

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.