ENN NAME

Agua Fria Corridor Study

APPLICANT

City of Santa Fe Public Works

PROJECT ADDRESS

Agua Fria/Osage to Agua Fria/Siler intersection

Description:

The City of Santa Fe is conducting a corridor study for Agua Fria Street. The study will address existing traffic safety issues, multimodal deficiencies, and level of congestion. This will be used to evaluate potential alternatives to improve the Agua Fria corridor. The study is being conducted by Wilson & Company.

STAFF

Jeanne Wolfenbarger

MEETING LOCATION

1301 Siler Road in the Building D Training Room

Persons with disabilities in need of special accommodations, or the hearing impaired needing an interpreter, please contact the Land Use Department at 505-955-6820 or gagurule@santafenm.gov 5 days prior to the meeting date.

Agua Fria Street Corridor Study

Public Meeting #1

WILSON &COMPANY

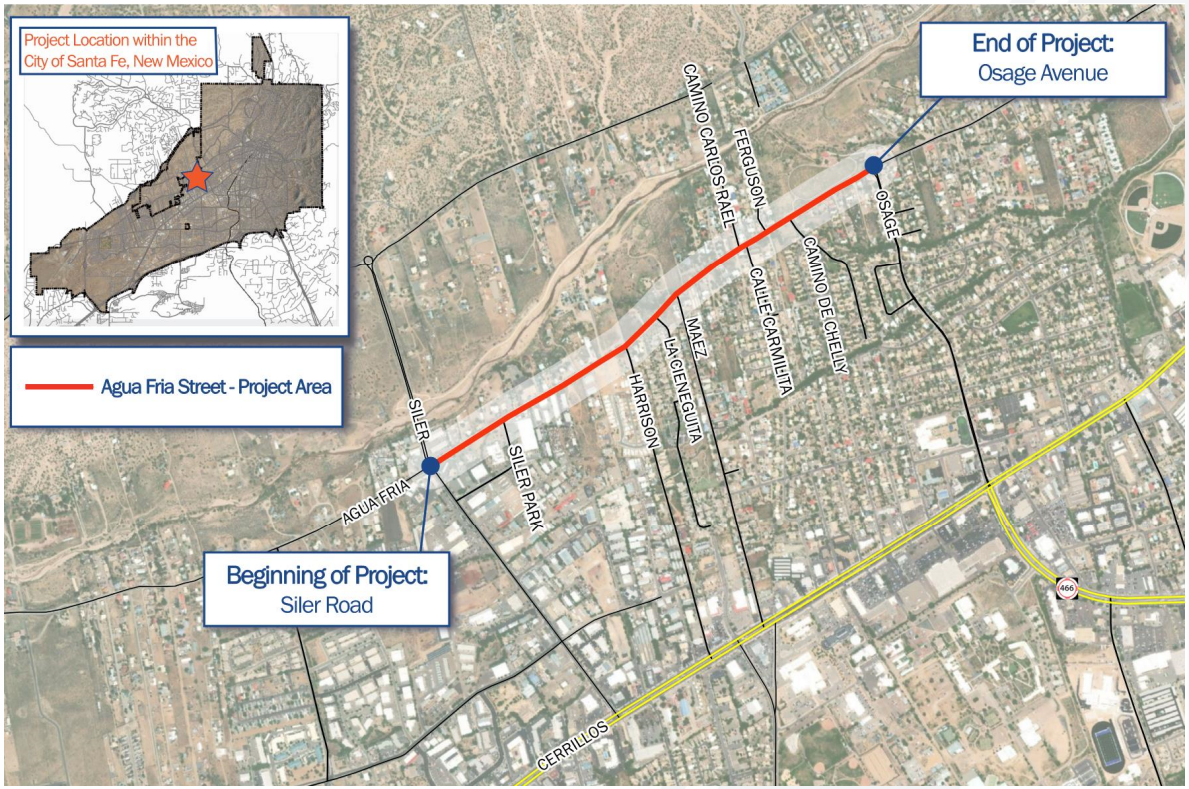
discipline | intensity | collaboration | shared ownership | solutions

Agenda

- Existing conditions
- Potential roadway elements
- Public comments

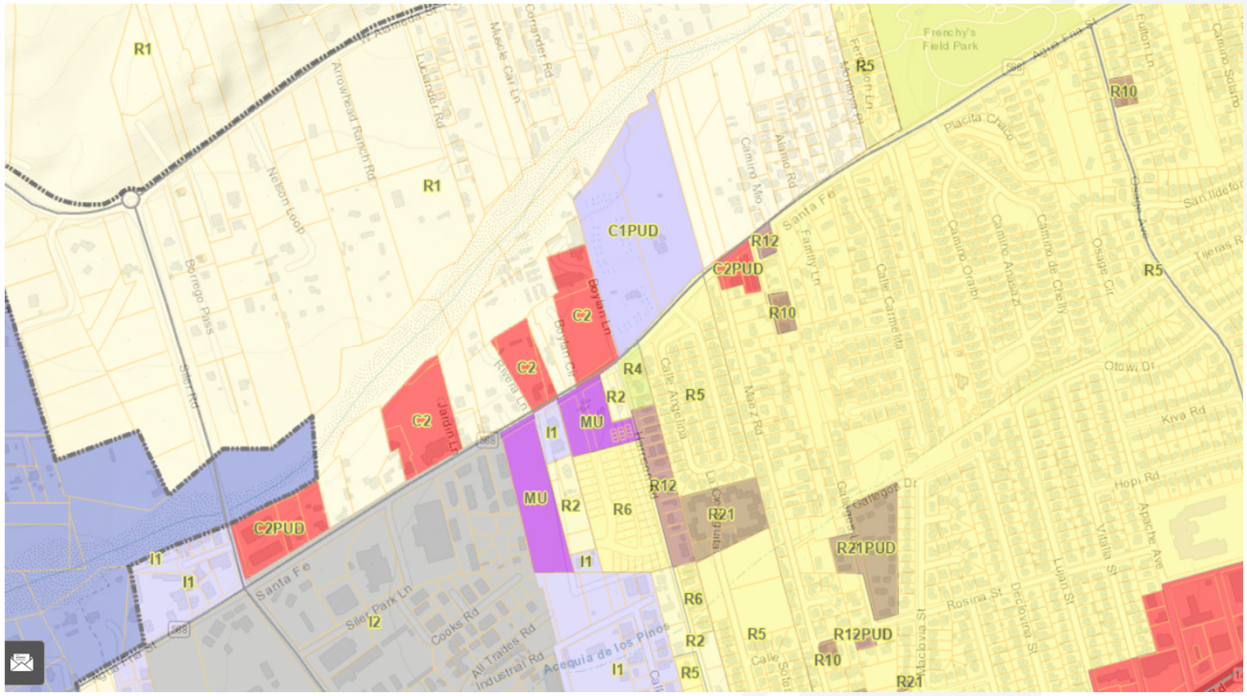
Study Limits

- 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

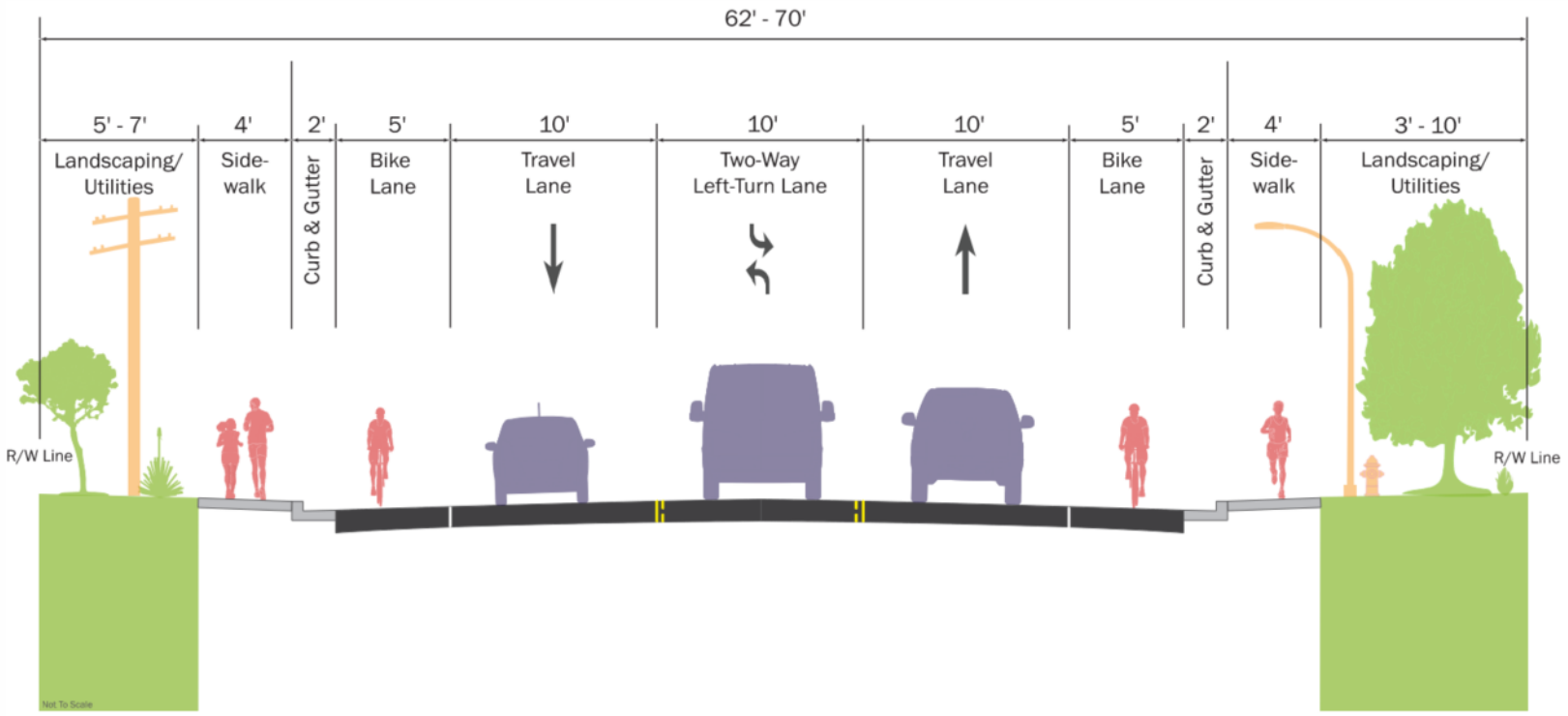
Outcomes will be used to develop future improvement projects

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

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)

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)	85th-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

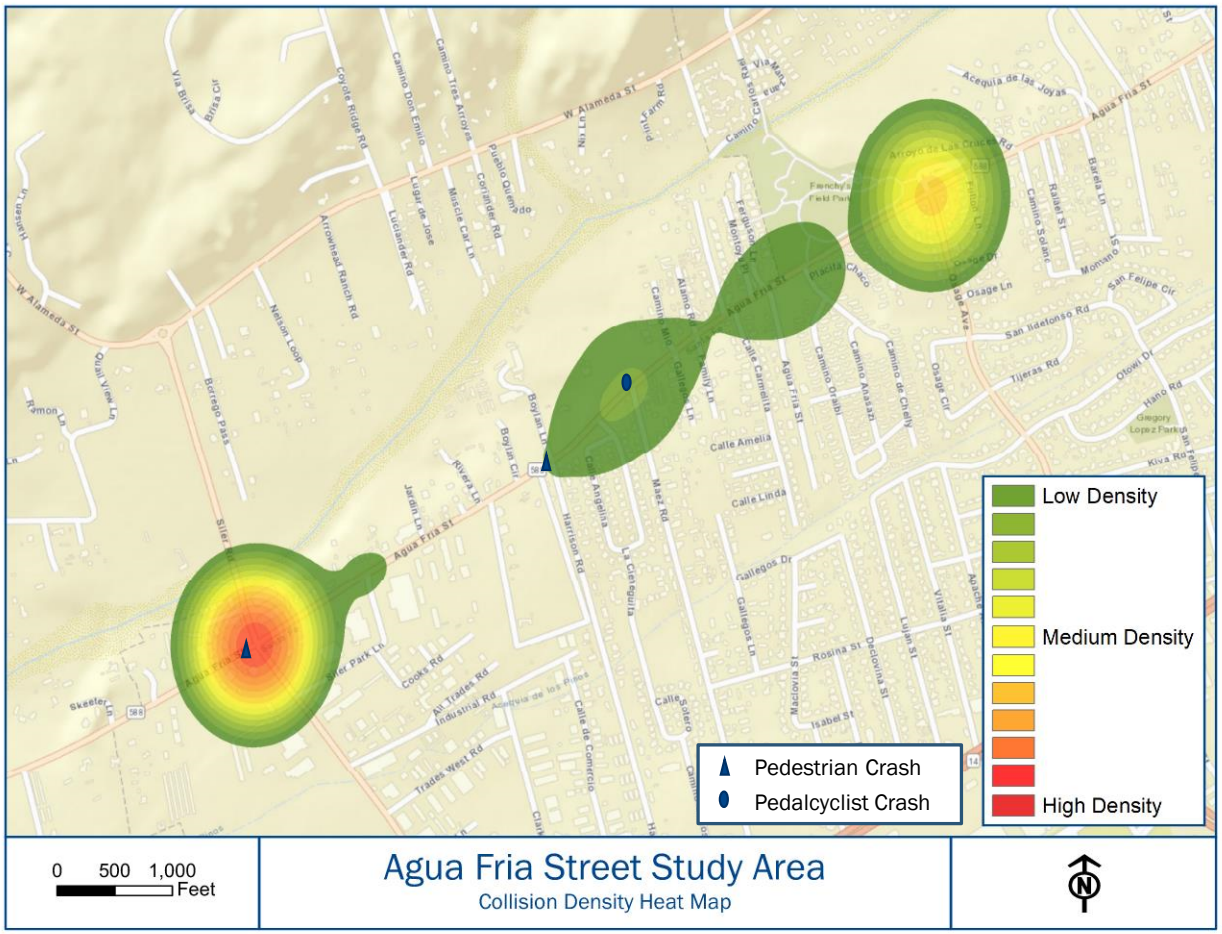
Crash Analysis

- 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%)

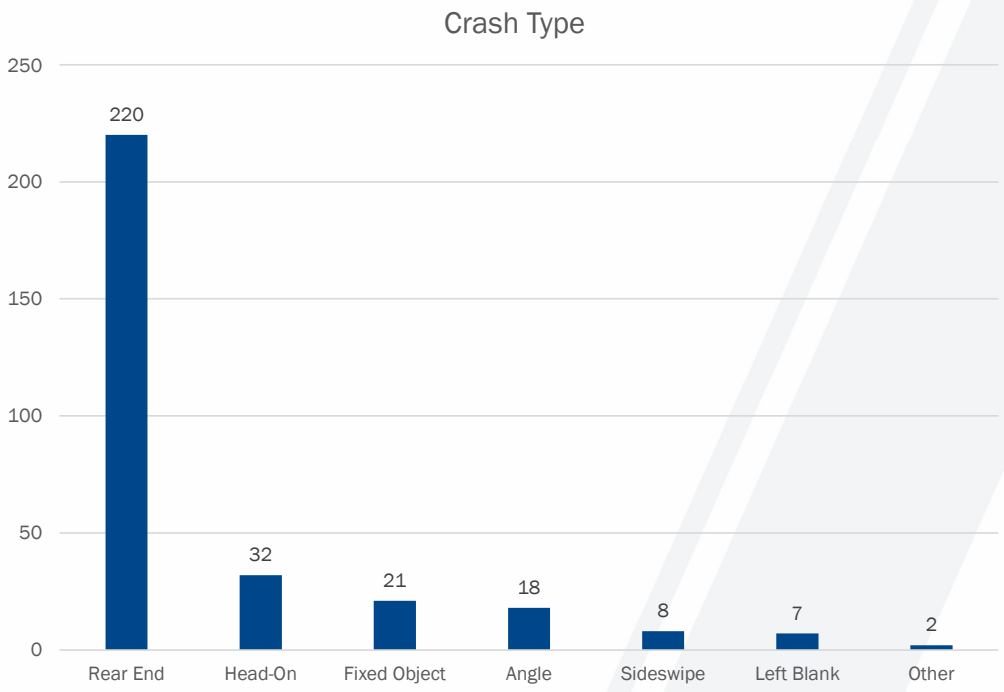
Collision Heat Map

- 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

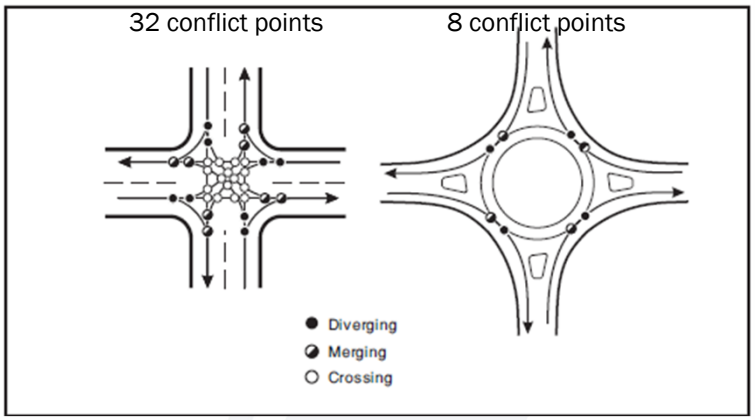
Roundabouts

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!