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## EXECUTIVE SUMMARY

The City of Santa Fe contracted with WSP USA, Inc. (WSP) and Bohannon Huston Inc. (BHI) to perform an *Initial Evaluation of Alternatives Phase A Study* and a *Detailed Evaluation of Alternatives Phase B Study* for a new crossing of the Arroyo de Los Chamisos in Santa Fe, New Mexico (See [Figure ES.1](#)). The Phase A Study is complete, and an informational update will be made to the governing body in January 2021, before proceeding with the Phase B Study. The significant global public health events of 2020 have had an impact on the previously proposed project schedule, and tasks will be resumed after the update to city council. It is expected that the Phase B study and recommendations will be completed in the fall of 2021.

The study area for this project is centered on the Richards Avenue corridor and is approximately one mile wide. As shown in [Figure ES.2](#), the study area is bounded between Rodeo Road to the south and Cerrillos Road to the north, and between Zafarano Road and Avenida de Las Campanas to the east and west, respectively.

**The purpose of the proposed arroyo crossing is to enhance the transportation system within Santa Fe. The purpose is to provide for improved access and transportation system connectivity across a natural physical barrier, the Arroyo de Los Chamisos, between Zafarano Drive and Avenida de las Campana. The need is based on improving regional connectivity and reducing congestion and overall impacts on local roads. Multi-modal connectivity and redundancy in the street network for emergency service providers would also benefit this area of Santa Fe.**

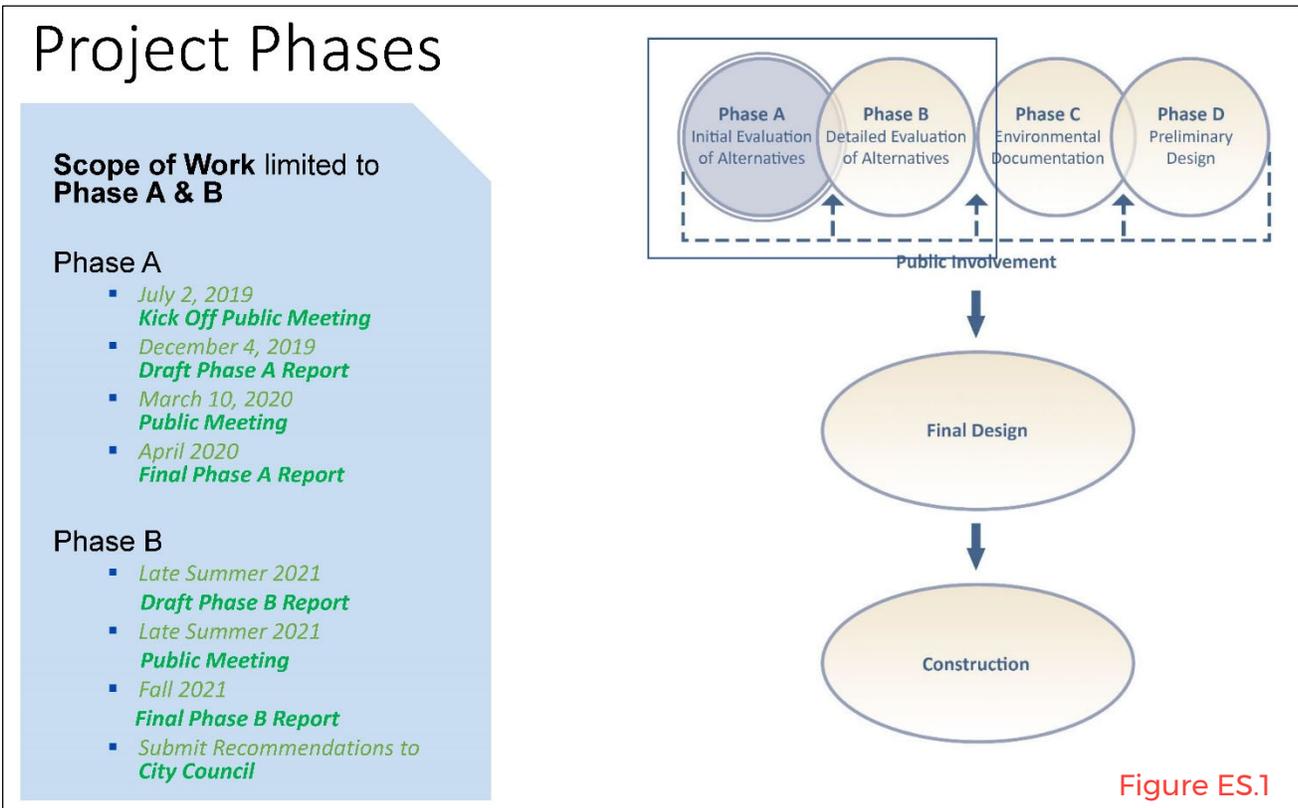
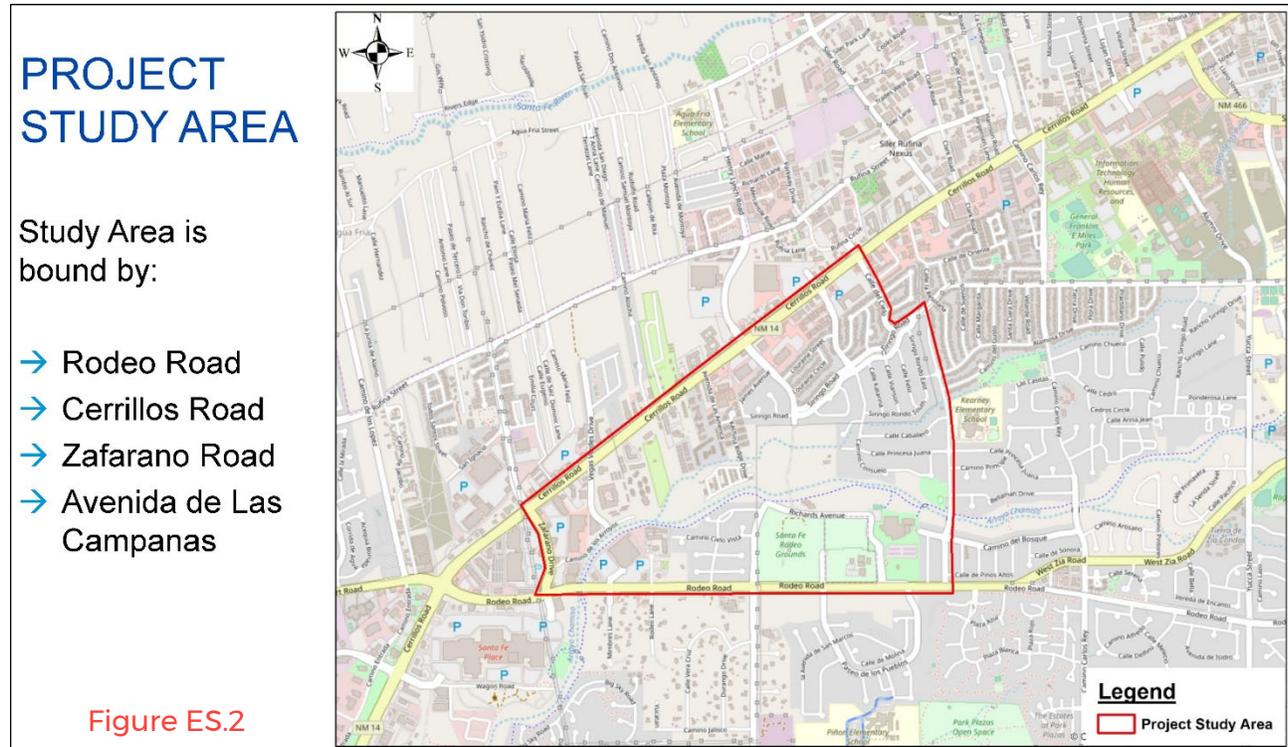


Figure ES.1



A proper crossing of the Arroyo de Los Chamisos has always been a deterrent to north-south travel moving through this area of Santa Fe. As a result, northbound and southbound traffic needing to cross the Arroyo de Los Chamisos must use neighborhood roads including Zafarano Drive, Avenida de Los Companas, Camino Carlos Rey, and Governor Miles Road. The proposed crossing of the arroyo would provide additional connectivity across the Arroyo de los Chamisos for other modes including pedestrians and bicyclists, besides the current emergency-only access at that location. The ability to cross the Arroyo would increase multi-modal access for local residents as well as others traveling through the study area, with a direct benefit to the Santa Fe Community College District, which would also result in dispersing/balancing traffic traveling between Rodeo Road and Cerrillos Road.

**Four alternatives were developed for the initial evaluation of alternatives, including the “No-Build” alternative and three “Build” alternatives for crossing the Arroyo. Refer to Figure ES.3 for an illustration of the study area boundaries and the alternatives considered. The Build alternatives are described as follows:**

**Alternative A:** proposes crossing Arroyo de Los Chamisos with a connection to the existing Camino de los Arroyos/Kachina Ridge Drive intersection, continuing north via Kachina Ridge Drive and Avenida de Las Americas, as well as extending Camino de Los Arroyos west for access to Vegas Verdes Drive and Cerrillos Road.

**Alternative B:** proposes extension of Richards Avenue north across the Arroyo de Los Chamisos connecting to the existing Richards Avenue/Siringo Road intersection for access to the Richards Avenue/Cerrillos Road signalized intersection.

**Alternative C:** proposes crossing of Arroyo de Los Chamisos to connect from Richards Avenue on the south side of the arroyo to the existing Calle Princessa Juana/Camino Consuelo intersection, continuing north to Cerrillos Road via Camino Consuelo.

**The Phase A evaluation of alternatives** considered the following:

- Geometric design
- Traffic volumes
- Potential Traffic redistribution
- Driveway access
- Drainage/Floodplain
- Right-of-Way
- Constructability
- Construction costs
- Public Involvement
- Environmental

A **recommendation** on which alternative should undergo further study was made based on the ability to meet the purpose and need established for the proposed crossing in addition to a comparative evaluation based on the above considerations. The No-Build alternative will remain under consideration for comparison purposes only through Phase C.

**Alternative B** is recommended because it would provide the most direct connection between Rodeo Road and Cerrillos Road. Alternative B would also have the least amount of driveway access impacts, a moderate level of right-of-way impacts, and no geometric design deficiencies. In contrast, Alternative A would be indirect and has geometric design issues, and Alternative C would be indirect and would not provide the desired system redundancy.

A **public meeting** was held on March 10th, 2020 at the Santa Fe Convention Center. There were 153 attendees. At this meeting, **the recommendation to undergo further consideration of Alternative B was shared with the public.** Following a presentation by the project team, questions and comments were taken and addressed. Although there was support both for and against the connection in general, as well as some specific reactions to Alternative B, the majority of the attendees supported both the overall concept of a crossing over Arroyo de Los Chamisos as well as some tangible support for Alternative B to receive further analysis.

A summary of support received includes:

- A new connection will alleviate congestion and traffic on neighborhood roads
- A new connection will improve the entire transportation system
- Alternative B will improve connectivity and travel time for all Santa Fe residents
- Alternative B will increase access to commercial areas along Cerrillos Road
- Alternative B best minimizes the impact to neighborhoods within the study area

Beyond the support summarized above, there were some clear requests from the public for further analysis during the detail evaluation to be performed in the Phase B study. Additional considerations from the public to be considered in the Phase B analysis include:

- More in-depth analysis of traffic data and travel patterns, with the collection of more comprehensive traffic counts within and beyond the study area.
- Consideration of how to integrate bicycle and pedestrian facilities into the roadway design.
- Further coordination with impacted neighborhoods to preserve character.
- Special consideration for the natural resources that may be impacted.

All of these requests will be respected under the Phase B Study, as Alternative B is evaluated in more detail. There will also be an additional public meeting held during Phase B, with virtual options provided for a safe and engaging environment under any COVID-19 restrictions that may exist at that time. The purpose of the Phase B public meeting will be to share the results of the detailed evaluations so the public can continue to comment on the preferred crossing alternative prior to final design and construction.

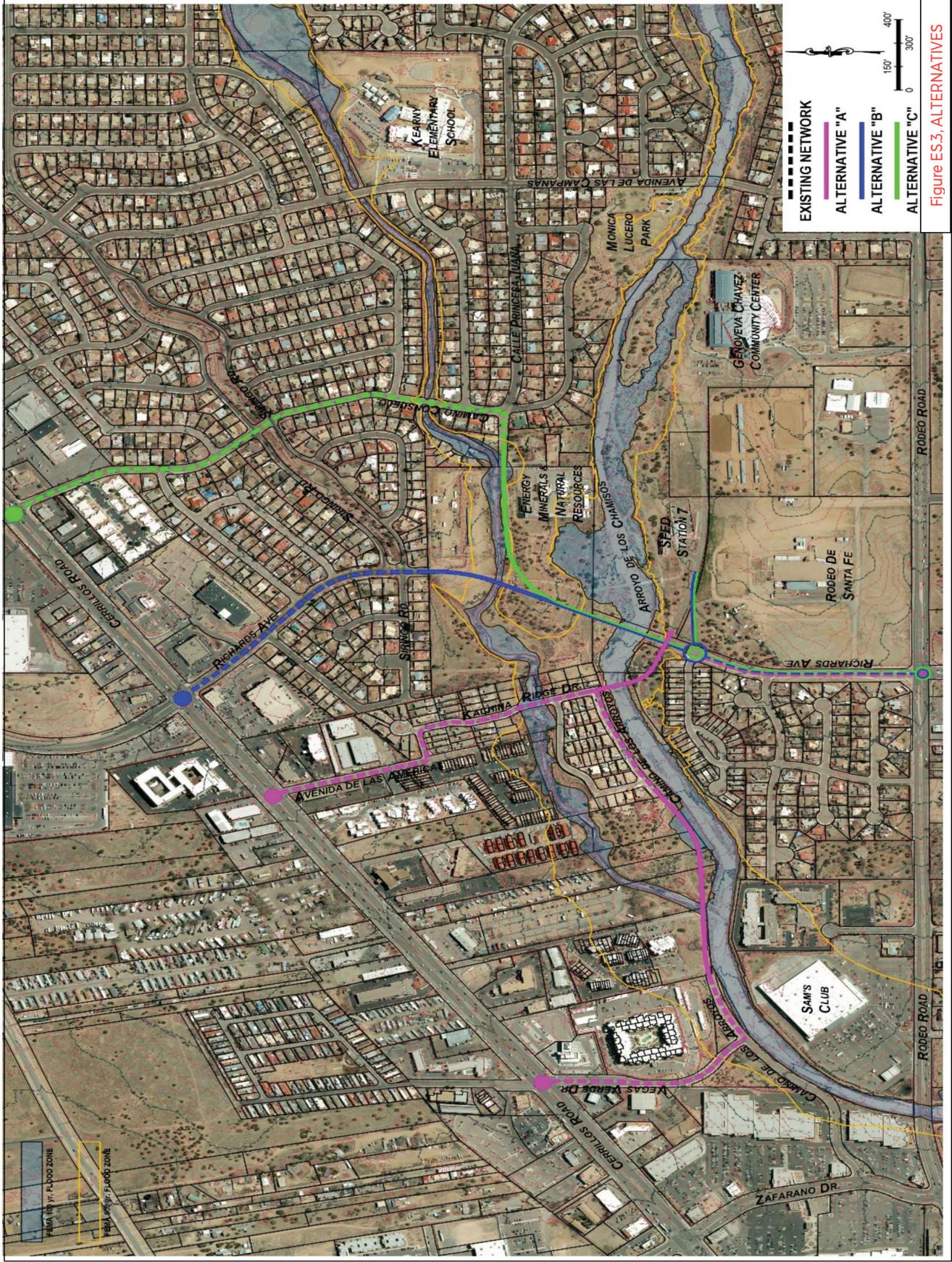


Figure ES.3. ALTERNATIVES