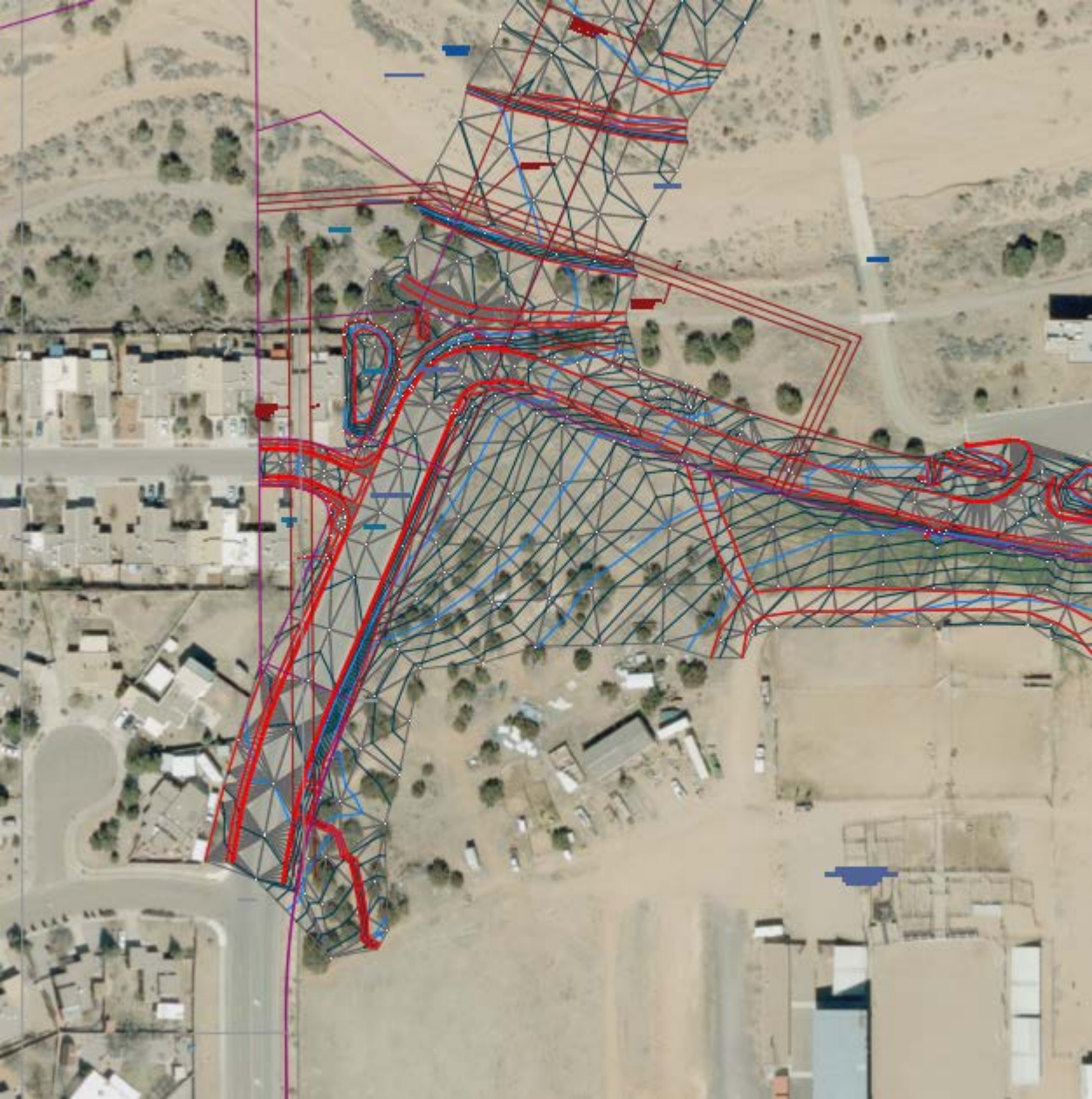


LEGEND

- FEMA 100 yr. FLOOD ZONE
- FEMA 500 yr. FLOOD ZONE

0 200'

FIGURE 5.3 - ALTERNATIVE "B"

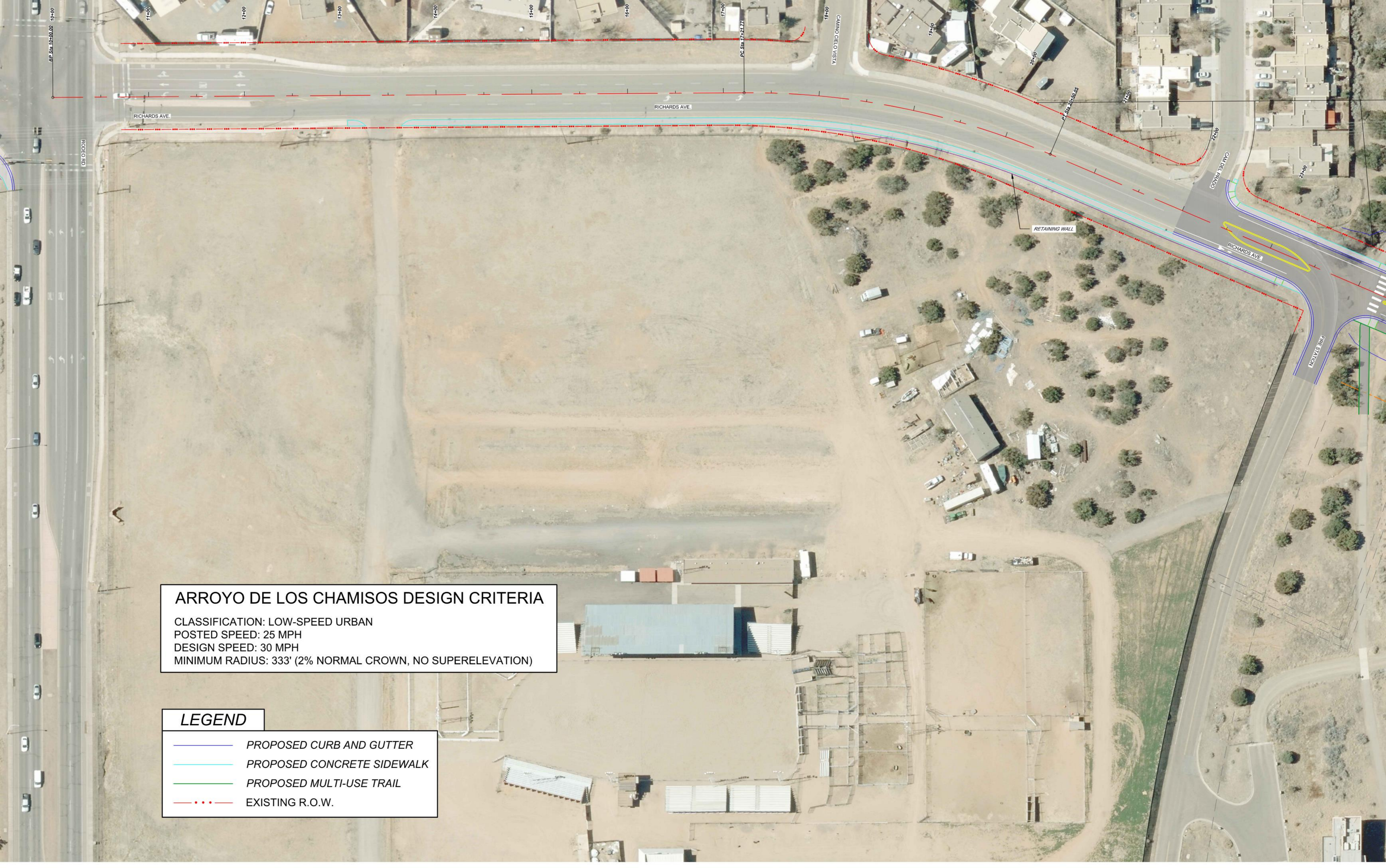


ARROYO DE LOS CHAMISOS DESIGN CRITERIA

CLASSIFICATION: LOW-SPEED URBAN
POSTED SPEED: 25 MPH
DESIGN SPEED: 30 MPH
MINIMUM RADIUS: 333' (2% NORMAL CROWN, NO SUPERELEVATION)

LEGEND

- PROPOSED CURB AND GUTTER
- PROPOSED CONCRETE SIDEWALK
- PROPOSED MULTI-USE TRAIL
- EXISTING R.O.W.





**APPENDIX B
MATERIALS FROM PUBLIC MEETING NO. 3**

Courtyard I
7500 Jefferson St. NE
Albuquerque, NM
87109-4335

www.bhinc.com

voice: 505.823.1000

facsimile: 505.798.7988

toll free: 800.877.5332

MEMORANDUM

DATE: January 13, 2023

TO: Jim Heimann, PE, WSP

FROM: Denise Aten, AICP, Bohannon Huston

SUBJECT: **Arroyo de los Chamisos Crossing Study Public Meeting – Outreach**

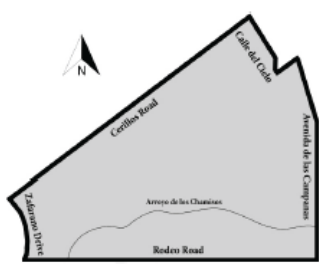
Public Meeting

A virtual public meeting was held on December 5, 2022, at 6pm. The meeting platform was on Zoom with 107 people registered to attend and 78 actual attendees. The public meeting focused on a proposed roundabout intersection at Camino del Paro and Richards Ave, along with status updates and discussion of next steps.

PUBLIC INFORMATION MEETING

<p>VIRTUAL MEETING Register here to receive the Zoom Link to join the virtual meeting. https://project.bhinc.com/ADLCPublicInfoMeeting</p>	<p>Monday December 5, 2022 6:00 to 7:30 PM</p>
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*The City of Santa Fe invites you to a public information meeting for the **Arroyo de los Chamisos Crossing***




Project Study Area

The City of Santa Fe is conducting a **virtual public meeting** on the Arroyo de los Chamisos Crossing Study- Phase 1B (CIP#876b). The purpose and need for the proposed improvements is to enhance access and connectivity across the Arroyo del los Chamisos within the study area. The public meeting will focus on a proposed roundabout intersection at Camino del Prado and Richards Avenue.

Additional information on the project is available here:
<https://santafenm.gov/public-works/engineering-division/roadway-trails-section/arroyo-chamiso-crossing>

There will be an opportunity at the meeting to ask questions and provide comments. Additional questions or comments can be mailed to Denise Aten at 7500 Jefferson St NE, Albuquerque, NM 87109, phoned to (505)980-6065, or emailed to daten@bhinc.com.

To request Americans with Disabilities Act (ADA)-related accommodations or other technical support for the meeting, contact Denise Aten at daten@bhinc.com or (505)980-6065.



Project team members present to facilitate the meeting include Jim Heimann (WSP), Denise Aten (BHI), Bert Thomas (BHI), Leroy Pacheco (City of Santa Fe), and Regina Wheeler (City of Santa Fe).

Public Meeting Advertisement

The meeting was well advertised and in compliance with the Early Neighborhood Notification (ENN) process. The meeting invite flyer was shared through the following mechanisms:

- Meeting advertisement postcards produced and mailed to individuals within the study area, as noted in the ENN requirements.
 - 761 postcards sent on Friday, November 18th, 2022
- The Santa Fe New Mexican has reported an Ad titled, “Public Information Meeting”, published on November 21st and December 4th
- Santa Fe Metropolitan Planning Facebook page and The City of Santa Fe Government website
- Email invites and reminders sent out several times (to over 300 recipients) between November 17th and December 5th, 2022

Public Meeting Summary

The presentation included an overview of the proposed alternatives for the Richards Avenue and Camino del Prado Intersection, along with a project update and discussion of next steps. A copy of the presentation is attached.

There were many opportunities for input with an open request for verbal comments during the meeting, chat box options for written comments, and texting options for those not able to join Zoom with the visual elements. Outside of the meeting, comments were invited via email, phone calls, and written comments sent through the mail. A copy of the comprehensive comment matrix is attached.

In addition to both support and concern with a proposed roundabout at Richards and Camino del Prado Intersection, additional comments made by the public and stakeholders are as follows:

- Increased traffic along Richards
- Cut through traffic into Vista del Prado, Camino Carlos Rey and Kachina Ridge Neighborhoods
- Potential right-of-way acquisition needed
- Speed bumps and traffic calming measures
- Environmental impact to the arroyo by construction and architecture
- Project timeline
- Status of the trail crossing
- Development plans for the Game & Fish Property within the Study Area

The virtual public meeting was recorded and a video of the recording, as well as the presentation materials, were made available on the City of Santa Fe website.

[Arroyo Chamiso Crossing | City of Santa Fe \(santafenm.gov\)](https://www.santafenm.gov)

Attachments-

Public Meeting Comprehensive Comment Matrix

Bicycle and Pedestrian Advisory Committee Comments

Public Meeting Postcard

Public Meeting Newspaper Ads

Public Meeting Presentation

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Almut Spalding	aspaldi@ic.edu	12/1/2022	<p>From everything I have read and seen (documents of earlier public meetings), I very much support the roundabout idea/plan.</p> <p>Two comments generally (without knowing current details of the plans):</p> <p>1) Are decent bike lanes planned in? (Most roundabouts that I know do NOT have bike lanes and simply alert motorists that bikes are merging--not safe! Given the poor US record of traffic deaths involving bikes and pedestrians, this should be of high priority.)</p> <p>2) The actual crossing of the arroyo--with a bridge, I hope? This may not yet come up, and I know a bridge is more expensive initially. But I have read about the option with culverts--in the long run, more expensive due to continued maintenance, and also culverts really cut off passageways for wildlife and water when it really counts!</p> <p>Kind regards, Almut Spalding 7 Pajarito Peak, Santa Fe</p>		for	email
Paul Burguieres	santafepb@gmail.com	12/5/2022	<p>Hi Denise,</p> <p>Thanks for the zoom meeting. The presentation was well done. Can't wait for the project to be completed. This will benefit a lot of residents.</p> <p>Take care.</p>		for	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Suzie Briddsang	esuzabeth@gmail.com	12/5/2022	<p>Hi. Just want to send a comment in full support of the process and the design work to date. I'm a resident of Rancho Viejo and drive in to central Santa Fe almost daily. I've been following this project since March of 2020. Really pleased to see it moving forward and the sensitivity with which the design team is addressing every piece. It's looking like a nice compromise between "Absolutely no more traffic through our neighborhood and CERTAINLY not on my street!" and "We need to plow Richards right through from Rodeo to Cerrillos, four lanes wide!"</p> <p>Well done, all. Best of luck moving (ever so slowly) forward.</p>		for	email
Susanne Lockford	susanne.lockford@gmail.com	11/1/2022	<p>Hi Jaimie and Denise, I've been attending the zoom meeting tonight. So thanks for providing information about the Richards/Camino del Prado .</p> <p>I prefer the 'T' intersection; the roundabout will funnel more traffic through our neighborhood.</p> <p>Concern How am I going to be able to get in and out of my driveway, especially in the morning rush hour? Thanks Susanne</p>	for	against	email

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First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Susanne Lockford	susanne.lockford@gmail.com	12/7/2022 12:10pm	<p>Good afternoon Jamie, I wanted to get back to you about the zoom meeting on Monday night. After some careful consideration, I want to let you know that I think the roundabout being suggested is probably a better option than the 'T' Intersection.</p> <p>In addition, I was wondering when is a good idea for our neighborhood to submit a request for speed humps? How can we ask for speed humps and NOT speed tables, as they don't really slow down traffic? Can speed humps be added to Richards, from Cerrillos to Rodea? Also, how can we ask for a raised crosswalk to get across the street to the mailboxes? Is there any way that a traffic signal could be put in at the intersection of Camino del Prado and Rodeo Road? Right now, there is only a stop sign.</p> <p>With 10,000 cars potentially using Richards Avenue from Cerrillos to Rodeo, Vista del Prado will, for sure, be used as a cut-through, from Richards to Rodeo. I'm very concerned about how homeowners will be able to safely get out of their driveway to the street.</p> <p>I really appreciate your caring for district 4, Susanne</p>	for		

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First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Susanne Lockford	susanne.lockford@gmail.com	12/7/2022 7:34pm	<p>Now I'm thinking the T intersection would benefit our neighborhood rather than the roundabout. The roundabout just feeds cars into our subdivision. Plus I'm wondering about the fire department getting around the roundabout.</p> <p>Does the company doing this construction want input from us? When is the decision going to be made?</p> <p>Thanks for listening, Susanne Vista del Prado</p>	for	against	email

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First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Tim Rogers	tim@sfct.org	12/5/2022	<p>Hi Regina hope you are well! I hope the City doesn't spend a dime to dismantle the emergency road which is / will be a great trail that can converge w Richards Ave to the north just as it leaves the flood zone (Re this comment below that I submitted). Thanks! May need to talk about Safe Routes to School soon... - Tim</p> <p>Tim Rogers (You): Comment: A trail along a road is inferior to a trail that is not along a road. Please keep the emergency road as a trail crossing the arroyo, with its own existing intersection with Arroyo Chamiso Trail. let it converge with Richards ave as a side path along Richards Ave at that point to the north. Don't bother putting a 10 ft wide trail on the arroyo crossing. We don't need a trail intersection and road intersection all at the same place, at Fire Station Rd. Thank you</p>			email

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First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Tim Rogers	tim@sfct.org	12/5/2022	<p>I'm advocating to simply keep the emergency road as is. Its existing surface is very accessible, probably to 95+% of users, and may be far a more enjoyable trail surface to many. Actual ADA accessibility across the arroyo will be met through the sidewalks along the Richards Ave crossing. (And there will be bike lanes there for pavement purists, but you can ride a road bike on the emergency road no problem too)</p> <p>At some point just north of the floodplain, the existing emergency road alignment converges with the future Richards Ave alignment. Then trail users can use the road alignment but why force them to do this all the way from Arroyo Chamiso Trail at "Fire Station Rd.", and why spend money for 6 ft more width of the road crossing the arroyo (12 ft for trail vs, 6 ft for sidewalk as stated by engineer), in order to create an inferior trail?</p> <p>Like I say, trails on independent alignments like the emergency road are absolutely superior to trails along roads (can cite AASHTO on that one!)</p> <p>The engineers on this project have to think narrowly here but the City should be able to think more broadly, there is no need to get rid of emergency road across the arroyo, unless perhaps the arroyo grade is all going to be changed. Thanks</p>			email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Mike Gomez	MGomez@SantaFeEngineering.com	12/6/2022	Leroy, Good work last night. I saw part of the ENN. That connection will really help to improve traffic flow in Santa Fe, especially the cut through traffic in the neighborhoods. Mike		for	email
Warren Thompson	warrenthompson@mac.com	12/10/2022	Denise, Good presentation. The round-a-bout looks like a much better solution than the Split T. Warren	against	for	email
Keith Higgins	keithhiggins65@gmail.com	12/10/2022	I surely hope this project goes through soon. As far as roundabouts: they save gas by sitting there idling, they're safer than 4 way stops that drivers these days are not taught how to use, but, and a big but, the roundabout needs to have a large enough circumference to be safer. Check with other cities that have roundabouts and find out what the optimum size should be. Most of Santa Fe's are way too small or are a substitute 4 way stop like on de las Campanas. Really dumb circles done there, they should be removed or redone correctly they are a joke. Good building, hope it works out. Keith		for	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Nate Cagle	cglnate@comcast.net	12/9/2022	<p>I thought this was an excellent meeting. I really believe we need the road to go through from Rodeo to Cerrillos and I appreciate the alternatives that were presented. I'm a believer in roundabouts and believe it would calm traffic, slow or eliminate racing and be the best option. I do appreciate those home owners who oppose the entire project but with the growth of southern Santa Fe we have limited roads to get between Rodeo and Cerrillos, especially with Beckner closed. In the mornings the traffic is totally backed up on Richards and Governor Miles. All of us have had to make adjustments to our travel and with the construction of many more houses, condos, and apartments the traffic in the area is just going to get worse.</p> <p>Thank you for holding the meeting and all the work you are doing to make this project possible.</p>		for	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Steven Forde	steven.forde@gmail.com	12/12/2022	<p>Dear committee,</p> <p>I am grateful that the city is finally moving forward with this.</p> <p>I have no preference regarding the roundabout.</p> <p>I do wish to oppose any speed bumps or "speed tables" or whatever you want to call them. This city is far too addicted to these already. They disrupt traffic flow and cause unnecessary wear on car suspensions. I imagine too that the fire station is lobbying hard against any speed bumps.</p> <p>Steven Forde Santa Fe</p>			email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Marcia Baker	marciabaker@rocketmail.com	12/15/2022	<p>I was unable to attend the zoom meeting live, but have listened to the recording. Uselessly I would like to go on record completely opposing the project. If open space is of value to Santa Fe, why not leave us some. Install a fabulous park. The fact that a roundabout is planned for the middle of the Forest Service property indicates to me that high density housing is already the use objective for this space regardless of dithering about "not being there yet."</p> <p>Kachina Ridge, where I reside, cannot be accessed except via Cerrillos. Already, presumably because of the large number of new apartment type buildings, traffic has become very heavy on Cerrillos. Will the cut through not make this situation even worse. Even more high density housing without providing alternative main routes besides St. Francis and Cerrillos will be unlikely improve traffic flow now matter how many cut throughs you make.</p> <p>I do not understand why there is such resistance to providing speed bumps/humps/whatever. I've seen cars drag race on Cerrillos, and they will do it even on a back water straight-away only five short blocks long (Kachina Ridge Drive). People in Santa Fe automatically drive at least up to 10 mph over the posted speed limits.</p> <p>A pedestrian crossing the goes under a roadway (Arroyo Chamisos at Rodeo Road) seems to be an invitation to litter, to homeless activities, etc., so I would not advocate that for this project. The walking trail along this Arroyo seems to be well used. Although cars are supposed to stop for pedestrians crossing roads from the trail, it's very iffy whether they actually will. It sort of spoils the walk, not to mention the poisonous gas fumes.</p> <p>Can we still dare to be the City Different, or do we just keep cramming.</p> <p>My two cents.</p>	against	against	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Nancy Jones	jonesnj64@gmail.com	12/28/2022	<p>I am one of the neighbors in Kachina Ridge. I viewed the plan and have significant concerns about the traffic numbers. The noise and flood potential from the arroyo backing up water into our neighborhood should lead to reconsideration of the plan.</p> <p>Thank you for your timely response.</p> <p>We have already had a significant flooding events because the city fails to hold builders accountable.</p>			email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Tavo Holloway	tavo9@comcast.net	12/28/2022	<p>Hello Ms. Aten.</p> <p>Thank you for collecting feedback on the proposed roundabout on Arroyo De Los Chamisos Crossing. I strongly advocate the inclusion of a roundabout. I understand the point that Americans are generally uncomfortable with roundabouts. However, every study proves them more beneficial, efficient, safer, and environmentally sensitive than stop lights (reflected in FOD's own Benefits of Roundabouts https://www.fdot.gov/agencyresources/roundabouts/benefits.shtm).</p> <p>Above all, roundabouts slow traffic. New Mexico has the fifth-highest driving fatality record. We have ranked as "the second worst drivers in the U.S." This side of town is subject to ongoing nighttime drag racing. PLEASE PUT IN A ROUNDABOUT AND SPEED BUMPS.</p> <p>We have no choice in the imposition of this new thoroughfare. An increased population requires accommodations, and it is our neighborhoods that are being forced to absorb the unexpected and undesired costs. Many of us in the Katcina Ridge development chose this location not just because the South Side is more affordable, but because it had a slice of peace. Our arroyo, buttressed by New Mexico Game and Fish's greenbelt, provides a sense of peace and quiet. We walk out our door and can stroll our arroyo all the way down to the park - in peace. It's quiet enough to hear the horses' whinny and the cow's moo over at the Rodeo Ground. This project is estimated to have 10,000 cars a day moving through. With it will come noise, pollution, greenbelt destruction, stress, and reduced property value. You let us know that low-income housing will be inserted in the old Game and Fish greenbelt as well. Please do all you can to slow the traffic down and prevent dangerous/noisy drag racing. Use a roundabout and speed bumps.</p> <p>Thank you for soliciting our feedback.</p> <p>Sincerely,</p> <p>Tavo Holloway</p>		for	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Debra Sanderson	debra_sanderson@hotmail.com	12/31/2022	<p>Hi Denise,</p> <p>Thank you for allowing area residents to submit comments. As a Kachina Ridge residence, I'd like to submit my preference for a roundabout option. I am in agreement with fellow neighbors, as we'd like to discourage drag racing and other activity as much as possible, given that traffic will increase. We very much like this wonderful, quite area and particularly the arroyo which allows us to walk without feeling unsafe and away from cars. I am sure the project will be a positive change for Santa Fe, however, we appreciate the opportunity to make it as safe as possible for all those who live in the area. Thank you very much!</p> <p>Debra Sanderson</p>		for	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
Miguel Gabaldon	mickg1984@gmail.com	12/31/2022	<p>Dear Ms. Aten,</p> <p>Unfortunately, I was not able to attend the Public Meeting in person for the subject project. However, I am very interested in the advancement of the subject project, and I am forwarding my comments regarding the presentation slides included in the city's website.</p> <p>As residents in the neighborhood located on Las Casitas, which intersects with Camino Carlos Rey, my neighbors and I strongly support this project as a whole to help alleviate the ever increasing traffic volumes on Camino Carlos Rey.</p> <p>As the subject matter for this public meeting was the intersection of Richards Avenue and Camino Del Prado, I will focus my comments on that matter.</p> <p>Based on the comparison of advantages and disadvantages of the roundabout intersection design, I support this alternative for moving forward with the project. The traffic safety and operation advantages of the roundabout design far outweigh the other disadvantages, which are mostly related to property acquisition. As such, it would best serve the public's safety, health and welfare to proceed with the roundabout design.</p> <p>Sincerely, Miguel Gabaldon Resident of Las Casitas Neighborhood</p>		for	email

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Paul Burguieres 06:15 PM When will we get to the construction phase? Leroy – difficult to anticipate when construction would begin as we are just entering phase c. Closing out phase d at the end of 2023 with good wind behind us.			meeting
		12/5/2022	Diana Hardy 06:15 PM For the round-about intersection, will drivers be YIELDING when they enter the round-about? Drivers on Richards will not have priority on entering the intersection? Jim - everyone must yield to the left			meeting
		12/5/2022	Richard Wood 06:17 PM Fire Department opinion should given the most weight. To me, Split Tee seems best. Denise – communication will be happening with Fire Dept	for		meeting
		12/5/2022	Diana Hardy 06:17 PM Will there be a separate intersection/route for pedestrian and bicycle traffic? They will NOT use the round-about OR the T-section? Jim – considering at grade crossing and underpass in either alternative			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Floyd Cable 06:20 PM In comparing a T-intersection and traffic circle. traffic calming should be discussed more - calming also served to greatly reduce traffic noise, and, not incidentally, pollution.			meeting
		12/5/2022	CHARLES MARSH 06:21 PM How can I object to the total crossing plan? I DO NOT want the crossing to move forward. Do I need to get legal help?	against	against	meeting
		12/5/2022	Diana Hardy 06:21 PM Referring to the separate route for pedestrians/bicycle users, will there be an underpass or overpass to cross Richards Road? Jim – considering at grade crossing and underpass in either alternative			meeting
		12/5/2022	Suzie Briddsang 06:22 PM When traffic is high on Richards, it's highly likely that people will give up trying to turn left from Fire Station Road onto Richards. They will make a right onto Richards and hope to be able to make a U turn before getting too far north. Can you anticipate how far north they would need to drive before being able to turn around and go south on Richards? Jim – go to roundabout just north of neighborhood where they could turn around and make a safe uturn			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	<p>Tim Rogers 06:22 PM</p> <p>What other elements of the project design have changed? Is a roundabout still also proposed on north side of the protect? Can the emergency road be salvaged as a vitally needed Trail connection? (Please show cover photo). This would make the trail proposed along the road crossing the arroyo unnecessary. Can this design integrate consideration of "emergency road" trail and future Arroyo de Los Pinos Trail?</p> <p>Leroy- everything that is in the signed phase b report stands including the split t intersection; coming back specifically to bring roundabout into phase b so the decision can be made considering both. Nothing else has changed. Yes, proposed on north side. No, the alignment of the roadway goes right through there; it would be interrupted by the roadway itself.</p> <p>Jim - Trail users will be accommodated on wider facility than a normal sidewalk</p>			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	<p>J.R. Damron 06:26 PM Comment: As this will be a significant road connecting Cerrillos to Rodeo with a straight section, I too am concerned about speeding as Regina alluded. Roundabouts will help with speeding more so than with the T configurationment.</p>			meeting
		12/5/2022	<p>Rick Martinez – question regarding roundabout and traffic. Creating another intersection on both sides? Concerned with the affordable housing for future Jim – it is designed for future access on both sides. Leroy – roundabout is south of the siringo Terry Lease – To include potential uses, too early to decide what is happening with property. In the due diligence phase and currently in the transaction process so unsure if will actually happen or what will happen at this point.</p>			meeting
		12/5/2022	<p>Diana Hardy 06:30 PM On the 'trail', which is a bike lane next to Richards Road, will there be a fence or concrete barrier to separate the drivers from the pedestrians? Denise – buffered bike lanes will be viewed in the future</p>			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	<p>Rachel Thompson – drag racing happens a lot on rodeo; adding this would be a total nightmare for the neighborhoods. Width of bridges, with or without the road? How much wider?</p> <p>Jim – in the split t scenario the bridge is about 70 feet wide and a good size 12 foot trail on right and 6 foot sidewalk on left. Roundabout would taper the bridge and not be as wide. Get it down to a two lane road with bike lanes, sidewalks, and trails. 72 feet with roundabout without median</p>			meeting
		12/5/2022	<p>Tim Rogers 06:38 PM</p> <p>Comment: A trail along a road is inferior to a trail that is not along a road. Please keep the emergency road as a trail crossing the arroyo, with its own existing intersection with Arroyo Chamiso Trail. let it converge with Richards ave as a side path along Richards Ave at that point to the north.</p> <p>Don't bother putting a 10 ft wide trail on the arroyo crossing. We don't need a trail intersection and road intersection all at the same place, at Fire Station Rd.</p> <p>Thank you</p>			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	<p>AARON MILLER 06:39 PM What has been done to address the homes directly on Richards Ave between Cerrillos Rd and Siringo Rd. Traffic flow is already increased as people avoid Cerrillos Rd to the point of difficulty getting out of our own driveways. I see this project as just increasing traffic as well as vehicle speed. As some of us know our police force is down on personnel.</p> <p>Leroy – all the traffic calming that exists from Richards to cerrillos and siringo will be maintained and improved. Looking for additional safety enhancements. We are looking to maintain the traffic calming on roadway. Working one by one with each property owner down the road to go over possible impacts</p>			meeting
		12/5/2022	<p>Diana Hardy 06:40 PM I think lots of recreation users would prefer an underpass crossing at Richards rather than an 'at-grade' crossing. Can this aspect be changed?</p> <p>Diana Hardy 06:40 PM The 'at-grade' crossing is NOT safe!!</p> <p>Jim – abutments and spin offs of the trail that go down and underneath. Make underpass better on the trail.</p>			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Angela Bordegaray 06:42 PM Can you show a street-level view at Prada toward the north and the same for a roundabout? I recognize this is conceptual; it will assist all of us to have that perspective. Thanks! Jim- we don't have a perspective of that. Birds eye view of split t is the best we have at this time			meeting
		12/5/2022	Floyd Cable – is for two roundabouts north and south on Richard. Traffic circles can help mitigate. Can hear drag racing currently			meeting
		12/5/2022	James Horn 06:46 PM Very excited to see this project becoming more real! Those that live in Casa Solana / West Alameda and have numerous family and business activities in Community College / Rancho Viejo / IAIA / Rodeo area - like us - will have a nice connectivity in Santa Fe! Thank You!			meeting
		12/5/2022	Diana Hardy 06:50 PM For the underpass that I am requesting for recreation users, the bike path could be re-routed to go under the bridge.			meeting

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		12/5/2022	<p>Ryan Flahive 06:51 PM</p> <p>Good evening, I do not need a reply, just to be on record. I am part of the disc golf community and this project disrupts much of Santa Fe's most played course. 1. I agree, from experience at that particular spot on the trail, that at-grade crossing is very dangerous for bkers and runners. 2. Is renovation and expansion of the disc golf course being considered by the City of Santa Fe as part of this road project. Thank you.</p>			meeting
		12/5/2022	<p>Vin Kelley 06:52 PM</p> <p>What is the yellow jagged line in the roundabout schematic? Jim – that's the topographic line of the terrain</p>			meeting
		12/5/2022	<p>Barbara Kalb 06:53 PM</p> <p>Any thoughts with speed humps on Richards?</p>			meeting
		12/5/2022	<p>Bernadette Freeman – the two lanes don't like they would handle much traffic; traffic south of Richards near rodeo is quite heavy. Bert – intersection improvements at rodeo and cerrillos; corridor itself will be able to handle traffic we need as a single lane in future.</p>			meeting

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First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	<p>James Horn 06:58 PM 35 MPH speed limit along West Alameda / Casa Solana / Gonzales Community School is not appropriate in our neighborhood - it should be more like 25 MPH / 30 MPH with the neighborhood activity - I would hope this project will consider calmer speeds that we need too? Jim – the design speed is 35 but we can post it less than that. Going through roundabout will be 15-20 Leroy – 30 mile posted and 35 engineered</p>			meeting
		12/5/2022	<p>Floyd Cable 07:00 PM the intersection design for Rodeo & Richards, with multiple turn lanes, and a single straight-ahead lane, would be like the current intersections of Zafarano & Cerillos and Richards & Cerillos</p>			meeting
		12/5/2022	<p>James Keele 07:01 PM Are you aware there is a main sewer line parallel to the arroyo in the vicinity of the trail underpass? Jim- yes we are and it got blown out by the major storm 3 years ago; city had to replace that line</p>			meeting
		12/5/2022	<p>Luke Griffin 07:01 PM She's right. The northward traffic from South Richards is not the same as the other two.</p>			meeting
		12/5/2022	<p>Lucy River – likes the roundabout. She objects to project as a whole since no one has communicated with the actual residents.</p>		for	meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	<p>Leslie Reynolds – why cant we put speed bumps? Who ultimately gets to decide on design?</p> <p>Leroy – the long version is tables, but not off the table. These are conceptual phases and not final so nothing is off the table. The big picture is there and the details are not. Governing body gets to decide on the design when it comes to spending money; will be informed by all factors including public input.</p> <p>Jim – raised cross walks on the road and would help with traffic calming and speeding. They would be speed table instead of a bump. Anywhere a ped can cross we will be doing a raised cross walk</p>			meeting
		12/5/2022	<p>Luke Griffin 07:03 PM</p> <p>Richards connects to Rancho Viejo and many other subdivisions. These other streets you are mentioning do not.</p>			meeting
		12/5/2022	<p>Barbara Kalb 07:03 PM</p> <p>If I am correct, Carlos Rey has a lot of stop signs; Las Campanas has many tiny roundabouts . . . the roundabout planned for Richards bigger or smaller than those on Las Campanas?</p>			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	<p>Matthew Downing 07:03 PM</p> <p>Going on record as remaining adamantly opposed to this entire plan. My comments following the last public hearing apply: The plan would cause delays to emergency services provided by the fire department located at the firehouse there, which now has private road access across the arroyo, allowing them to respond immediately, quickly, and without need to use their sirens (in both directions, whether crossing the arroyo or going out on Richards). Creating an area of congestion around their firehouse will only delay their services while adding noise from their sirens, which would become necessary for them to use. Further, every plan to develop leads to an increase in traffic on Cerrillos, which is not what Santa Fe needs. Cerrillos is already overloaded, and does not need to be congested further.</p> <p>Each of the plans to build a road is ill-conceived and unnecessary. You would only add to pollution, noise, and traffic in an area that is enjoyed exactly for the absence of pollution, noise, and traffic.</p>			meeting
		12/5/2022	<p>Rachel Thompson 07:07 PM</p> <p>I used Google Earth to measure the width of the 3 existing bridges and found Campanas abt. 50 wide, Carlos Rey abt. 58 feet, and Yucca abt. 65 feet. PLEASE could you report out what those are, in the next communication?</p> <p>Leroy – this will be more like Yucca.</p>			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Rachel Thompson 07:08 PM Will there be bus service from Cerrillos to the Community College? How that affect traffic-slowing measures (humps bumps etc.) Leroy – very likely there will be bus service, but we are not there yet. We will work with transit to find out what they need for service.			meeting
		12/5/2022	khal spencer 07:12 PM If the design speed is 35 mph, it doesn't matter what you post it. People will drive it at 40 mph			meeting
		12/5/2022	Barbara Kalb 07:12 PM if we end up with speed humps, that will lower rated speeds to 25mph			meeting
		12/5/2022	Rachel Thompson 07:14 PM Re the 1000-year flood: It tore up all of the work that had been done along the arroyo. Installation of the sewer line itself destroyed many pinon and cypress trees and shrubs that were never replaced. I hope the health of the arroyo can also be improved. Denise – health of arroyo will be in consideration in either design. Any improvements composed will be under the national environmental act			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	<p>Jennifer Booth 07:15 PM</p> <p>Like a previous person mentioned, I think the fire department's needs should be number one. Consult them soon, please.</p> <p>Thanks, Jen, runner who uses the bike path.</p> <p>Leroy – fire dept will be closely meet with from phase c through build</p>			meeting
		12/5/2022	<p>Tavo Holloway 07:18 PM</p> <p>Is there a study/plan to address erosion impact on the arroyo from the support architecture of the bridge? Erosion toward our homes is already an ongoing issue. Despite some previous efforts - it continues to eat away closer to our roads/homes.</p> <p>Denise – we are not quite at that design level yet.</p> <p>Jim – whenever we build bridges we do drainage modeling to see how a large storm will affect the arroyo. We will do the scour on embankment to learn affects and possible mitigation</p>			meeting
		12/5/2022	<p>Angela Bordegaray 07:18 PM</p> <p>Would like to go record in strong support of FINALLY reaching the sensible solution to connect Rodeo to Cerrillos. It will distribute traffic more event and fairly on the north side of the Arroyo.</p> <p>Thanks to the project team but most critically, to my city councilor Cassutt for the political will.</p>			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Kim Shanahan 07:19 PM Have engineers accounted for ingress and egress from possible multifamily apartments on Game and Fish Land, for as many as 300 to 400 apartments? Denise – the land use has not yet been determined and should be considered in future conversations. Jamie – a lot of conversation forthcoming around use of the land			meeting
		12/5/2022	Kim Shanahan 07:21 PM IF it happened could the plan accommodate that possibility? Regina – initial roundabout with the tree; possibility the entire acreage can be accessed by that roundabout and access roads. Access to land will be evaluated for safety and convenience			meeting
		12/5/2022	Rachel Thompson 07:22 PM WHAT happens next?			meeting
		12/5/2022	CHARLES MARSH 07:22 PM At 10,000 units of traffic per day + current traffic will make entering and exiting siringo impossible.			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	Barbara Kalb 07:23 PM the size of the roundabout planned on the rodeo side of the arroya . . . whose property are you going to buy to build that? Leroy – property is owned by the Rodeo de Santa Fe Denise – we have been communicating with them			meeting
		12/5/2022	Lucy River 06:32 PM What affordable housing project and where EXACTLY is that going to be? I absolutely object to having that behind my home at the intersection of Siringo and Richards Ave. When will the homeowners be made aware of this? How many stories will this be? Why have I not been made aware of this? Lucy River.			meeting

Public Comments Dec 2022

First & Last Name	Email & Phone#	Date	Comment	For/Against Split T	For/Against Roundabout	Received
		12/5/2022	<p>Floyd Cable 06:01 PM Why is this meeting being done via Zoom rather than in person? The State has lifted its restrictions on public gatherings, and this format serves to limit public participation and expression.</p> <p>Floyd Cable 06:09 PM For our Council members: Why is the outdated ban on public meetings being used to justify doing this on Zoom? The city dropped restrictions on public gatherings months ago. I attended the Spanish Market and Indian market events in the past 10 days. Hundreds attended, very few masked. Zoom in current circumstances does not honor the requirements for public meetings.</p> <p>Jamie – increases participation as some cannot attend in person. Also continuing ENNs continuation on Zoom meetings. Smoother process and easier for public</p>			meeting

Bicycle and Pedestrian Advisory Committee (BPAC) Comments:

Phase B Detailed Evaluation of Alternatives, ARROYO DE LOS CHAMISOS CROSSING, Rodeo Road to Cerrillos Road.

Thank you for the analysis and recommendations on this greatly needed transportation connection to serve motorized and non-motorized users.

Trail-Only Alternative: A fourth alternative of “Trail Only” should have been studied and included as previously recommended during public input process. The Metropolitan Bicycle Master Plan has prioritized a trail connection here since 2012 to create direct connections between the Arroyo de los Chamisos Trail, the two sides of Richards Ave. (each with bike lanes and sidewalks), and the Marc Brandt Park Trail, along with Siringo Rd.

In the absence of a road project, a stand-alone non-motorized facility could be achieved at very little cost by simply opening up the City’s emergency fire road crossing the Arroyo de los Chamisos into a facility to be shared with pedestrians and bicyclists. Or the City could work with the state to make a separate trail alignment available. This could serve non-motorized users either instead of or until construction of a road. This has been a missed opportunity since the original creation of the emergency road crossing the Arroyo de los Chamisos Trail over a decade ago. This immense opportunity should not be overlooked as part of this conversation focusing on Richards Ave.

For both alternatives presented:

Grade-Separated Trail Crossing: In addition to at-grade crossing as shown, an underpass for the Arroyo de los Chamisos Trail to travel under Richards Ave. must be incorporated into this design. The Rodeo Rd. underpass just down the same trail is instructive on how this can be done efficiently and cheaply within this proposed road project. That underpass was built by the city as a “retrofit” of an existing concrete box culvert barrel and it continues to provide both excess drainage capacity and a functional, comfortable, and safe grade-separated trail crossing.

Incorporating an underpass into the Richards Ave. design would not be a retrofit. The designers have the opportunity to raise the ceiling of part of the bridge, or of a particular CBC barrel to be used. Additional vertical difference may also be achieved between road and trail surface by raising the level of Richards Ave. to the height of its approaches on Richards Ave and the Fire Station Rd., to the south and east, rather than accommodating the low point where the two roads now meet.

A trail overpass as proposed during meeting is neither practical, for many reasons, nor desirable since this would likely be considered some future, add-on requiring a separate multi-million dollar project.

Fear of encampments and other “nefarious” activity is no reason to rule out a trail underpass. CBC barrels and bridge elsewhere along this arroyo already host these activities without a trail, and in fact a public trail would simply push activity elsewhere as we continue to grapple with the social causes of the phenomenon. Concerns about safety and security of trail users can be addressed with lighting and by providing a safe and functional at-grade crossing of Richards Ave. (both as an alternative crossing and to provide essential links to Richards Ave.).

Roundabout: The roundabout is presented as “traffic-calming” but is in fact a very expensive traffic management device that does not tie into any existing road. It is a huge windfall to the landowner and

any future developer. These elements are more typically left for land developers to fund and build, so why are we paying for it now? A roundabout south of the arroyo, on the other hand, would provide traffic management function at an existing intersection and would eliminate the need for a median on the road (as proposed) since there would be no need for any left-turn lane. It would provide the same traffic calming effect being offered by the team as well as a suitable location for an at-grade trail crossing of Richards Ave.

Median: A 14-ft.-wide median should not be necessary for the road crossing the Arroyo de los Chamisos. If the justification is to allow for speed differentials between traffic turning left onto Fire Station Rd. and those continuing southbound on Richards Ave., it would seem to be the opposite of traffic calming but rather more of a highway design. If the justification is to leave space for cueing while waiting to turn left, then this need should be studied and the length of the left-turn lane minimized to accommodate the level of need identified. Eliminating the open 14 ft.-wide median where it is not needed would not only reduce speeds but it will dramatically reduce the cost of the bridge or culverts, and the rest of the roadway being proposed with this median to the north. This cost-savings might be passed on to some of the other recommendations being developed for non-motorized traffic and for all users.

Side Path: (Trail along Richards Ave.) A “side-path” along east side of Richards Ave. as proposed is justifiable and desirable particularly as a way to directly extend the Arroyo de los Chamisos Trail and connect it to the Marc Brandt Park Trail and other alignments to the north. If the trail is to follow the road, where possible, north of the arroyo, the trail should have more separation from the road rather than be built “Back of curb.” If this is really a trail, the approach to proposed roundabout should be substantially separated from the roundabout, not integrated into a typical roundabout sidewalk (whose function for pedestrians it will be replacing).

The approach of the side-path to Siringo Rd. and Marc Brandt Park would also need to be improved to function as a trail. No additional curb cuts should be allowable on any stretch of this side-path if it is intended to function as such with two-way bicycle traffic. Existing raised crosswalk and intersection in general at Siringo Rd. and Marc Brandt Park needs to all be far more closely examined and carefully developed to function as a safe, combined multi-trail and multi-road intersection.

Emergency Road as Trail, within “Build Road” Alternative: Given that the existing emergency road is parallel to the proposed alignment of Richards Ave. and then converges into that alignment as one heads north, why not eliminate the sidepath on the east side of the bridge or culverts, replace with a simple sidewalk, and keep the emergency road in place as a trail? This would bring substantial savings to the project as currently designed. It already connects to Arroyo de los Chamisos Trail at a safer location, and overall would serve as a far better trail facility, compared to side-path proposal, making the same connection north. (If water is ever flowing, trail users and use sidewalks and bike lanes on Richards Ave instead.)

Arroyo de los Pinos. Humans and animals use this arroyo alignment, which is also proposed to be preserved and possibly improved as a formal trail alignment in the Bicycle Master Plan. Will humans and animals continue to be able to travel along the Arroyo de los Pinos after the construction of Richards Ave.? Can anything be done to accommodate current and future trail needs for crossing and connection to Richards Ave. here?

“Bike Buffers” being shown on widening intersections at Rodeo and Cerrillos. Cost of, need for, and impact of widening these intersections in order to add lanes to accommodate more motor vehicle traffic as part of this project could be examined more deeply. “Bike buffers” are presented as if they are something new and different being added, but they are simply bike lanes and they already exist on each approach.

Bicycle and Pedestrian Advisory Committee (BPAC)

Chair: Councilor Michael Garcia

Members:

Erik Aaboe – County Representative

Yolanda Eisenstein – District 1

Judith Gabriele – District 2

Tony Gerlicz – District 2

Phil Lucero – District 4

Ben Pingilley – District 3

Khalil Spencer – District 4

Staff Liaison:

Romella Glorioso-Moss

NOTE: The Technical Review Subcommittee of BPAC whose members are: Ben Pingilley (Chair); Nathan Lemons (Member); and Tim Rogers (Member) evaluated the Phase B Arroyo Chamisos Report, and wrote the above comments, which at the April 14th BPAC meeting, members passed a motion to submit these comments to Project Consultants.

PUBLIC INFORMATION MEETING

VIRTUAL MEETING

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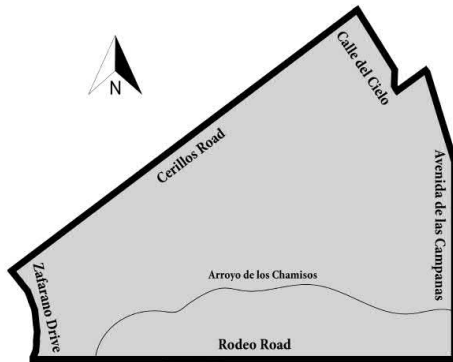
<https://project.bhinc.com/ADLCPublicInfoMeeting>

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December 5, 2022

6:00 to 7:30 PM

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Project Study Area

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COP27

World leaders make deal on damages fund

By Seth Borenstein, Samy Magdy and Frank Jordans
Associated Press

SHARM EL-SHEIKH, Egypt — For the first time, the nations of the world decided to help pay for the damage an overheating world is inflicting on poor countries, but they finished marathon climate talks Sunday without further addressing the root cause of those disasters — the burning of fossil fuels.

The deal, gavelled around dawn in this Egyptian Red Sea resort city, established a fund for what negotiators call loss and damage.

It was a big win for poorer nations which have long called for money — sometimes viewed as reparations — because they are often the victims of climate-worsened floods, droughts, heat waves, famines and storms despite having contributed little to the pollution that heats up the globe.

It has also long been called an issue of equity for nations hit by weather extremes and small island states that face an existential threat from rising seas.

“Three long decades and we have finally delivered climate justice,” said Seve Paeniu, the finance minister of Tuvalu. “We have finally responded to the call of hundreds of millions of people across the world to help them address loss and damage.”

Pakistan’s environment minister, Sherry Rehman, said the establishment of the fund “is not about dispensing charity.”

“It is clearly a down payment on the longer investment in our joint futures,” she said, speaking for a coalition of the world’s poorest nations.

Antigua and Barbuda’s Molwyn Joseph, who chairs the organization of small island states, described the agreement as a “win for our entire world.”

“We have shown those who have felt neglected that we hear you, we see you, and we are giving you the respect and care you deserve,” he said.

The deal followed a game of chicken,



PETER DEJONG/ASSOCIATED PRESS FILE PHOTO

Mitzi Jonelle Tan, center, of the Philippines participates in a demonstration Friday at the COP27 U.N. Climate Summit in Sharm el-Sheikh, Egypt.

with nations that supported the fund also signaling they would walk away if there was any backsliding on language on the need to slash greenhouse gas emissions.

Early Sunday morning, delegates approved the compensation fund but had not dealt with the contentious issues of an overall temperature goal, emissions cutting and the desire to target all fossil fuels for phase down. Through the wee hours of the night, the European Union and other nations fought back what they considered backsliding in the Egyptian presidency’s overarching cover agreement and threatened to scuttle the rest of the process.

The package was revised again, removing most of the elements Europeans had objected to but adding none of the heightened ambition they were hoping for.

“What we have in front of us is not enough of a step forward for people and planet,” a disappointed Frans Timmermans, executive vice president of the

European Union, told his fellow negotiators. “It does not bring enough added efforts from major emitters to increase and accelerate their emissions cuts.”

“We have all fallen short in actions to avoid and minimize loss and damage,” Timmermans said. “We should have done much more.”

Germany’s Foreign Minister Annalena Baerbock likewise voiced frustration.

“It is more than frustrating to see overdue steps on mitigation and the phase-out of fossil energies being stonewalled by a number of large emitters and oil producers,” she said.

The agreement includes a veiled reference to the benefits of natural gas as low emission energy, despite many nations calling for a phase down of natural gas, which does contribute to climate change.

While the new agreement doesn’t ratchet up calls for reducing emissions, it does retain language to keep alive the global goal of limiting warming to 1.5 degrees Celsius, or 2.7 degrees Fahr-

enheit. The Egyptian presidency kept offering proposals that harkened back to 2015 Paris language which also mentioned a looser goal of 2 degrees. The world has already warmed 1.1 degrees Celsius, or 2 degrees Fahrenheit, since pre-industrial times.

Nor did the final deal expand on last year’s call to phase down global use of “unabated coal” even though India and other countries pushed to include oil and natural gas in language from Glasgow. That too was the subject of last minute debate, especially upsetting Europeans.

Last year’s climate talks president chided the summit leadership for knocking down his efforts to do more to cut emissions with a forceful listing of what was not done.

“We joined with many parties to propose a number of measures that would have contributed to this emissions peaking before 2025, as the science tells us is necessary. Not in this text,” the United Kingdom’s Alok Sharma said emphasizing the last part. “Clear follow through on the phase down of coal. Not in this text. A clear commitment to phase out all fossil fuels. Not in this text. And the energy text weakened in the final minutes.”

And in his remarks to negotiators, U.N. climate chief Simon Stiell, who hails from Grenada, called on the world “to move away from fossil fuels, including coal, oil and gas.”

However, that fight was overshadowed by the historic compensation fund.

“Quite a few positives to celebrate amidst the gloom and doom” of not cutting emissions fast enough to limit warming to 1.5 degrees, said climate scientist Maarten van Aalst of the Red Cross Red Crescent Climate Center, which responds to climate disasters.

Next year’s talks will also see further negotiations to work out details of the new loss and damage fund, as well as review the world’s efforts to meet the goals of the Paris accord, which scientists say are slipping out of reach.

Leak at Pa. gas storage well plugged, company says

By Michael Biesecker
Associated Press

The operator of a natural gas storage well in Western Pennsylvania says workers have successfully plugged a leak that had been spewing massive amounts of planet-warming methane into the atmosphere for two weeks.

Equitrans Midstream said the well at its Rager Mountain storage facility, located in a rural area about an hour and a half east of Pittsburgh, was sealed shut with concrete Sunday. The well had been venting about 100 million cubic feet of natural gas per day since Nov. 6, according to initial estimates.

If accurate, that would total more than 1.4 billion cubic feet in methane, equal to the greenhouse gas emissions from burning more than 7,200 tanker trucks of gasoline.

Pennsylvania environmental regulators have issued the company notice of five potential violations of state law.

A written statement provided Sunday by Equitrans says the company had verified a 0 percent gas reading at and around the well. More than 250 feet of cement was pumped into the wellbore above two plugs to ensure venting does not recur, the company said.

The Rager facility is in Jackson Township, at the heart of the Marcellus Shale formation that has seen a boom in gas production since the introduction of hydraulic fracturing more than a decade ago. Residents living as four miles away from the leak told the Associated Press on Friday they could hear the roar of pressurized gas escaping from the well and smell the fumes.

Methane, the primary component of natural gas, is colorless and odorless. But when the gas is processed for transport and sale, producers add a chemical called mercaptan to give it a distinctive “rotten egg” smell that helps make people aware of leaks.

Methane’s Earth-warming power is some 83 times stronger over 20 years than the carbon dioxide that comes from car tailpipes and power plant smokestacks.

Shooter kills 5 at Colorado club, is subdued by patrons

Continued from Page A-1

motive and whether to prosecute it as a hate crime, said El Paso County District Attorney Michael Allen. Charges against the suspect will likely include first-degree murder, he said.

Police identified the alleged gunman as Anderson Lee Aldrich, who was in custody and being treated for injuries.

Aldrich was arrested in 2021 after his mother reported he threatened her with a homemade bomb and other weapons, authorities said. They declined to elaborate on that arrest. No explosives were found, authorities said at the time, and the *Gazette* in Colorado Springs reported that prosecutors did not pursue any charges and that records were sealed.

Of the 25 injured, at least seven were in critical condition, authorities said. Some were hurt trying to flee, and it was unclear if all of the victims were shot, a police spokesperson said.

Suthers said there was “reason to hope” that all of those hospitalized would recover.

The shooting rekindled memories of the 2016 massacre at the Pulse gay nightclub in Orlando, Fla., that killed 49 people. Colorado has experienced several mass killings, including at Columbine High School in 1999, a movie theater in suburban Denver in 2012 and at a Boulder supermarket last year.

It was the sixth mass killing this month and came in a year when the nation was shaken by the deaths of 21 in a school shooting in Uvalde, Texas.

Authorities were called to Club Q at 11:57 p.m. Saturday with a report of a

shooting, and the first officer arrived at midnight.

Joshua Thurman said he was in the club with about two dozen other people and was dancing when the shots began. He initially thought it was part of the music, until he heard another shot and said he saw the flash of a gun muzzle.

Thurman, 34, said he ran with another person to a dressing room where someone already was hiding. They locked the door, turned off the lights and got on the floor but could hear the violence unfolding, including the gunman getting beaten up, he added.

“I could have lost my life — over what? What was the purpose?” he said as tears ran down his cheeks. “We were just enjoying ourselves. We weren’t out harming anyone. We were in our space, our community, our home, enjoying ourselves like everybody else does.”

Detectives also were examining whether anyone had helped Aldrich before the attack, Police Chief Adrian Vasquez said. He said patrons who intervened during the attack were “heroic” and owed a debt of gratitude for preventing more deaths.

Club Q is a gay and lesbian nightclub that features a drag show on Saturdays, according to its website. Club Q’s Facebook page said planned entertainment included a “punk and alternative show” preceding a birthday dance party, with a Sunday all-ages drag brunch.

Suthers noted the club had operated for 21 years and had not reported any threats before Saturday’s attack.

Drag events have become a focus of anti-LGBTQ rhetoric and protests recently as opponents, including politi-



PARKER SEIBOLD/THE GAZETTE VIA ASSOCIATED PRESS

Tyrice Kelley, center right, a performer at Club Q, is comforted Sunday during a service held at All Souls Unitarian Church following an overnight fatal shooting at the gay nightclub in Colorado Springs, Colo.

cians, have proposed banning children from them, falsely claiming they’re used to “groom” children.

Attorney General Merrick Garland was briefed on the shooting and the FBI was assisting police with the investigation.

To substantiate a hate-crime charge against Aldrich, prosecutors would have to prove he was motivated by the victims’ actual or perceived sexual orientation or gender identity. So far, the suspect has not been cooperative in interviews with investigators and has not given them clear insight yet about the motivation for the attack, according to the official who spoke on condition of anonymity.

President Joe Biden said that while the motive for the shootings was not yet clear, “we know that the LGBTQ+ community has been subjected to horrific

hate violence in recent years.”

“Places that are supposed to be safe spaces of acceptance and celebration should never be turned into places of terror and violence,” he said. “We cannot and must not tolerate hate.”

Colorado Gov. Jared Polis, who became the first openly gay man in the United States to be elected governor in 2018, called the shooting “sickening.”

“My heart breaks for the family and friends of those lost, injured and traumatized,” Polis said. “Colorado stands with our LGBTQ community and everyone impacted by this tragedy as we mourn.”

A makeshift memorial sprang up Sunday near the club, with flowers, a stuffed animal and candles and a sign saying “Love over hate” next to a rainbow-colored heart.

Seth Stang was buying flowers for the memorial when he was told that

two of the dead were his friends. The 34-year-old transgender man said it was like having “a bucket of hot water getting dumped on you. ... I’m just tired of running out of places where we can exist safely.”

Ryan Johnson, who lives near the club and was there last month, said it was one of only two nightspots for the LGBTQ community in conservative-leaning Colorado Springs. “It’s kind of the go-to for pride,” the 26-year-old said of the club, which is tucked behind other businesses, including a bowling alley and a sandwich shop.

Colorado Springs, a city of about 480,000 located 70 miles south of Denver, is home to the U.S. Air Force Academy, the U.S. Olympic Training Center, as well as Focus on the Family, a prominent evangelical Christian ministry that lobbies against LGBTQ rights. The group condemned the shooting and said it “exposes the evil and wickedness inside the human heart.”

In November 2015, three people were killed and eight wounded at a Planned Parenthood clinic in the city when authorities say a gunman targeted the clinic because it performed abortions.

“Club Q is devastated by the senseless attack on our community,” the club posted on Facebook. “We thank the quick reactions of heroic customers that subdued the gunman and ended this hate attack.”

The CEO of a national LGBTQ-rights organization, Kevin Jennings of Lambda Legal, pleaded for tighter restrictions on guns.

“America’s toxic mix of bigotry and absurdly easy access to firearms means that such events are all too common and LGBTQ+ people, BIPOC communities, the Jewish community and other vulnerable populations pay the price again and again for our political leadership’s failure to act,” he said in a statement.

Student

Continued from Page A-1

police statement read. “The victim, who also had a firearm, shot Travis. The female and the other two males fled the scene.”

The state police statement said the female was later arrested and booked into the Bernalillo County juvenile detention center and charged with aggravated battery and conspiracy. The other two males, both UNM students, have been identified by state police but have not been arrested.

“Agents are working with the district attorney to determine what, if any, charges they face,” the state police statement read. Multiple sources said Peake suffered a gunshot wound to his leg and has been in an Albuquerque hospital receiving treatment. NMSU said multiple members of the Aggies’ coaching staff remained in Albuquerque through the weekend to be with Peake. His injury was not considered life-threatening.

NMSU athletic director Mario Moccia said he and his basketball program will withhold making public statements until all the details of Saturday’s shooting come out.

NMSU has canceled Aggies basketball coach Greg Heiar’s regularly scheduled Monday news briefing with local media. The NMSU basketball team traveled by bus back to Las Cruces on Saturday afternoon, getting pulled over by state police on Interstate 25 south of Socorro. No details about that traffic stop have been released, but Moccia said the team did make it home without further incident.

The shooting forced the postponement of Saturday night’s highly anticipated game between NMSU and UNM. Originally scheduled for a 5 p.m. tipoff in The Pit, the game was called off after administrators from both schools agreed not to play.

When and if the game will be made up is still in doubt. A spokesman for UNM athletic director Eddie Nuñez said Sunday the school will not make any statements until a decision

is reached on whether the game will be rescheduled or canceled altogether. The Lobos and Aggies are scheduled to meet for a second time Dec. 3 in Las Cruces.

Multiple sources said Saturday’s incident did not involve student-athletes from UNM.

Social media was buzzing with activity following the shooting. A video surfaced on Twitter of a brawl involving at least a dozen fans during the Lobos-Aggies football game in Las Cruces on Oct. 15. The cellphone footage is said to show Peake in the middle of the fracas. Multiple posts suggested that was the genesis for Saturday’s incident, one in which Peake may have been targeted for retribution.

A 6-foot-7 senior from Chicago, Peake started the first two games this season for the Aggies.

There was no word as of Sunday evening on how refunds for tickets purchased would work. UNM officials were anticipating a crowd of 15,000, making it one of the highest attended games in The Pit in several years. Not since 2015 has a Lobos home game drawn at least 15,000.

PUBLIC INFORMATION MEETING

VIRTUAL MEETING

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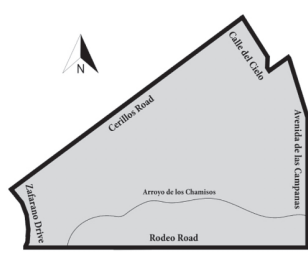
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GEORGIA SENATE RUNOFF ELECTION

Heated race stirs Black voters

By Maya King, Clyde McGrady and Jazmine Ulloa
New York Times

ATLANTA — The line of voters circled around the East Point Library on a recent Thursday evening, giving Dacia Davis, a 45-year-old human resources coordinator braced against the chill, plenty of time to contemplate the historic significance of the ballot waiting for her inside.

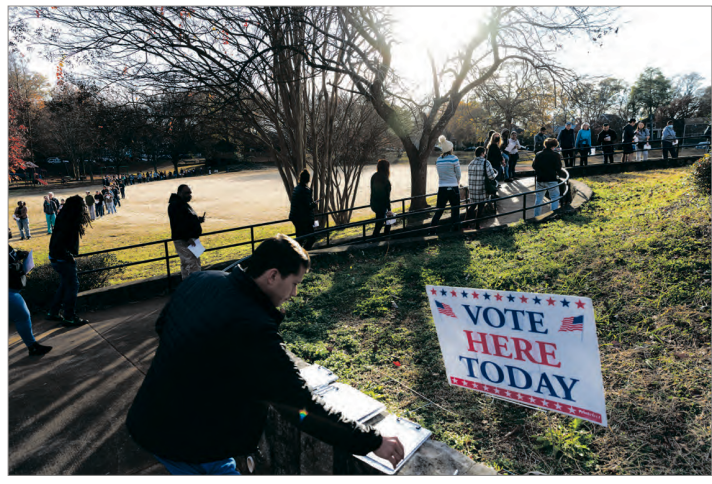
Two African American men — Herschel Walker, a Republican, and Raphael Warnock, the Democratic incumbent — are vying for a Senate seat in the Deep South, in a runoff contest, a process designed decades ago to thwart Black candidates. The winner in Tuesday's election will serve in an institution that has been overwhelmingly white throughout its history.

But a race that may seem like a triumph for Black political power has stirred a complicated mix of emotions for Davis and many other Black Georgians. Walker's troubled candidacy has clouded their pride with suspicions, dismay, offense and even embarrassment.

In conversations with more than two dozen Black voters across Georgia, many said they did not see Walker, who has taken a conciliatory approach to matters of race, as representing the interests of Black people. Far more than a victory for racial representation, they cast the election in terms of now-familiar political stakes: a chance to keep a Republican backed by former President Donald Trump from gaining power and working to reverse policies they care about.

"It is a very historic moment," said Davis, a supporter of Warnock's. "But it is sort of like a bittersweet moment." Sure, two Black men are running for Senate, she added, but many Black voters disagree with how Walker "views the nation and also other African American people."

Polls suggest Davis' views are widely held. A CNN poll released Friday found Walker



Georgia voters wait to cast their ballots Friday outside a polling location in Atlanta. The contest between the incumbent Sen. Raphael Warnock, D-Ga., and Herschel Walker has many Black voters questioning if Walker represents Black people's interests.

winning just 3 percent of Black voters, who make up about one-third of Georgia's electorate. That is less support than Gov. Brian Kemp, a Republican, won when he defeated Stacey Abrams in the governor's race last month, according to AP VoteCast, a survey of Georgia voters.

Those numbers do not spell the end of Walker's bid. Warnock led Walker only narrowly among all voters in the CNN survey. A strong turnout among white Republicans across the state could lift Walker to victory.

Still, Republicans had hoped Walker would make inroads with Black Georgians. Encouraged by signs that Black voters, particularly Black men, have been softening to Republican messages in recent years, the party has made attempts to speak more directly to Black voters and recruit Black candidates. Walker looked to some like the best possible shot of taking back a seat Warnock won in a stunning Democratic surge just two years ago.

It became a matchup layered with meaning: Walker and Warnock both earned acclaim by succeeding in fields central to Southern Black culture. They represent what were, for the lon-

gest time, two of the few paths for Black men to gain social status and financial security in America: religion and athletics.

Warnock is the pastor of Atlanta's Ebenezer Baptist Church, preaching from the same pulpit Martin Luther King Jr. once occupied.

In the 1980s, Walker led the University of Georgia football team to a national championship and won the Heisman Trophy before embarking on a professional football career.

But skepticism of Walker seemed to override the power of football fandom, even in Georgia. Timothy Woodson, a 69-year-old veteran and financial manager in Columbus, a city near the Alabama border, was among those who were quick to praise Walker as a player, recounting Walker's prowess on the field.

But as Woodson, a Democrat, stood on the front steps of his home in his majority-Black, middle-class neighborhood, he said he saw Walker's candidacy as a political ploy engineered by Trump in an attempt to win Black voters.

"I saw through all the politics," he said. "I know why Herschel was picked. And I know who picked him, and I'm not with that."

Iowa caucuses, built on myth, lose leading spot

By Thomas Beaumont
Associated Press

DES MOINES, Iowa — The Hy-Vee Hall ballroom in Des Moines erupted in cheers in 2008 when the youthful Illinois senator hinted at the improbable possibility of the feat ahead: "Our time for change has come!"

That Iowa, an overwhelmingly white state, would propel Barack Obama's rise to become America's first Black president seemed to ratify its first-in-the-nation position in the presidential nominating process.

But in the half-century arc of the state's quirky caucuses, Obama's victory proved to be an outlier. All other Democratic winners turned out to be also-rans.

The caucuses and their outsized importance were largely an exercise in myth-making, that candidates could earn a path to the White House by meeting voters in person where they live, and earnest, civic-minded Midwesterners would brave the winter cold to stand sometimes for hours to discuss issues and literally stand for their candidate.

As the caucuses have played out, the flaws have become glaring. First among them: The state's Democrats botched the count in 2020, leaving an embarrassing muddle. But there were more. Since 2008, the state's political makeup has changed dramatically, from a reliable swing state to solidly Republican. And with the Democratic Party increasingly becoming a party of diversity, Iowa's lack of it left the state without much of a rationale

for leading the way.

"We've been headed this way for a while," said Joe Trippi, who managed Missouri Rep. Dick Gephardt's winning Iowa campaign in 1988, adding "2020 broke the camel's back."

The Democratic National Committee's rulemaking arm voted Friday to remove Iowa as the leadoff state in the presidential nominating order and replace it with South Carolina starting in 2024, a dramatic shakeup championed by President Joe Biden to better reflect the party's deeply diverse electorate.

The caucuses were once a novel effort to expand local participation in national party decision-making, but this vestige of 19th century Midwestern civic engagement has simply been unable to keep pace with the demands of 21st century national politics.

Having a contest where rules allowed for no winner was an early sign the arcane process would one day become a key point in the argument against keeping Iowa first.

But in 1976, the legend was born. An outsider could generate momentum heading into the first-in-the-nation New Hampshire primary election.

Richard Bender, an architect of Iowa's caucuses, never expected his work to become a national spectacle.

"We knew this was a story. And we knew it was first, and that was fun," said Bender. "But we didn't realize when we did it that this was going to be huge. In a sense, it was an accident."

Nonreligious voters slant Democratic

When members of the small Pennsylvania chapter of Secular Democrats of America log on for their monthly meetings, they're not there for a virtual happy hour.

The group, mostly consisting of atheists and agnostics, mobilizes to knock on doors and make phone calls on behalf of Democratic candidates "who are pro-science, pro-democracy, whether or not they are actually self-identified secular people," said David Brown, a founder from the Philadelphia suburb of Ardmore. "We are trying to

keep church and state separate. That encompasses LGBTQIA+, COVID science, bodily autonomy and reproductive rights."

Voters with no religious affiliation supported Democratic candidates and abortion rights by staggering percentages in the 2022 midterm elections.

And they're voting in large numbers. In 2022, some 22 percent of voters claimed no religious affiliation, according to AP VoteCast, an expansive survey of more than 94,000 voters nationwide. They contributed to voting coalitions that gave Democrats victories in battleground states such as Pennsylvania, Wisconsin and Arizona.

Associated Press

Antisemitic celebrities stoke fears over normalizing hate

By Michael Kunzelman
Associated Press

A surge of anti-Jewish vitriol, spread by a world-famous rapper, an NBA star and other prominent people, is stoking fears that public figures are normalizing hate and ramping up the risk of violence in a country already experiencing a sharp increase in antisemitism.

Leaders of the Jewish community in the U.S. and extremism experts have been alarmed to see celebrities with massive followings spew antisemitic tropes in a way that has been taboo for decades. Some said it harkens back to a darker time in America when powerful people routinely spread conspiracy theories about Jews with impunity.

Former President Donald Trump hosted a Holocaust-denying white supremacist at Mar-a-Lago. The rapper Ye expressed love for Adolf Hitler in an interview. Basketball star Kyrie Irving appeared to promote an antisemitic film on social media.

"These are not fringe outliers sending emails from their parents garage or idiots no one has ever heard of. When influential mainstream cultural, political and even sports icons normalize hate speech, everyone needs to be very concerned," said Miami Beach Mayor Dan Gelber, a leader in South Florida's Jewish community.

Northwestern University history professor

Peter Hayes, who specializes in Nazi Germany and the Holocaust, said normalizing antisemitism is a "real possibility" when there is a "public discussion of things that used to be beneath contempt."

"I'm very concerned about it," Hayes said. "It's one of the many ways in which America has to get a grip and stop toying with concepts and ideas that are potentially murderous."

Trump hosted Ye — the rapper formerly known as Kanye West — and Holocaust denier Nick Fuentes for dinner at his Florida home on Nov. 22.

Fuentes was a Boston University student when he attended a white nationalist rally in Charlottesville, Va., that erupted in violence in 2017. He became an internet personality who used his platform to spread white supremacist and antisemitic views. Fuentes leads a far-right extremist movement called "America First," with supporters known as "Groyppers."

On Thursday, Fuentes joined Ye in appearing on the Infowars show hosted by conspiracy theorist Alex Jones. Ye praised Hitler during the interview, ratcheting up the rhetoric that already cost him a lucrative business deal with Adidas.

Jonathan Greenblatt, national director and CEO of the Anti-Defamation League, said it is astonishing and alarming that two of the nation's leading purveyors of antisemitism were "breaking bread with the erstwhile head of the GOP."

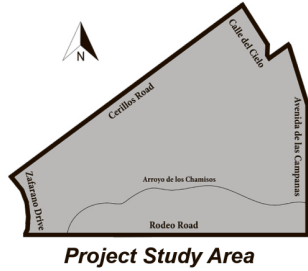
PUBLIC INFORMATION MEETING

VIRTUAL MEETING

Register here to receive the Zoom Link to join the virtual meeting.
<https://project.bhinc.com/ADLCPublicInfoMeeting>

Monday
December 5, 2022
6:00 to 7:30 PM

The City of Santa Fe invites you to a public information meeting for the Arroyo de los Chamisos Crossing



Project Study Area



The City of Santa Fe is conducting a virtual public meeting on the Arroyo de los Chamisos Crossing Study- Phase 1B (CIP#876b). The purpose and need for the proposed improvements is to enhance access and connectivity across the Arroyo de los Chamisos within the study area. The public meeting will focus on a proposed roundabout intersection at Camino del Prado and Richards Avenue.

Additional information on the project is available here:

<https://santafemn.gov/public-works/engineering-division/roadway-trails-section/arroyo-chamiso-crossing>

There will be an opportunity at the meeting to ask questions and provide comments. Additional questions or comments can be mailed to Denise Aten at 7500 Jefferson St NE, Albuquerque, NM 87109, phoned to (505)980-6065, or emailed to daten@bhinc.com.

To request Americans with Disabilities Act (ADA)-related accommodations or other technical support for the meeting, contact Denise Aten at daten@bhinc.com or (505)980-6065.

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You're Invited!

HOLIDAY ARTISAN MARKET

December 12-15 • 9:00 am-4:00 pm

Hospital Lobby and Conference Room (Main Entrance)

CHRISTUS's own staff and volunteers showcase their crafting and culinary talents for wonderful holiday gifts (and a treat for yourself)! Come support our community's hard-working and compassionate healthcare workers!

Live Music • Craft Tables • Fun!

Sorry, no children under 12 allowed.


CHRISTUS ST. VINCENT

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Hand-Thrown Pottery



Fiber Art Items

Gifts, Yummies and More!



ARROYO DE LOS CHAMISOS CROSSING
Public Information Meeting




December 05, 2022

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PROJECT TEAM INTRODUCTIONS

- City of Santa Fe
 - Regina Wheeler, Public Works Director
 - Leroy Pacheco, PE, Project Manager
- WSP
 - Jim Heimann, PE
- Bohannon Huston
 - Albert Thomas, PE
 - Denise Aten, AICP

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PUBLIC INVITATIONS

PUBLIC INFORMATION MEETING

VIRTUAL MEETING
Register here to receive the Zoom Link to join the virtual meeting: <https://zoom.us/j/9350340867> Monday, December 5, 2022 6:00 to 7:30 PM




The City of Santa Fe invites you to a public information meeting for the Arroyo de los Chamisos Crossing Phase II (ICP/PA). The proposed road and the proposed improvements to enhance access and connectivity across the Arroyo de los Chamisos within the study area. The public meeting will focus on a proposed roundabout intersection at Camino del Prado and Richards Avenue.

Additional information on the project is available here:
<https://www.santafe.org/public-works/transportation/development/traffic-safety/intersections/crossing>

There will be an opportunity at the meeting to ask questions and provide comments. Additional questions or comments can be mailed to Denise Aten at 2000 Williams St., Albuquerque, NM 87105, phone to 505.833.4661, or emailed to datten@cityofsf.net.

To request assistance with disabilities, for ADA/504 related accommodations or other technical support for the meeting, contact Denise Aten at datten@cityofsf.net or 505.833.4661.




- Over 800 postcards mailed to adjacent properties (ENN, Stakeholders, previous meeting attendees, and HOA's)
- Emailed to previous meeting attendees, Stakeholders, HOA's, community organizations, and City leaders
- Posted on City of Santa Fe and Santa Fe MPO websites
- Placed in the Santa Fe New Mexican newspaper (2x)
- Posted on social media

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AGENDA

- Purpose of this Meeting
 - Discuss alternatives for the Richards Avenue/Camino del Prado Intersection
- Study and status overview
- Alternatives discussion
- Next Steps
- Public Comments




4

PROJECT STUDY AREA

Bound by:

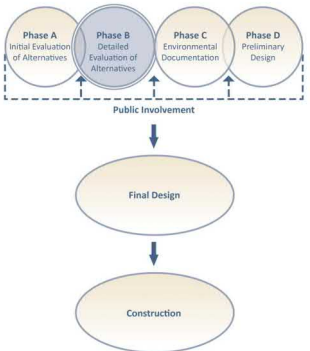
- Rodeo Road
- Cerrillos Road
- Zafarano Road
- Avenida de Las Campanas

Tonight's meeting focuses on the Camino del Prado intersection







5

NMDOT LOCATION STUDY PROCEDURES Tribal and Local Public Agency Project (T/LPA)





- Phase A**
 - Public Meeting #1 - March 2020
- Phase B**
 - Public Meeting #2 - March 2022
 - Public Meeting #3 - December 2022

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STATUS OVERVIEW

- City purchase of New Mexico Game and Fish property (in process)
- City has obtained \$1M in State Funding for design
- Review Alternatives for the Richards Avenue/Camino del Prado intersection

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CAMINO DEL PRADO INTERSECTION ALTERNATIVES




8


INTERSECTION ALTERNATIVES

Split "T" (Phase B Preferred)



Roundabout (Phase A/B Alternative)





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SPLIT "T" CONCEPT



10



WHY WAS SPLIT "T" PREFERRED ALTERNATIVE?

→ ADVANTAGES


- Separates Camino del Prado on the west from Fire Station Road on the east
 - Addresses public concern with neighborhood cut-through traffic
- Provides acceptable and safe traffic performance
 - Left-turn bay to Fire Station Road;
 - Stop-signs on Camino del Prado and on Fire Station Road
- Minimizes impacts to the Rodeo de Santa Fe private property

→ DISADVANTAGES


- Wider Arroyo Chamisos bridge to accommodate left-turn lane
 - Approximately 20% larger
- At-grade trail crossing (~48 feet)
 - More pedestrian/vehicular conflict points
 - No pedestrian refuge

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ROUNDBOULT CONCEPT



12

WHY IS A ROUNDABOUT BEING CONSIDERED?



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→ ADVANTAGES

- Safety benefits for vehicles and pedestrians
 - Fewer conflict points by eliminating all left-turns
 - At-grade trail crossing has pedestrian refuge island; cross ~18 feet at a time
 - Traffic calming effect decreases speeds through intersection
- Provides acceptable traffic performance
- Reduces size of Arroyo Chamisero bridge area by narrowing median
 - Approximately 20% smaller

→ DISADVANTAGES

- Rodeo de Santa Fe property impacts
 - Loss of parking area
 - Proximity to on-site residence
- Higher ROW needs
 - Approximately 1.5 acres
- Higher roadway costs
- Public concerns with cut-through traffic due to alignment of Camino del Prado with Fire Station Road
- Emergency vehicle concerns

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SUMMARY


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→ Either intersection type will provide acceptable levels of performance with key cost differences

- Split "T" requires a wider bridge (Approx. 20%)
- Roundabout results in higher ROW and roadway costs

→ Traffic calming trade-offs

- Split "T" reduces neighborhood cut-through traffic concerns
- Roundabout provides a traffic calming effect on Richards Avenue, due to fewer conflict points and lower speeds



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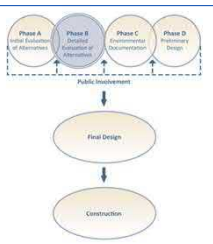
NEXT STEPS



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NEXT STEPS

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→ **Collect Public Comments**

→ **Document input to inform decision-making**

→ **Confirm Preferred Alternative for Preliminary Design**

→ **Establish funding and contracting**

- *Coordination on ROW needs*
- *Complete Phase C Environmental*
- *Develop Phase D Preliminary Design*



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QUESTIONS AND COMMENTS

17



→ During public meeting

- Enter comments and questions in the Q & A
- Raise your hand if you want to speak
- Text comments to 505-980-6065

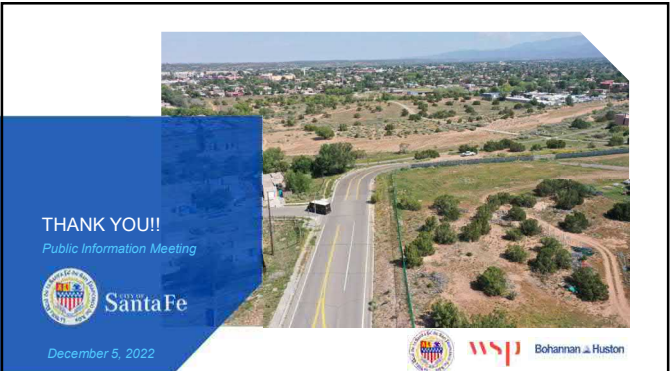
→ After public meeting

- Recording and PPT on City website
 - <https://santafenm.gov/public-works/engineering-division/roadway-trails-section/arroyo-chamiso-crossing>
- Written comments will be accepted
 - Daten@bhinc.com

→ Comments due by December 20, 2022

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THANK YOU!!

Public Information Meeting

City of Santa Fe

December 5, 2022



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Submitted by:



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