



Agua Fria Street Corridor Study

Public Meeting #1

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& COMPANY**

discipline | intensity | collaboration | shared ownership | solutions

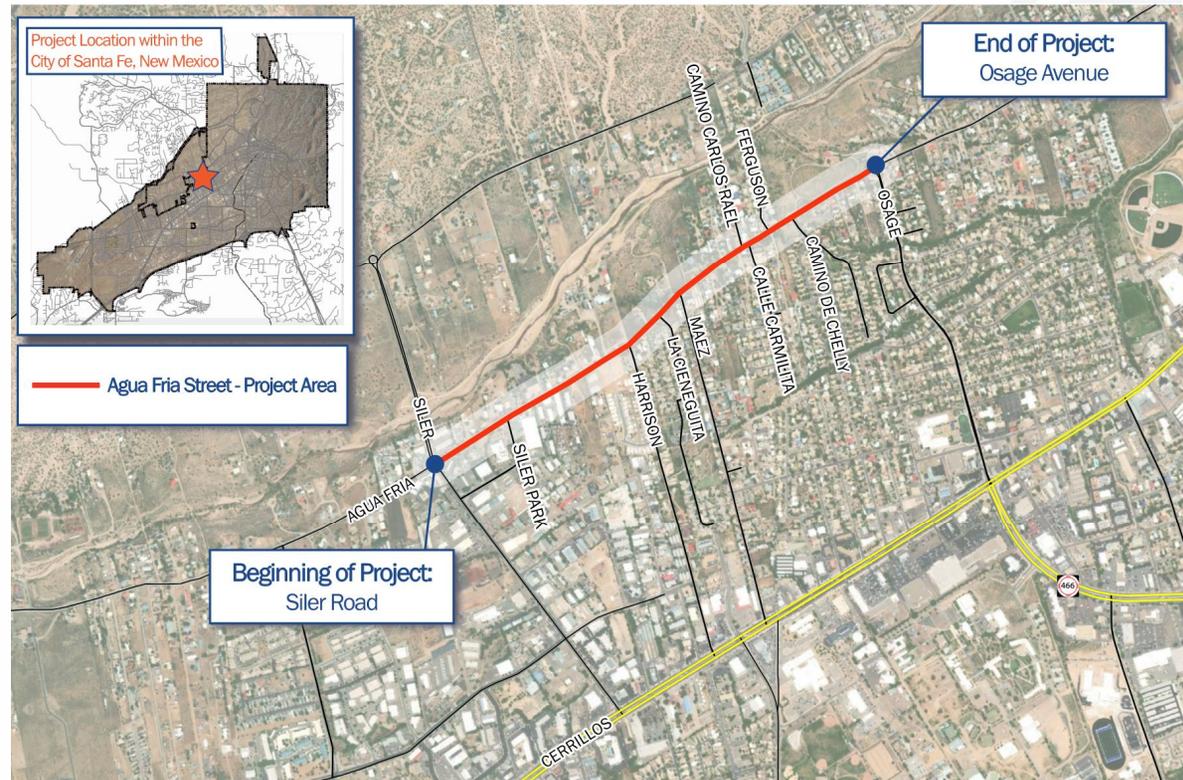
Agenda

- Project purpose and need
- Existing conditions
- Potential roadway elements
- Public comments



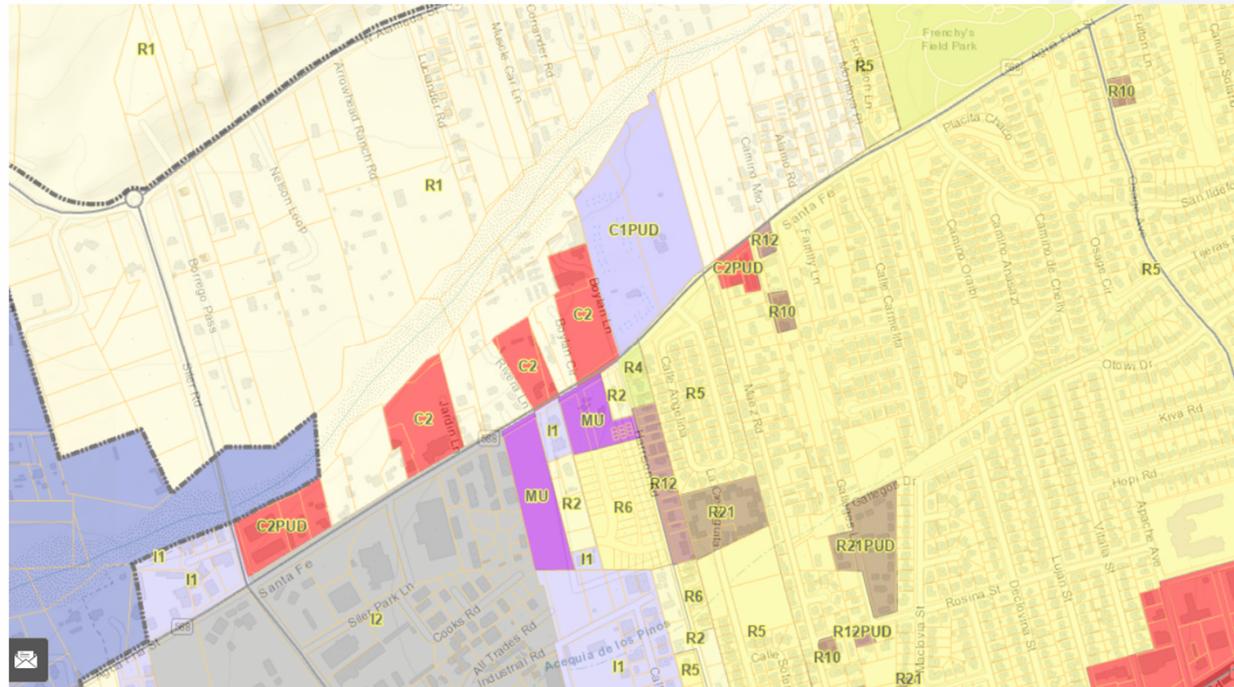
Study Limits

- Study Limits: Agua Fria Street, Siler Road to Osage Avenue
- Length: 1.1 miles
- Posted Speed Limit: 35 mph
- Roadway Classification: Minor Arterial



Study Limits

- Zoning: residential with commercial and industrial
- History: El Camino Real de Tierra Adentro Trail – earliest Euro-American trade route in the U.S.



Project Purpose and Need

- Roadway safety
 - Driveway and business access
 - Speeding concerns
- Bicycle and pedestrian safety
- Intersection improvements
 - Traffic flow

Outcomes will be used to develop future improvement projects



Schedule

- Public Meeting #1 – Tonight’s meeting
- Existing Conditions – Fall 2022
- Proposed Roadway Alternatives – Winter 2023
- Public Meeting #2 – Spring 2023
- Roadway Improvement Recommendations and Final Report – Spring 2023

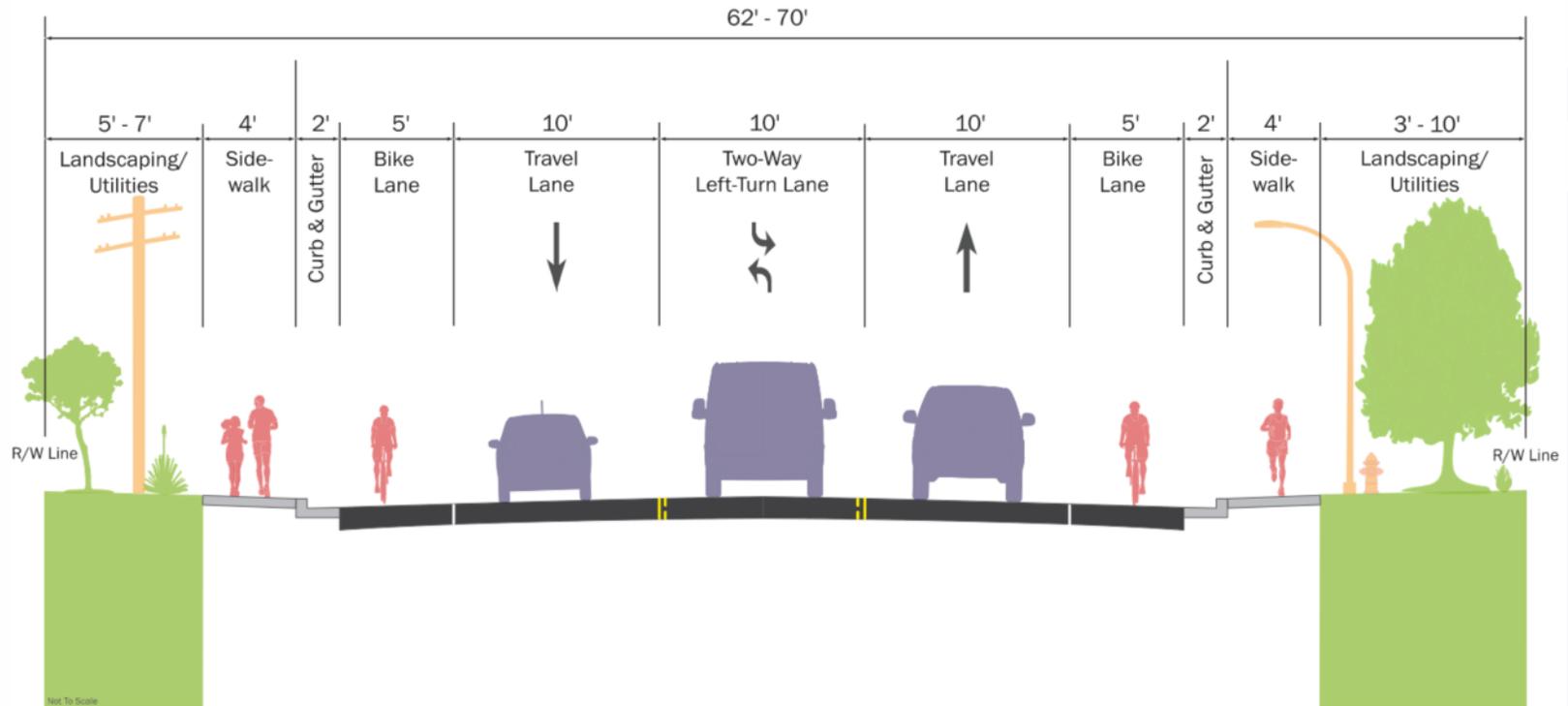


Existing Conditions

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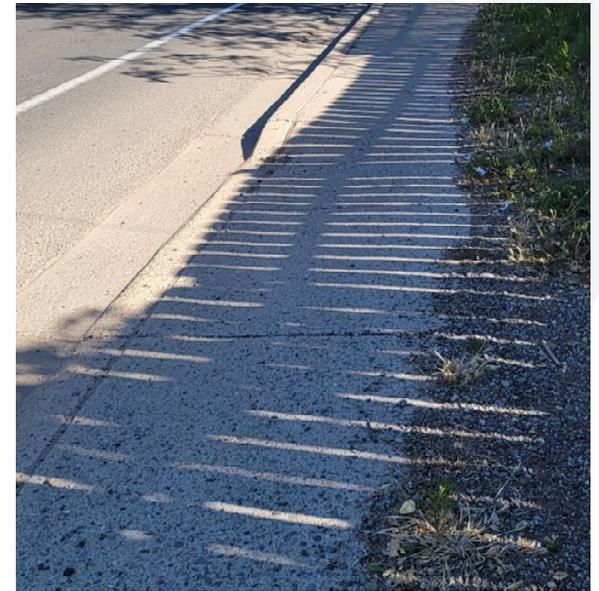
Existing Typical Section



Existing Conditions Photos



Existing Conditions Photos



Pedestrian Crossings

- Existing Frenchy's Park crossing
- Planned Acequia Lofts crossing (under construction)
- Planned El Camino crossing (designed)



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Traffic Counts

- Tube counts at 3 locations
- Collected data for 14-days (volume, speed)
- 85th percentile speed within 5 mph of posted speed limit

Counter No.	Location	Direction	Volume (veh/day)	ADT (veh/day)	Posted Speed (mph)	85 th -Percentile Speed (mph)
1	Agua Fria Street between Siler Road and Siler Park Lane	EB	5,754	11,095	35	37
		WB	5,341			39
2	Agua Fria Street between Boylan Circle and Harrison Road	EB	5,145	10,764	35	40
		WB	5,619			39
3	Agua Fria Street between Camino de Chelly and Osage Avenue	EB	6,076	11,930	35	39
		WB	5,854			39



Intersection Operations

- Turning movement counts at 10 intersections
 - Collected vehicles, pedestrians, bicyclists
 - Collected data on a Thursday, Friday, Saturday
- Determined how intersections operate



Crash Analysis

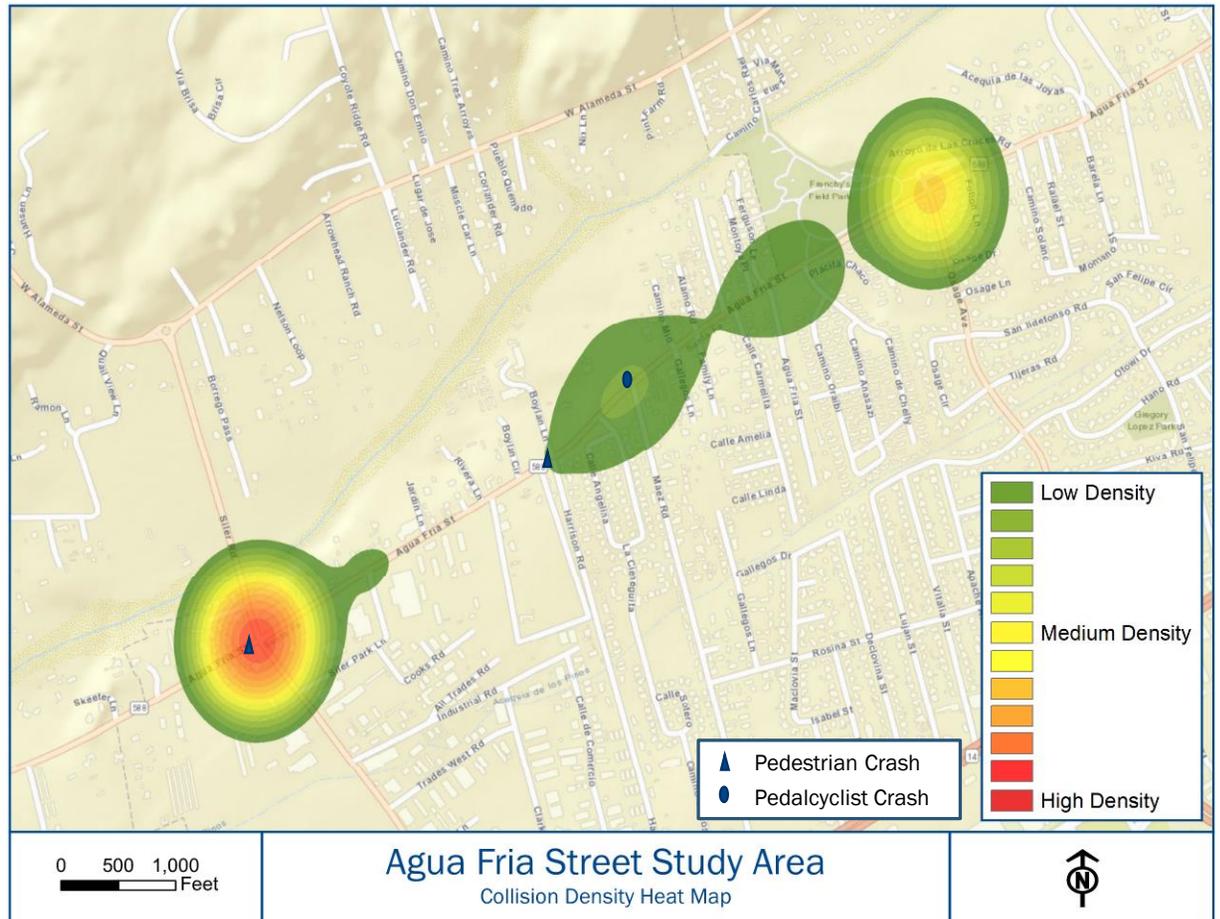
- Crash data 2010-2020
- 308 total crashes
- No fatalities
- Average 29 crashes per year

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2010	0 (0%)	10 (33%)	20 (67%)	30 (100%)
2011	0 (0%)	12 (37%)	20 (63%)	32 (100%)
2012	0 (0%)	5 (28%)	13 (72%)	18 (100%)
2013	0 (0%)	6 (29%)	15 (71%)	21 (100%)
2014	0 (0%)	4 (17%)	19 (83%)	23 (100%)
2015	0 (0%)	17 (53%)	15 (47%)	32 (100%)
2016	0 (0%)	23 (42%)	32 (58%)	55 (100%)
2017	0 (0%)	7 (30%)	16 (70%)	23 (100%)
2018	0 (0%)	6 (21%)	22 (79%)	28 (100%)
2019	0 (0%)	9 (35%)	17 (65%)	26 (100%)
2020	0 (0%)	4 (20%)	16 (80%)	20 (100%)
Total	0 (0%)	103 (33%)	205 (67%)	308 (100%)



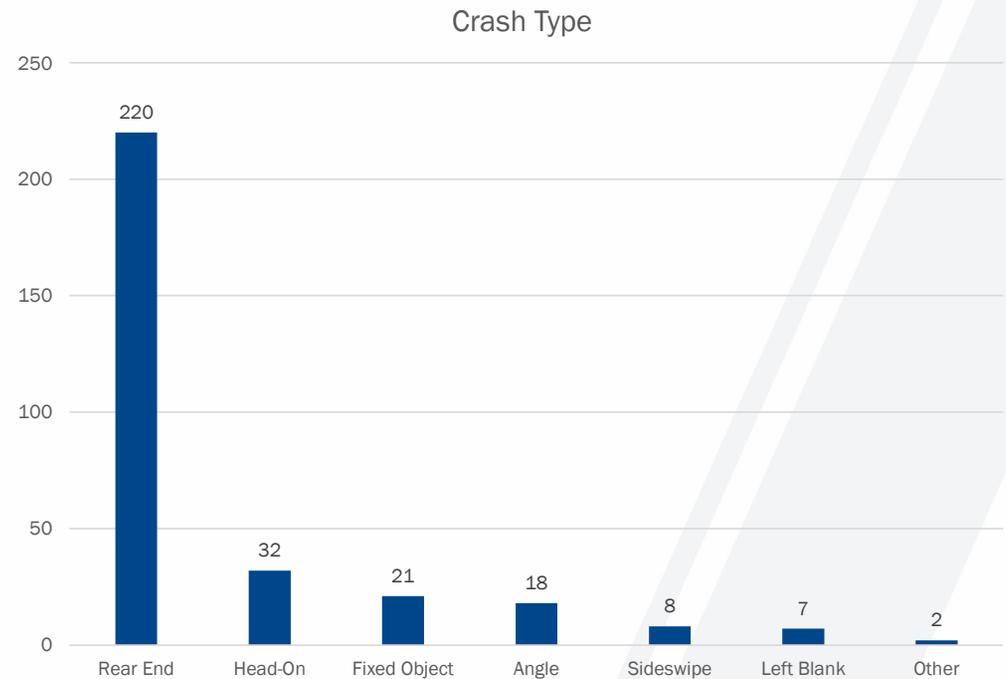
Collision Heat Map

- Within the study area, majority of crashes occurred at the Siler Road intersection



Crash Analysis

- 80% crashes occurred in daylight
- 94% of crashes occurred in clear weather conditions
- 71% of crashes were rear end collisions
- Majority of crashes were due to following too close



Potential Alternatives

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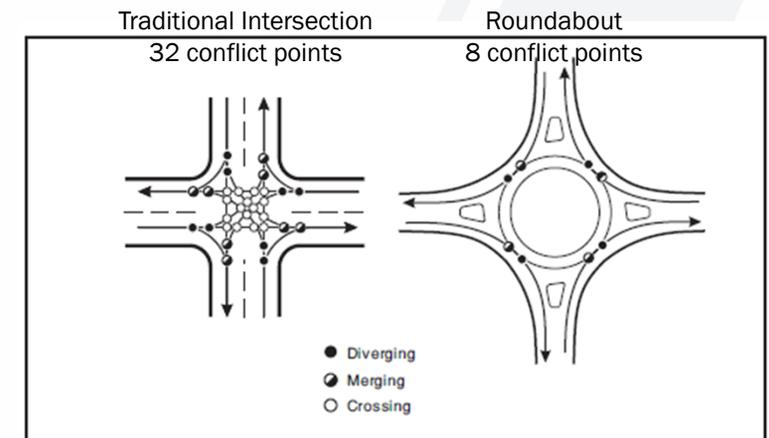
Roundabouts

Benefits

- Lower vehicle speeds
- Reduce conflict points

Cons

- Expensive – infrastructure removal and relocations
- May require additional right-of-way



Multiway Stop

- Follow FHWA warrants
 - Major street – 300 vehicles per hour for 8-hours
 - Side street – 200 units (veh, ped, bike) per hour for the same 8-hours

Benefits

- Inexpensive
- Stops traffic to allow pedestrians to cross

Cons

- Unwarranted stop signs may encourage disregarding signs
- Unwarranted stop signs may add delay



Turn Lanes

Benefits

- 14-26% in crash reduction based on FHWA *Proven Safety Countermeasures*
- Increases roadway capacity

Cons

- Expensive - infrastructure removal and relocations
- May require right-of-way
- May lengthen crossing distance for pedestrians



Signing and Striping

Benefits

- Delineates traffic
- Inexpensive

Cons

- Maintenance



Raised Medians / Pedestrian Refuge Islands

Benefits

- Traffic calming
- Reduces number of conflict points
- Reduces crossing distances for pedestrians

Cons

- Expensive
- May impact access points
- Maintenance (weeds)
- May create drainage issues



Other Analyses

- Sight distance issues
- Pedestrian and bicycle connectivity
- Midblock crossings



Public Input



Questions/Comments

- Provide comments tonight
 - Vocal or via comment form
- Email comments to jawolfenbarger@santafenm.gov or audra.gallegos@wilsonco.com
- Deadline for comments December 20, 2022



Thank you!

