

**SANTA FE EXTRATERRITORIAL ZONING AUTHORITY**

**Arterial Roads Task Force**

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**Recommendations  
for  
Santa Fe's Urban and Extraterritorial  
Future Roads Plans**

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**FINAL REPORT**

**PART II.**

**DETAILED RECOMMENDATIONS**

**May 3, 1999**



## FOREWORD

The arterial roads plan currently in effect for the Santa Fe Extraterritorial Zone ("EZ Plan92") was adopted in December 1992. At that time, the Extraterritorial Zoning Authority -- recognizing the eventual need for future revisions and responding to concerns regarding the impacts of planned roads on existing neighborhoods and communities -- commissioned an Arterial Roads Task Force (ARTF) to carry out a citizens' review of the region's road plans and to propose amendments to those plans when next revised.

The Task Force was directed to

- Reconcile the region's transportation needs with the need to protect existing neighborhoods and communities and
- Reconcile differences among the arterial roads component of EZ Plan92, the City's General Plan, and the region's emerging development patterns.

In May 1993, the Task Force convened the first of more than 30 public meetings to review the region's road plans and to formulate recommendations for future consideration by Santa Fe's governing bodies. In the course of its review, the ARTF considered not only future roads prescribed by EZ Plan92 and the City's General Plan, but also numerous alternative roads suggested by Task Force participants. The Task Force also reviewed roads proposed by the City and County land use planning staffs.

On February 25, 1999, the Task Force concluded its review by adopting the recommendations set forth in this report.

This report, Part II of ARTF's Final Report, provides a detailed list of all recommendations adopted by the Task Force. Part I, in a separate document, provides a summary of the recommendations and discusses their background and rationale.



# **FINAL REPORT OF THE ARTERIAL ROADS TASK FORCE**

## **PART II. DETAILED RECOMMENDATIONS**

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# INDEX AND SUMMARY

## REGIONAL ROAD CORRIDORS

ROAD CORRIDOR OR PROJECT	ALSO KNOWN AS OR TO BE RENAMED AS	PRINCIPAL ARTF RECOMMENDATIONS	SEE DETAILED ARTF RECOMMENDATIONS:
<b>Santa Fe Bypass</b> , four-lane facility, from State Road 14 to US Highway 84/285	Santa Fe Relief Route Veterans Memorial Hwy State Road 599	High Priority Include in Plan Improve Attach Design Specs	A.03, B.02, C.01, D.02, J.01 thru J.09
<b>Santa Fe Bypass</b> , four-lane facility, trail crossings	Santa Fe Relief Route Veterans Memorial Hwy State Road 599	High Priority Include in Plan Attach Design Specs	B.09, D.02, J.10
<b>Santa Fe Bypass</b> , North Frontage Road, from Caja del Rio Road to Calle Nopal/Camino la Tierra		Include in Plan	C.02
<b>Santa Fe Bypass</b> , Airport Road Connection		Include in Plan Plan for Interchange	J.03, J.04
<b>Santa Fe Bypass</b> , Caja del Rio Road Connection		Delete from Plan	F.22, J.07
<b>Santa Fe Bypass</b> , Camino la Tierra Connection	Calle Nopal Connection	Plan for Interchange	J.03, J.04
<b>Santa Fe Bypass</b> , County Road 70 Connection	Hager Road Connection	Include in Plan Plan for Over/underpass Rename	G.04, J.03, J.05
<b>Santa Fe Bypass</b> , County Road 85 Connection	Camino de los Montoyas Connection	Include in Plan Plan for Over/underpass Further Study	H.05, J.03, J.05
<b>Santa Fe Bypass</b> , County Road 87 Connection	Ridgetop Road Connection	Include in Plan Plan for Interchange	J.03, J.04
<b>Santa Fe Bypass</b> , I-25 Frontage Road Connection		Traffic Controls	J.03
<b>Santa Fe Bypass</b> , Jaguar Road Connection		High Priority Include in Plan Plan for Interchange	B.04, C.22, F.21, J.03, J.04, J.06
<b>Santa Fe Bypass</b> , North Ephriam Road Connection		Include in Plan Plan for Over/underpass Further Study	C.36, C.41, H.05, J.03, J.05
<b>Santa Fe Bypass</b> , Puesta del Sol Connection		Include in Plan Plan for Over/underpass	J.03, J.05
<b>Santa Fe Bypass</b> , South Meadows Road/County Road 62 Alternate Connection		High Priority Include in Plan Plan for Interchange	B.05, C.34, C.46, J.03, J.04
<b>Santa Fe Bypass</b> , State Road 14 Connection		Traffic Controls	J.03
<b>US Highway 84/285</b> , from Pojoaque to Alamo Drive, traffic safety improvements	North St. Francis Drive Pojoaque Corridor	High Priority Include in Plan Improve Attach Design Specs	B.01, D.01, I.01 thru I.05

# *SANTA FE SOUTH SUBREGION*

ROAD CORRIDOR OR PROJECT	ALSO KNOWN AS OR TO BE RENAMED AS	PRINCIPAL ARTF RECOMMENDATIONS	SEE DETAILED ARTF RECOMMENDATIONS:
<b>Avenida Cristobal Colon,</b> cross-river extension with arterial-grade river crossing		Exclude from Plan	F.01
<b>Beckner Road,</b> east extension, from Cerrillos Road to Road "G"		High Priority Include in Plan Attach Design Specs	B.03, C.04, M.02
<b>Calle de Comercio,</b> cross-river extension from Agua Fria Street with arterial-grade river crossing		Exclude from Plan	F.11
<b>Calle Nopal,</b> cross-river extension from West Alameda with arterial-grade river crossing		Exclude from Plan	F.04
<b>Camino Carlos Rael,</b> river crossing, to be closed when a Siler crossing is in service		High Priority Conditional Closure	B.06, D.04, M.03, M.10
<b>Camino Carlos Rael,</b> upgrade to an all-weather river crossing		Exclude from Plan	F.17
<b>Camino Carlos Rey Extension,</b> cross-river extension from Agua Fria Street with arterial-grade river crossing		Exclude from Plan	F.09
<b>Camino Carlos Rey Extension,</b> from Cerrillos Road to West Alameda		Delete from Plan	E.01
<b>Camino Carlos Rey,</b> from Cliff Palace to Governor Miles Road		Delete from Plan (already built)	E.02
<b>Camino Carlos Rey,</b> from Governor Miles Road to I-25 South Frontage Road		Delete from Plan Further Study	E.03
<b>Camino Carlos Rey,</b> interchange at I-25		Exclude from Plan Further Study	F.19, H.07
<b>Camino de Chelly,</b> cross-river extension with arterial-grade river crossing		Exclude from Plan	F.07
<b>Camino Norte,</b> from Cerrillos Road to Rodeo Road		Delete from Plan	E.04
<b>Camino Vista Encantada,</b> cross-river extension from West Alameda with arterial-grade river crossing		Exclude from Plan	F.06
<b>Clark Road,</b> cross-river extension from Rufina Street to West Alameda (optional)		Include in Plan Attach Design Specs	C.05, M.10
<b>Governor Miles Road,</b> east extension, from Camino Carlos Rey to Rodeo Road		High Priority Include in Plan	B.03, C.06



*SANTA FE SOUTH SUBREGION, continued*

ROAD CORRIDOR OR PROJECT	ALSO KNOWN AS OR TO BE RENAMED AS	PRINCIPAL ARTF RECOMMENDATIONS	SEE DETAILED ARTF RECOMMENDATIONS:
Governor Miles Road, west extension to Cerrillos Road		High Priority Include in Plan	B.03, C.07
Harrison Road, cross-river extension to West Alameda with arterial-grade river crossing		Exclude from Plan	F.10
Herrera Road, eastward extension from Cerrillos Road		Exclude from Plan	F.18
I-25 North Frontage Road, from Cerrillos Road to St. Francis Drive		Delete from Plan	E.05
I-25 South Frontage Road, between State Road 14 and South St. Francis Drive		Delete from Plan Further Study	B.03, E.06, H.07
La Joya Road, cross-river extension with arterial-grade river crossing		Exclude from Plan	F.03
Maes Road, cross-river extension with arterial-grade river crossing		Exclude from Plan	F.08
Ocate Road, east extension, from Cerrillos Road to Road "F"		Include in Plan	C.08
Osage Avenue, cross-river extension with arterial-grade river crossing		Exclude from Plan	F.05
Paseo de la Conquistadora, cross-river extension to West Alameda with arterial-grade river crossing		Exclude from Plan	F.02
Paseo de Vistas, Santa Fe River extension to Siler Road/Calle del Cielo river crossing (optional)		Include in Plan	C.09
Powerline Road, from Siler Road to Camino Carlos Rey Extension		Delete from Plan	E.07
Richards Avenue, any extension north to Cerrillos from its current terminus in the vicinity of the Rodeo Grounds		Delete from Plan Additional Specs	E.08, M.05
Richards Avenue, interchange at I-25		Exclude from Plan Further Study	B.03, F.20, H.07
Road "D," from Cerrillos Road to Road "F"		Include in Plan	C.10
Road "E," from Road "D" to Road "F"		Include in Plan	C.11
Road "F," from Ocate Road to Governor Miles Road		Include in Plan Attach Design Specs	C.12, M.02
Road "G," from Road "D" to Richards Avenue		Include in Plan	C.13
Road "H," from Road "D" to Richards Avenue		Include in Plan	C.14

*SANTA FE SOUTH SUBREGION, continued*

ROAD CORRIDOR OR PROJECT	ALSO KNOWN AS OR TO BE RENAMED AS	PRINCIPAL ARTF RECOMMENDATIONS	SEE DETAILED ARTF RECOMMENDATIONS:
Rufina Street, from Calle de Comercio to Harrison Road		Include in Plan	C.15
South Loop, from State Road 14 to Richards Avenue	Avenida del Sur	High Priority Include in Plan Rename Attach Design Specs	B.03, C.03, G.01, M.01
Vista del Monte		Attach Design Specs	M.01
Yucca Street, south extension to Governor Miles Road		Include in Plan	C.16

*TIERRA CONTENTA SUBREGION*

Academy Street, from Cerrillos Road to South Meadows Road		Delete from Plan (already built)	E.09
Beckner Road, from County Road 56 extension to Cerrillos Road		High Priority Include	B.04, C.17
Chalan Road, west extension to Road "C"		Include in Plan	C.18
County Road 56 Extension, from Airport Road to I-25 North Frontage Road		High Priority Include in Plan	B.04, C.19
County Road 61, from Jaguar Road to San Felipe Road at Airport Road	Country Club Road	Include in Plan Realign Attach Design Specs	C.20, D.05, E.10, M.04
Herrera Road, from Paseo del Sol to Cerrillos Road		Include in Plan	C.21
Jaguar Road, from Academy Street to Paseo del Sol		Delete from Plan (already built)	E.11
Jaguar Road, from Paseo del Sol to Santa Fe Bypass		High Priority Include in Plan	B.04, C.22
Jaguar Road, westward extension from Santa Fe Bypass		Exclude from Plan	F.21
Mutt-Nelson Road, west extension to Road "C"		Include in Plan	C.23
Ocate Road, from Calle Caridad to Cerrillos Road, paving and improvement		Improve	D.03
Ocate Road, from Calle Caridad to Paseo del Sol		Include in Plan	C.24
Paseo del Sol, from Airport Road to Ocate Road		Delete from Plan (already built)	E.12
Paseo del Sol, from Ocate Road to Beckner Road		High Priority Include in Plan	B.04, C.25
Plaza Central, from County Road 56 extension to Jaguar Road		Include in Plan	C.26

*TIERRA CONTENTA SUBREGION, continued*

ROAD CORRIDOR OR PROJECT	ALSO KNOWN AS OR TO BE RENAMED AS	PRINCIPAL ARTF RECOMMENDATIONS	SEE DETAILED ARTF RECOMMENDATIONS:
Road "C," from Jaguar Road to County Road 56 extension		Include in Plan	C.27
South Meadows Road, from Airport Road to Academy Street		Delete from Plan (already built)	E.13

*AGUA FRIA SUBREGION*

Agua Fria Street, installation of all-way stop signs or stoplights at Henry Lynch Road		Traffic controls	D.06
Agua Fria Street, installation of all-way stop signs or stoplights at Jemez Road		Traffic controls	D.06
Avenida de las Acequias, from Road "A" to Road "B"		Delete from Plan	E.14
Caja del Rio Road, cross-river extension with arterial-grade river crossing		Exclude from Plan	F.16
Caja del Rio Road, from Santa Fe Bypass North Frontage Road to Agua Fria Street		Exclude from Plan	F.22
Calle Atajo, from Agua Fria Street to Powerline Road		Delete from Plan	E.15
Calle del Cielo, cross-river extension, from Rufina Circle at Rufina Street to West Alameda (optional)		Include in Plan Attach Design Specs	C.28, M.10
Camino Norte, cross-river extension with arterial-grade river crossing		Exclude from Plan	F.13
Camino Norte, from Cerrillos Road to West Alameda		Delete from Plan	E.16
County Road 56 Extension from River Road to Airport Road		Delete from Plan	E.19
County Road 62 Extension, from South Meadows Road to Santa Fe Bypass		Include in Plan Realign	C.29, E.17
County Road 68A, upgrade to an all-weather river crossing	San Isidro Crossing	Exclude from Plan	F.23, M.06
Henry Lynch Road, from Rufina Street to Agua Fria Street	Richards Avenue	Traffic-Calming Naming Additional Specs	D.07, G.03, M.07
Jemez Road, from Agua Fria Street to Airport Road, traffic-calming		Traffic-Calming	D.08, M.08
Powerline Road, from Road "A" to Siler Road		Delete from Plan	E.18

*AGUA FRIA SUBREGION, continued*

ROAD CORRIDOR OR PROJECT	ALSO KNOWN AS OR TO BE RENAMED AS	PRINCIPAL ARTF RECOMMENDATIONS	SEE DETAILED ARTF RECOMMENDATIONS:
<b>Richards Avenue Extension</b> , from Henry Lynch Road to West Alameda		Delete from Plan Additional Specs	E.21, M.07
<b>Richards Avenue</b> , cross-river extension with arterial-grade river crossing	Henry Lynch Road County Road 70 Conn.	Exclude from Plan	F.12
<b>Richards Avenue</b> , from Cerrillos Road to Rufina Street	Home Depot Road	Include in Plan Rename Realign Attach Design Specs	C.30, E.20, G.02, M.07
<b>River Road</b> , from Agua Fria Street to County Road 56 extension		Delete from Plan	E.22
<b>Road "A"</b> , cross-river extension arterial-grade river crossing		Exclude from Plan	F.14
<b>Road "A"</b> , from Airport Road to Agua Fria Street		Delete from Plan	E.23
<b>Road "B"</b> , from Rufina Street to Cerrillos Road		Delete from Plan	E.24
<b>Rufina Street</b> , from Henry Lynch Road to South Meadows Road		High Priority Include in Plan Truck Ban Attach Design Specs	B.05, C.31, M.07, M.09
<b>Rufina Street</b> , from South Meadows Road to San Felipe Road		Delete from Plan	E.25
<b>San Felipe Road</b> , cross-river extension with arterial-grade river crossing		Exclude from Plan	F.15
<b>Siler Road</b> ; cross-river connection to Paseo de Vistas Santa Fe River extension (optional)		Include in Plan Attach Design Specs	C.33, M.10
<b>Siler Road</b> , northward cross-river extension to West Alameda		High Priority Include in Plan Attach Design Specs	B.05, C.32, M.10
<b>South Meadows Road</b> , extension from Airport Road to Santa Fe Bypass		High Priority Include in Plan Realign Attach Design Specs	B.05, C.34, M.11
<b>West Alameda West Extension</b> , from Richards Avenue to South Meadows Road along Santa Fe River		Delete from Plan	E.26

## WEST ALAMEDA SUBREGION

ROAD CORRIDOR OR PROJECT	ALSO KNOWN AS OR TO BE RENAMED AS	PRINCIPAL ARTF RECOMMENDATIONS	SEE DETAILED ARTF RECOMMENDATIONS:
Alamo Drive, from Rio Vista Place to Camino de las Crucitas		Traffic-Calming	D.09
Calle Nopal, paving		Exclude from Plan Further Study	F.25, H.01
Calle Nopal, widening		Exclude from Plan	F.24
Calle Nopal Alternate, from Calle Nopal to West Alameda		Delete from Plan Further Study Realign	E.27, H.01
Camino Carlos Rael, river crossing, to be closed when a Siler crossing is in service		High Priority Conditional Closure	B.06, D.04, M.03, M.10
Camino Carlos Rael, upgrade to an all-weather river crossing		Exclude from Plan	F.17
Camino Carlos Rey Extension, from Calle Nopal to West Alameda		Delete from Plan	E.28
Camino de las Crucitas, north-end closure when the east and west connections of Paseo de Vistas are in service		High Priority Conditional Closure	B.06, D.10, M.12
Camino Tres Arroyos, designation for public use or access		Exclude from Plan	F.26
County Road 70 Connection, Santa Fe Bypass to County Road 70	Hager Road	Rename	G.04
County Road 87, Santa Fe Bypass to Paseo de Vistas	Ridgetop Road	Include in Plan	C.35
Ephriam Road (existing), northward extension		Exclude from Plan	F.27
North Ephriam Road, from Buckman Road to Paseo de Vistas		Delete from Plan	F.28
North Ephriam Road, from Santa Fe Bypass to Buckman Road		Include in Plan Further Study	C.36, H.05
Paseo de Vistas (existing), improvement		High Priority Improve Use for Trucks Attach Design Specs	B.06, D.11, M.13, M.14
Paseo de Vistas East Connection, from County Road 85 to North Guadalupe Street, including overpass at St. Francis Drive		High Priority Include in Plan Use for Trucks Further Study Attach Design Specs	B.06, C.38, H.06, M.10, M.13, M.14
Paseo de Vistas West Connection, from Calle Nopal to West Alameda		High Priority Include in Plan Use for Trucks Attach Design Specs	B.06, C.37, M.10, M.13, M.14
Paseo de Vistas West Extension, from Paseo de Vistas West Connection to Richards Avenue		Delete from Plan	E.29

*WEST ALAMEDA SUBREGION, continued*

ROAD CORRIDOR OR PROJECT	ALSO KNOWN AS OR TO BE RENAMED AS	PRINCIPAL ARTF RECOMMENDATIONS	SEE DETAILED ARTF RECOMMENDATIONS:
Richards Avenue, from West Alameda to Santa Fe Bypass		Delete from Plan Additional Specs	E.30, M.07
Rincon de Torreon, extension north of Paseo de Vistas	Dump Access Road	Exclude from Plan	F.30
Rincon de Torreon, from West Alameda to Paseo de Vistas, widening	Dump Access Road	Exclude from Plan	F.29
Road "J", from Calle Nopal to Paseo de Vistas		Exclude from Plan Further Study	F.31, H.01
Solana Drive, from West Alameda to Camino de las Crucitas		Traffic-Calming	D.12
Transfer Station Road, from Burckman Road to Paseo de Vistas, improvement and opening to general public traffic		High Priority Open to Public Improve	B.06, D.13, H.01
West Alameda, from Camino Tres Arroyos to St. Francis Drive, traffic calming measures and other improvements		Traffic-Calming Truck Ban Improve Attach Design Specs	D.14, M.14
West Alameda, from Paseo de Vistas to St. Francis Drive, widening		Exclude from Plan	F.32

*NORTHWEST SUBREGION*

Chili Line Road, from Paseo de La Tierra to Buckman Road		Exclude from Plan Further Study	F.33, H.03
County Road 85, from Tano Road to Paseo de Vistas	Camino de los Montoyas	High Priority Improve Further Study	B.07, D.15, H.05
County Road 87, any direct connection to San Juan Ranch Road	Ridgetop Road	Exclude from Plan	F.34
County Road 87, from Tano Road to Santa Fe Bypass	Ridgetop Road	High Priority Include in Plan	B.07, C.39
El Paso Puro Road, from Fin del Sendero to North Ephriam Road		Exclude from Plan Further Study	F.35
Horcado Ranch Road, designation as regional collector or arterial road		Exclude from Plan Further Study	F.36, H.02, H.03
La Mariposa Road, from Camino la Tierra to North Ephriam Road, designation as a regional collector or arterial road	Fin del Sendero	Delete from Plan Further Study Rename	E.31, G.05, H.02
La Mariposa Road, from North Ephriam Road to Tano Road, designation as a regional collector or arterial road	Tierra de Tano	Delete from Plan Further Study Rename	E.35, G.06, H.02

## NORTHWEST SUBREGION, continued

ROAD CORRIDOR OR PROJECT	ALSO KNOWN AS OR TO BE RENAMED AS	PRINCIPAL ARTF RECOMMENDATIONS	SEE DETAILED ARTF RECOMMENDATIONS:
North Boundary Road, east of County Road 85		Delete from Plan	E.32
North Boundary Road, west of County Road 85		Include in Plan Improve Realign Attach Design Specs	C.40, D.16, E.33, M15
North Ephriam Road, from Tierra de Tano Road to Santa Fe Bypass		High Priority Include in Plan Realign Further Study	B.07, C.41, E.34, H.05
North Ephriam Road, west extension from Tierra de Tano to Paseo de la Tierra		Exclude from Plan w Staff Comment	F.37, M.16
Paseo de la Tierra, designation as a regional collector or arterial road		Exclude from Plan	F.38
Paseo de la Tierra, paving or other improvement		Exclude from Plan	F.39
San Juan Ranch Road, any extension south of Tano Road		Exclude from Plan	F.34
Tano Road, west extension from Tierra de Tano to Paseo de la Tierra		Exclude from Plan w Staff Comment	F.40, M.16
Waterline Road, from County Road 87 to North Ephriam Road		Include in Plan Further Study	C.42, H.05
Welsh-Simms Road, from Tano Road to North Ephriam Road		Include in Plan Realign Attach Design Specs	C.43, E.36, M.15

## WESTERN FRINGE SUBREGION

Arroyo Frijoles Road, from Emerson/Hager Roads to County Road 62	Road "K"	Include in Plan Rename Realign Attach Design Specs	B.08, C.53, E.37, G.07, M.22
Arroyo Frijoles Road, from Emerson/Hager Roads to Richards Avenue	La Vida Road	Include in Plan Rename Realign Attach Design Specs	B.08, C.48, E.37, G.08, M.20
Arroyo Frijoles Road, from Richards Ave to Camino la Tierra		Delete from Plan	E.38
Caja del Rio Road, from Santa Fe Bypass North Frontage Road to Las Campanas Parkway		Delete from Plan (already built)	E.39
Caja del Rio Road, trail crossings		High Priority Trail Crossings Attach Design Specs	B.09, D.17, M.17

*WESTERN FRINGE SUBREGION, continued*

ROAD CORRIDOR OR PROJECT	ALSO KNOWN AS OR TO BE RENAMED AS	PRINCIPAL ARTF RECOMMENDATIONS	SEE DETAILED ARTF RECOMMENDATIONS:
College Road, from Santa Fe Bypass North Frontage Road to Village Road		Include in Plan Attach Design Specs	C.45, M.20
County Road 62 alternate connection, from County Road 62 to Santa Fe Bypass		Include in Plan Attach Design Specs	C.46, M.18
County Road 62, from County Road 70 to Caja del Rio Road, paving and improvement		Improve Realign Attach Design Specs	D.18, M.18
County Road 62, from County Road 70 to Santa Fe Bypass, realignment and conditional closure		Realign Conditional Closure Attach Design Specs	D.19, M.18
County Road 62/70 Connector, from County Road 70 to County Road 62 alternate connection		Include in Plan Attach Design Specs	C.47, M.19
Emerson Road, from Las Campanas Parkway to Arroyo Frijoles Road	Los Suenos Trail	Include in Plan Rename Realign Attach Design Specs	B.08, E.41, G.09, M.21
Hager Road, from Arroyo Calabasas to Santa Fe Bypass	Los Suenos Trail	Delete from Plan	E.42, F.41
Hager Road, from Arroyo Frijoles Road to Arroyo Calabasas	Los Suenos Trail	Include in Plan Rename Realign Attach Design Specs	B.08, C.49, E.42, G.10, M.21
Las Campanas Parkway, from Caja del Rio Road to Camino la Tierra/Buckman Road	Camino las Campanas	Include in Plan Rename	C.44, G.11
Las Campanas Parkway, from Camino la Tierra to Caja del Rio Rd		Delete from Plan (already built)	E.40
Los Suenos Trail, from Arroyo Calabasas to County Road 70 (Alignment Option A)	Hager Road	Include in Plan Attach Design Specs	C.50, M.21
Los Suenos Trail, from Arroyo Calabasas to County Road 70 (Alignment Option B)	Hager Road	Include in Plan Attach Design Specs	C.51, M.21
Richards Avenue, from Santa Fe Bypass North Frontage Road to Arroyo Frijoles Road	Queen Isabella Way	Include in Plan Rename Realign Attach Design Specs	B.08, C.52, E.43, G.12, M.20
Sierra Azul, designation for public use or access		Exclude from Plan	F.42
Village Road, from Santa Fe Bypass North Frontage Road to Queen Isabella Way		Include in Plan Attach Design Specs	C.54, M.20
West Wildflower Road, south extension to Arroyo Frijoles Road		Include in Plan Attach Design Specs	C.55, M.20



*The Task Force recommends*

- That the Santa Fe region's future roads plans and transportation policies incorporate the following general principles and design concepts and
- That the region's ordinances and policies be revised as necessary to implement these principles and concepts.

*Objectives of Santa Fe's Future Roads Plans*

A.01 Central objectives of the region's future roads plans should be

- (a) To enhance the safety, welfare, and convenience of area residents by providing road connections that link the various areas of the community;
- (b) To remedy current traffic congestion of the region's existing communities and roadways;
- (c) To anticipate and accommodate traffic likely to be generated by future development in a manner that preserves the quality of life of current residents, minimizes disruption of the region's existing communities, and minimizes congestion of the region's existing road network;
- (d) To distribute traffic as evenly as possible among the region's existing and future through-roads; and
- (e) To effectively coordinate road planning and the implementation of road plans across jurisdictional boundaries within Santa Fe County.

*Character of Santa Fe's Future Roads Network*

- A.02 Santa Fe's future roads program should avoid concentrating traffic on a small number of large arterials. Instead, the network should be designed to fulfill the principles of "many small roads, neighborhood-friendly roads, pedestrian-oriented roads."
- A.03 To achieve this end, all new roads (with the exception of the Santa Fe Bypass) shall be built as two-lane roads, with third lanes added only as necessary to provide turning lanes at congested intersections.
- A.04 To remedy congestion on existing roads, traffic-calming measures and the construction of additional small roads should be implemented before road-widening, or creation of four+ lane roads, is considered.

*Other Network Design Criteria*

- A.05 New roads should not bisect existing neighborhoods or traditional communities.
- A.06 Roads shall be designed to safely accommodate pedestrian, bicycle, and (in rural areas) equestrian travel.
- A.07 Roads shall be designed to minimize the impact of vehicle lights, roadway lighting, and road noise on adjacent neighborhoods and existing homes.
- A.08 The design of new roads in the vicinity of existing neighborhoods shall incorporate traffic-calming measures such as (but not limited to): incorporation of T-intersections, provision for on-street parking, vegetative screening between sidewalks and roadways, and the curving of roads. Straight-through road designs should be avoided.

*Other Network Design Criteria, continued*

- A.09 Third, mid-roadway turning lanes that unbrokenly connect successive intersections are hazardous. Where such lanes are necessary to permit safe access to intersecting roadways, they shall be designed and constructed as follows:
- (a) Such mid-roadway turning lanes shall have turning bays wide enough to allow vehicles to stop within such lanes without impeding the flow of through-traffic on the roadway such vehicles are turning from or across;
  - (b) Such lanes shall be broken by curbed and planted medians between successive intersections.

*Road Construction and Improvement Projects: Extended Public Input Requirements*

- A.10 All governmental agencies and private entities involved in the planning, designing and implementation of road construction or improvement projects (the latter including, but not limited to, traffic-calming projects) shall be committed to careful and thorough notification, communication and genuine consultation with the residents and owners of property contiguous to the right-of-way before implementation of such projects is initiated.

*Traffic Absorption Measures*

- A.11 A high priority shall be given to promoting alternative, multimodal means of transportation throughout the City and Extraterritorial Zone of Santa Fe.
- A.12 To contain the traffic consequences of future development north of the Santa Fe Relief Route, mixed-use development of that region, implemented at a scale and density that is consistent with the character of that region, shall be encouraged.

*The Task Force advises and recommends*

- That the following roads are most urgently needed to address the region's transportation needs;
- That the following road projects should be accorded the highest priorities in the region's road construction programs.

*Top Regional Priorities*

- B.01 US Highway 84/285, Pojoaque to Alamo Drive, traffic safety improvements
- B.02 Santa Fe Bypass (four-lane facility), from Airport Road to US Highway 84/285 and St. Francis Drive

*Top Local Priorities*

**B.03 For the Santa Fe South Subregion:**

- (a) Avenida del Sur, from State Road 14 to Richards Avenue
- (b) Governor Miles Road, east extension, from Camino Carlos Rey to Rodeo Road
- (c) Governor Miles Road, west extension to Cerrillos Road
- (d) Beckner Road, east extension, from Cerrillos Road to Road "G"

Other road projects that may help reduce congestion in this subregion, but which should be considered only after further study, are:

- (e) Richards Avenue interchange at I-25
- (f) I-25 south frontage road

**B.04 For the Tierra Contenta Subregion:**

- (a) Jaguar Road, west extension to Santa Fe Bypass
- (b) County Road 56 extension, from Airport Road to I-25 North Frontage Road
- (c) Beckner Road, from County Road 56 extension to Cerrillos Road
- (d) Paseo del Sol, from Ocate Road to Beckner Road

The Task Force strongly recommends that, at a minimum, the Jaguar Road extension to the Bypass be in service before significant buildout of Tierra Contenta occurs.

**B.05 For the Agua Fria Subregion:**

- (a) South Meadows Road, cross-river extension from Airport Road to Santa Fe Bypass
- (b) Rufina Street, from Henry Lynch Road to South Meadows Road
- (c) Siler Road, cross-river extension to West Alameda

*Top Local Priorities, continued*

**B.06 For the West Alameda Subregion:**

- (a) Paseo de Vistas west connection, from Calle Nopal to West Alameda
- (b) Paseo de Vistas east connection, from County Road 85 to North Guadalupe Street
- (c) Paseo de Vistas (existing), improvement
- (d) Camino Carlos Rael, river crossing, to be closed when a Siler crossing is in service
- (e) Camino de las Crucitas, north-endclosure when the east and west connections of Paseo de Vistas are in service
- (f) Transfer Station Road, Buckman Road to Paseo de Vistas, improvement and opening to general public traffic

There is a risk that a Siler river crossing could worsen congestion at the St. Francis end of West Alameda. To avert this outcome, ARTF strongly recommends that the east and west connections of Paseo de Vistas be placed in service either before, or simultaneously with, completion of a Siler crossing. The Task Force also regards its proposed Paseo de Vistas overpass to North Guadalupe Street to be indispensable for the reduction of current and future traffic pressures on this subregion.

**B.07 For the Northwest Subregion:**

- (a) County Road 87, from Tano Road to Santa Fe Bypass
- (b) North Ephriam Road, from Tierra de Tano Road to Buckman Road
- (c) County Road 85, from Tano Road to Paseo de Vistas, improvement

The Task Force strongly recommends that County Road 87, between Tano Road and the Bypass be assigned a very high priority for near-term construction.

**B.08 For the Western Fringe Subregion:**

New roads recommended by the Task Force for this area are intended primarily to service future development. The intensity and pace of this development, and therefore the priority to be assigned new roads in the Western Fringe, are uncertain at this time. Nevertheless, the Task Force recommends that the following roads be in service before significant buildout of this subregion occurs:

- (a) La Vida Road, from Los Suenos Trail to Queen Isabella Way
- (b) Los Suenos Trail, from Camino las Campanas to County Road 70
- (c) Queen Isabella Way, from Santa Fe Bypass North Frontage Road to La Vida Road
- (d) Road "K", from Los Suenos Trail to Caja del Rio Road

**B.09 Trail Crossings:**

TEA-21 funding shall, as an urgent and high priority matter, be sought to provide trail crossings on the Santa Fe Bypass and Caja del Rio Road.

*The Task Force recommends*

- That the Santa Fe region's roads plans reserve rights-of-way for the following future roads;
- That, with the sole exception of the Santa Fe Bypass (to be incorporated as a four-lane major arterial), the following new roads shall be incorporated into the region's future roads plans as two-lane collector, or two-lane minor arterial, roads.

*Santa Fe Bypass (State Road 599)*

- C.01 Santa Fe Bypass, from Airport Road to US Highway 84/285
- C.02 Santa Fe Bypass, North Frontage Road, from Caja del Rio Road to Calle Nopal/Camino la Tierra  
(See also Recommendations J.01 through J.10)

*Santa Fe South Subregion*

- C.03 Avenida del Sur, from State Road 14 to Richards Avenue
- C.04 Beckner Road, east extension, from Cerrillos Road to Road "G"
- C.05 Clark Road, cross-river extension from Rufina Street to West Alameda<sup>1</sup> (optional)
- C.06 Governor Miles Road, east extension, from Camino Carlos Rey to Rodeo Road
- C.07 Governor Miles Road, west extension to Cerrillos Road
- C.08 Ocate Road, east extension, from Cerrillos Road to Road "F"
- C.09 Paseo de Vistas, Santa Fe River extension to Siler Road/Calle del Cielo river crossing (optional)
- C.10 Road "D," from Cerrillos Road to Road "F"
- C.11 Road "E," from Road "D" to Road "F"
- C.12 Road "F," from Ocate Road to Governor Miles Road
- C.13 Road "G," from Road "D" to Richards Avenue
- C.14 Road "H," from Road "D" to Richards Avenue
- C.15 Rufina Street, from Calle de Comercio to Harrison Road
- C.16 Yucca Street, south extension to Governor Miles Road

*Tierra Contenta Subregion*

- C.17 Beckner Road, from County Road 56 extension to Cerrillos Road
- C.18 Chalan Road, west extension to Road "C"

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<sup>1</sup>To be equipped with a permanent all-weather river crossing.

Lettered roads (Road "F", Road "G", etc.) are to be assigned names at the time of construction approval.

*Tierra Contenta Subregion, continued*

- C.19 County Road 56 extension, from Airport Road to I-25 North Frontage Road
- C.20 County Road 61<sup>1</sup>, from Jaguar Road to San Felipe Road at Airport Road
- C.21 Herrera Road, from Paseo del Sol to Cerrillos Road
- C.22 Jaguar Road, west extension to Santa Fe Bypass
- C.23 Mutt-Nelson Road, west extension to Road "C"
- C.24 Ocate Road, from Calle Caridad to Paseo del Sol
- C.25 Paseo del Sol, from Ocate Road to Beckner Road
- C.26 Plaza Central, from County Road 56 extension to Jaguar Road
- C.27 Road "C," from Jaguar Road to County Road 56 extension

*Agua Fria Subregion*

- C.28 Calle del Cielo, cross-river extension<sup>2</sup>, from Rufina Circle at Rufina Street to West Alameda (optional)
- C.29 County Road 62 extension<sup>2</sup>, from South Meadows Road to Airport Road
- C.30 Home Depot Road<sup>3</sup>, north extension from Cerrillos Road to Rufina Street
- C.31 Rufina Street, from Henry Lynch Road to South Meadows Road
- C.32 Siler Road, northward cross-river extension<sup>2</sup> to West Alameda
- C.33 Siler Road, cross-river connection<sup>2</sup> to Paseo de Vistas Santa Fe River extension (optional)
- C.34 South Meadows Road<sup>2</sup>, extension from Airport Road to Santa Fe Bypass

*West Alameda Subregion*

- C.35 County Road 87<sup>4</sup>, Santa Fe Bypass to Paseo de Vistas
- C.36 North Ephriam Road, from Santa Fe Bypass to Buckman Road
- C.37 Paseo de Vistas west connection, from Calle Nopal to West Alameda
- C.38 Paseo de Vistas east connection<sup>5</sup>, from County Road 85<sup>6</sup> to North Guadalupe Street

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<sup>1</sup>Also known as Country Club Road.

<sup>2</sup>To be equipped with a permanent all-weather river crossing.

<sup>3</sup>Also known as Richards Avenue.

<sup>4</sup>Also known as Ridgetop Road.

<sup>5</sup>To be equipped with an overpass at St. Francis Drive.

<sup>6</sup>Also known as Camino de los Montoyas.

Lettered roads (Road "F", Road "G", etc.) are to be assigned names at the time of construction approval.

### *Northwest Subregion*

- C.39 County Road 87<sup>1</sup>, from Tano Road to Santa Fe Bypass
- C.40 North Boundary Road, northwest extension from "South Bend" to Welsh-Simms Road
- C.41 North Ephriam Road, from Tierra de Tano Road to Santa Fe Bypass
- C.42 Waterline Road, from County Road 87<sup>1</sup> to North Ephriam Road
- C.43 Welsh-Simms Road, from Tano Road to North Ephriam Road

### *Western Fringe Subregion*

- C.44 Camino las Campanas, northwest extension to Camino la Tierra/Buckman Road
- C.45 College Road, from Santa Fe Bypass North Frontage Road to Village Road
- C.46 County Road 62 alternate connection, from County Road 62 to Santa Fe Bypass
- C.47 County Road 62/70 Connector, from County Road 70 to County Road 62 alternate connection
- C.48 La Vida Road<sup>2</sup>, from Los Suenos Trail<sup>3</sup> to Queen Isabella Way<sup>4</sup>
- C.49 Los Suenos Trail<sup>3</sup>, from Camino las Campanas to Arroyo Calabasas
- C.50 Los Suenos Trail<sup>3</sup>, from Arroyo Calabasas to County Road 70 (Alignment Option A)<sup>5</sup>
- C.51 Los Suenos Trail<sup>3</sup>, from Arroyo Calabasas to County Road 70 (Alignment Option B)<sup>5</sup>
- C.52 Queen Isabella Way<sup>4</sup>, from Santa Fe Bypass North Frontage Road to La Vida Road<sup>2</sup>
- C.53 Road "K"<sup>2</sup>, from Los Suenos Trail<sup>3</sup> to Caja del Rio Road
- C.54 Village Road, from Santa Fe Bypass North Frontage Road to Queen Isabella Way<sup>4</sup>
- C.55 West Wildflower Road, south extension to La Vida Road<sup>2</sup>

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<sup>1</sup>Also known as Ridgetop Road.

<sup>2</sup>Also known as Arroyo Frijoles Road.

<sup>3</sup>Also known as Emerson and Hager roads.

<sup>4</sup>Also known as North Richards Avenue.

<sup>5</sup>See Appendix, Figure 6.

Lettered roads (Road "F", Road "G", etc.) are to be assigned names at the time of construction approval.

*The Task Force recommends*

- That, in addition to specifying the locations of future roads, the region's future roads plans shall also provide for improvements of existing roads, as follows:

*US Highway 84/285 and Santa Fe Bypass*

- D.01 US Highway 84/285, from Pojoaque to Alamo Drive, traffic safety improvements
- D.02 Santa Fe Bypass, installation of trail crossings and other improvements

*Tierra Contenta Subregion*

- D.03 Ocate Road, from Calle Caridad to Cerrillos Road, paving and improvement
- D.04 Camino Carlos Rael, closure of river crossing when a Siler river crossing is in service
- D.05 County Road 61 Extension, from Jaguar Road to Airport Road, realignment to connect to San Felipe Road

*Agua Fria Subregion*

- D.06 Agua Fria Street, installation of traffic controls (all-way stop signs or stoplights) at
  - (a) Henry Lynch Road
  - (b) Jemez Road
- D.07 Henry Lynch Road, from Rufina Street to Agua Fria Street, traffic-calming measures
- D.08 Jemez Road, from Airport Road to Agua Fria Street, traffic-calming measures

*West Alameda Subregion*

- D.09 Alamo Drive, from Rio Vista Place to Camino de las Crucitas, traffic-calming measures
- D.10 Camino de las Crucitas, closure at Paseo de Vistas when the east connection of Paseo de Vistas is in service
- D.11 Paseo de Vistas (existing), improvement
- D.12 Solana Drive, from West Alameda to Camino de las Crucitas, traffic-calming measures
- D.13 Transfer Station Road, from Buckman Road to Paseo de Vistas, improvement and use for general public traffic
- D.14 West Alameda, from Camino Tres Arroyos to St. Francis Drive, traffic-calming measures

*Northwest Subregion*

- D.15 County Road 85, from Tano Road to Paseo de Vistas, paving and improvement
- D.16 North Boundary Road, from County Road 85 to "South Bend", improvement



*Western Fringe Subregion*

- D.17 Caja del Rio Road, from Camino las Campanas to North Frontage Road of Santa Fe Bypass: installation of trail crossings
- D.18 County Road 62, from County Road 70 to Caja del Rio Road, paving and improvement
- D.19 County Road 62, from County Road 70 to Santa Fe Bypass, realignment and closure

*The Task Force advises and recommends*

- That the following roads be deleted from the region's existing future roads plans.

*Santa Fe South Subregion*

- E.01 Camino Carlos Rey Extension, from Cerrillos Road to West Alameda<sup>1</sup>
- E.02 Camino Carlos Rey, from Cliff Palace to Governor Miles Road<sup>1,2</sup>
- E.03 Camino Carlos Rey, from Governor Miles Road to I-25 South Frontage Road<sup>1,3</sup>
- E.04 Camino Norte, from Cerrillos Road to Rodeo Road<sup>1</sup>
- E.05 I-25 North Frontage Road, from Cerrillos Road to St. Francis Drive<sup>1</sup>
- E.06 I-25 South Frontage Road<sup>1,3</sup>
- E.07 Powerline Road, from Siler Road to Camino Carlos Rey Extension<sup>1</sup>
- E.08 Richards Avenue, any extension north to Cerrillos from its current terminus in the vicinity of the Rodeo Grounds<sup>1</sup>

*Tierra Contenta Subregion*

- E.09 Academy Street, from Cerrillos Road to South Meadows Road<sup>1,2</sup>
- E.10 County Road 61 Extension, from Jaguar Road to Airport Road<sup>1,4</sup>
- E.11 Jaguar Road, from Academy Street to Paseo del Sol<sup>1,2</sup>
- E.12 Paseo del Sol, from Airport Road to Ocate Road<sup>1,2</sup>
- E.13 South Meadows Road, from Airport Road to Academy Street<sup>1,2</sup>

*Agua Fria Subregion*

- E.14 Avenida de las Acequias, from Road "A" to Road "B"
- E.15 Calle Atajo, from Agua Fria Street to Powerline Road
- E.16 Camino Norte, from Cerrillos Road to West Alameda<sup>1</sup>
- E.17 County Road 62, extension from Santa Fe Bypass to Airport Road<sup>1,5</sup>
- E.18 Powerline Road, from Road "A" to Siler Road<sup>1</sup>

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<sup>1</sup>Identified in Map C, Extraterritorial Zoning Ordinance No. 1992-3.

<sup>2</sup>Already built.

<sup>3</sup>ARTF recommends that this project receive additional study before it is considered for inclusion in the future roads plans.

<sup>4</sup>Also known as Country Club Road; ARTF recommends that this corridor be realigned to connect directly to San Felipe Road.

<sup>5</sup>ARTF recommends that this corridor be realigned to connect to South Meadows Road and not directly to the Santa Fe Bypass.

*Agua Fria Subregion, continued*

- E.19 County Road 56, extension from River Road to Airport Road<sup>1</sup>
- E.20 Richards Avenue, from Cerrillos Road to Henry Lynch Road<sup>1,2</sup>
- E.21 Richards Avenue Extension, from Henry Lynch Road to West Alameda<sup>1</sup>
- E.22 River Road, from Agua Fria Street to County Road 56 extension<sup>1</sup>
- E.23 Road "A", from Airport Road to Agua Fria Street<sup>1</sup>
- E.24 Road "B", from Rufina Street to Cerrillos Road
- E.25 Rufina Street, from South Meadows Road to San Felipe Road<sup>1</sup>
- E.26 West Alameda West Extension, from Richards Avenue to South Meadows Road along Santa Fe River<sup>1</sup>

*West Alameda Subregion*

- E.27 Calle Nopal Alternate, from existing Calle Nopal to West Alameda<sup>1</sup>
- E.28 Camino Carlos Rey Extension, from Calle Nopal to West Alameda<sup>1</sup>
- E.29 Paseo de Vistas, West Extension, from Paseo de Vistas West Connection to Richards Avenue<sup>1</sup>
- E.30 Richards Avenue, from West Alameda to Santa Fe Bypass<sup>1</sup>

*Northwest Subregion*

- E.31 Fin del Sendero, from Camino la Tierra to North Ephriam Road, designation as a regional collector or arterial road<sup>1,3</sup>
- E.32 North Boundary Road, from County Road 85 to Tano Road<sup>1</sup>
- E.33 North Boundary Road, from County Road 85 to Fin del Sendero<sup>1,4</sup>
- E.34 North Ephriam Road, from Camino la Tierra to North Boundary Road<sup>1,5</sup>
- E.35 Tierra de Tano Road, from North Ephriam Road to Tano Road, designation as a regional collector or arterial road<sup>1,3</sup>
- E.36 Welsh-Simms Road, from North Boundary Road to Tano Road<sup>1,6</sup>

<sup>1</sup>Identified in Map C, Extraterritorial Zoning Ordinance No. 1992-3.

<sup>2</sup>ARTF recommends that, north of Cerrillos Road, Richards Avenue shall be extended directly north to Rufina Street, that it terminate there, and that this road segment be renamed "Home Depot Road"

<sup>3</sup>ARTF recommends that this project receive additional study before it is considered for inclusion in the future roads plans.

<sup>4</sup>ARTF recommends that North Boundary Road be realigned northwardly to terminate at Welsh-Simms Road.

<sup>5</sup>ARTF recommends that this road corridor be realigned to connect to Fin del Sendero.

<sup>6</sup>ARTF recommends that this road corridor be realigned to connect to North Ephriam Road.

*Western Fringe Subregion*

- E.37 Arroyo Frijoles Road, from County Road 62 to Richards Avenue<sup>1,2</sup>
- E.38 Arroyo Frijoles Road, from Richards Avenue to Camino la Tierra<sup>1</sup>
- E.39 Caja del Rio Road, from Santa Fe Bypass North Frontage Road to Camino las Campanas<sup>1,3</sup>
- E.40 Camino las Campanas, from Camino la Tierra to Caja del Rio Road<sup>1,3</sup>
- E.41 Emerson Road, from Camino las Campanas to Arroyo Frijoles Road<sup>1,2</sup>
- E.42 Hager Road, from Arroyo Frijoles Road to Santa Fe Bypass<sup>1,2</sup>
- E.43 Richards Avenue, from Santa Fe Bypass to Arroyo Frijoles Road<sup>1,2</sup>

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<sup>1</sup>Identified in Map C, Extraterritorial Zoning Ordinance No. 1992-3.

<sup>2</sup>ARTF recommends that this road corridor be renamed and realigned.

<sup>3</sup>Already built.

*The Task Force advises and recommends*

- That the following road projects, not included in existing road plans, were also reviewed by the Task Force and rejected;
- That they not be considered for inclusion in the future roads plans.

*Arterial-Grade River Crossings*

- F.01 Avenida Cristobal Colon, cross-river extension to West Alameda
- F.02 Paseo de la Conquistadora, cross-river extension to West Alameda
- F.03 La Joya Road, cross-river extension
- F.04 Calle Nopal, cross-river extension from West Alameda to Agua Fria Street
- F.05 Osage Avenue, cross-river extension from Agua Fria Street to West Alameda
- F.06 Camino Vista Encantada, cross-river extension from West Alameda to Agua Fria Street
- F.07 Camino de Chelly, cross-river extension from Agua Fria Street to West Alameda
- F.08 Maes Road, cross-river extension from Agua Fria Street to West Alameda
- F.09 Camino Carlos Rey Extension, cross-river from Agua Fria Street to West Alameda
- F.10 Harrison Road, cross-river extension from Agua Fria Street to West Alameda
- F.11 Calle de Comercio, cross-river extension from Agua Fria Street to West Alameda
- F.12 Richards Avenue, cross-river extension from Agua Fria Street to West Alameda
- F.13 Camino Norte, cross-river extension from Agua Fria Street to West Alameda
- F.14 Road "A", cross-river extension from Agua Fria Street to Santa Fe Bypass
- F.15 San Felipe Road, cross-river extension from Agua Fria Street to Santa Fe Bypass
- F.16 Caja del Rio Road, cross-river extension from Santa Fe Bypass North Frontage Road to Agua Fria Street

*Santa Fe South Subregion*

- F.17 Camino Carlos Rael, upgrade to an all-weather river crossing
- F.18 Herrera Road, eastward extension from Cerrillos Road
- F.19 I-25 Interchange at Camino Carlos Rey<sup>1</sup>
- F.20 I-25 Interchange at Richards Avenue<sup>1</sup>

*Tierra Contenta Subregion*

- F.21 Jaguar Road, extension westward from Santa Fe Bypass

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<sup>1</sup>ARTF recommends that this project receive additional study before it is considered for inclusion in the future roads plans.

### *Agua Fria Subregion*

- F.22 Caja del Rio Road, from Agua Fria Street to Santa Fe Bypass North Frontage Road
- F.23 County Road 68A ("San Isidro" crossing), upgrade to an all-weather river crossing

### *West Alameda Subregion*

- F.24 Calle Nopal (existing), widening
- F.25 Calle Nopal (existing), paving<sup>1</sup>
- F.26 Camino Tres Arroyos, designation for public use or access
- F.27 Ephriam Road (existing), northward extension
- F.28 North Ephriam Road, from Buckman Road to Paseo de Vistas
- F.29 Rincon de Torreon, from West Alameda to Paseo de Vistas, widening
- F.30 Rincon de Torreon, extension north of Paseo de Vistas
- F.31 Road "J", from Calle Nopal (existing) to Paseo de Vistas<sup>1</sup>
- F.32 West Alameda, from Paseo de Vistas to St. Francis Drive, widening

### *Northwest Subregion*

- F.33 Chili Line Road, from Paseo de La Tierra to Buckman Road<sup>1</sup>
- F.34 County Road 87<sup>2</sup>, any direct connection to San Juan Ranch Road
- F.35 El Paso Puro Road, from Fin del Sendero to North Ephriam Road<sup>1</sup>
- F.36 Horcado Ranch Road, designation as a regional collector or arterial road<sup>1</sup>
- F.37 North Ephriam Road, west extension from Fin del Sendero to Paseo de la Tierra
- F.38 Paseo de la Tierra, designation as a regional collector or arterial road
- F.39 Paseo de la Tierra, paving or other improvement
- F.40 Tano Road, west extension from Tierra de Tano Road to Paseo de la Tierra

### *Western Fringe Subregion*

- F.41 Los Suenos Trail<sup>3</sup>, from County Road 70 to Santa Fe Bypass
- F.42 Sierra Azul, designation for public use or access

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<sup>1</sup>ARTF recommends that this project receive additional study before it is considered for inclusion in the future roads plans.

<sup>2</sup>Also known as Ridgetop Road.

<sup>3</sup>Also known as Hager Road

*The Task Force recommends*

- That the following existing or proposed roads be renamed, either to conform them to the results of recent subdivision proceedings or to assign them names more descriptive of their locations or history.

*Santa Fe South Subregion*

- G.01 South Loop, from State Road 14 to Richards Avenue<sup>1</sup>, to be renamed "Avenida del Sur"

*Agua Fria Subregion*

- G.02 Richards Avenue, from Cerrillos Road to Rufina Street<sup>1,2</sup>, to be renamed "Home Depot Road"
- G.03 Henry Lynch Road, from Rufina Street to Agua Fria Street<sup>1</sup>, to retain the name "Henry Lynch Road" (existing signs identifying this road as "Richards Avenue" shall be replaced)

*West Alameda Subregion*

- G.04 County Road 70 Connection, from West Alameda/County Road 70 to Santa Fe Bypass, to be renamed "Hager Road"

*Northwest Subregion*

- G.05 La Mariposa Road<sup>1</sup>, from Camino la Tierra to North Ephriam Road, to be renamed "Fin del Sendero"
- G.06 La Mariposa Road<sup>1</sup>, from North Ephriam Road to Tano Road, to be renamed "Tierra de Tano Road"

*Western Fringe Subregion*

- G.07 Arroyo Frijoles Road, west of Hager and Emerson Roads<sup>1,2</sup>, to be renamed "Road K"<sup>3</sup>
- G.08 Arroyo Frijoles Road, east of Hager and Emerson Roads<sup>1,2</sup>, to be renamed "La Vida Road"
- G.09 Emerson Road, north of Arroyo Frijoles Road<sup>1,2</sup>, to be renamed "Los Suenos Trail"
- G.10 Hager Road, south of Arroyo Frijoles Road<sup>1,2</sup>, to be renamed "Los Suenos Trail"
- G.11 Las Campanas Parkway<sup>1</sup>, to be renamed "Camino las Campanas"
- G.12 Richards Avenue, north of Santa Fe Bypass<sup>1,2</sup>, to be renamed "Queen Isabella Way"

<sup>1</sup>Identified in Map C, Extraterritorial Zoning Ordinance No. 1992-3.

<sup>2</sup>ARTF recommends that this road corridor be realigned.

<sup>3</sup>Lettered roads (e.g., "Road K") are to be assigned names at time of construction approval.

### *The Task Force recommends*

- That the following matters should receive additional review and consideration before the future roads plan is amended to resolve these issues.

#### *H.01 Calle Nopal Options Study*

The Task Force concurs that the region's future roads plans should include Siler-directed connections between the Santa Fe Bypass and West Alameda Street/County Road 70. The existing County Road 70 connection to the Bypass and the existing Transfer Station Road (if opened to general public use, which the Task Force recommends) can serve this purpose. However, the Task Force was unable to agree whether an additional connection in the vicinity of Calle Nopal is also needed.

To resolve this matter, the Task Force recommends that

- (a) Three specific alternatives be considered for a Siler-directed link to the Bypass, and that
- (b) The governing bodies determine which of the three to incorporate into the future roads plan.

The three locational alternatives recommended by ARTF are compared in Figure 4 of the attached Appendix. They are:

**Option 1. Rely solely on the County Road 70 connection to the Bypass and the Transfer Station Road,** both of which already exist. Do not improve existing Calle Nopal; do not provide for an additional link ("Alternate Calle Nopal") to be located immediately west of existing Calle Nopal.

**Option 2. Alternate Calle Nopal.** Provide an additional collector or arterial road that would generally parallel existing Calle Nopal to the west. (The Task Force recommends that this additional road, if included in the road plan, should be located as shown in the Figure 5 of the attached Appendix). Do not improve existing Calle Nopal.

**Option 3. Improve Existing Calle Nopal, Add Road "J".** Pave, but do not widen, Upper Calle Nopal; do not improve Lower Calle Nopal; build a short connector road (Road "J") that would link existing Calle Nopal to paseo de Vistas; do not build "Alternate Calle Nopal".

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#### *H.02 Fin del Sendero Access / Safety Study*

In October 1995, the Task Force recommended against inclusion of Fin del Sendero until then-pending litigation concerning this road was resolved. Subsequently, that litigation was concluded and, in October 1997, the City and County staffs recommended that the Task Force reconsider the matter of Fin del Sendero and related connections.

In February 1999, the Task Force reconsidered this issue. The Task Force recognizes an urgent need for additional roads to service ongoing and future development of the "Los Amigos area" east of Fin del Sendero and north of La Mariposa Subdivision. Nevertheless, there exist serious doubts as to the practicality of designating Fin del Sendero, and proposed El Paso Puro Road, as the principal collector or arterial connections for this growing region.



## H.02 *Fin del Sendero Access / Safety Study, continued*

Specific concerns include:

(a) Feasibility of Arterial Construction. Were Fin del Sendero to become the sole or principal arterial for service to Los Amigos, La Mariposa, and Tierra de Oro, it is likely that its safe operation would require construction to arterial standards. This may not be feasible. Would developers of new adjacent subdivisions be willing to bear the cost of constructing the road to arterial standards at this time? If not, who will pay to upgrade the road after the developers have left the scene and traffic gets out of hand as buildout of new additional subdivisions occurs?

(b) Intersection Interference and Need for Traffic-Calming. Fin del Sendero enters Camino la Tierra in close proximity to Wildflower Road, which is the entry road to Tierra de Oro Subdivision. Arterial use of Fin del Sendero will produce unsafe conditions on Camino la Tierra in the vicinity of both intersections, and between those intersections and the Bypass. Yet no concrete plans exist to remedy this problem.

(c) Construction and Phasing of Alternative Connections to the Los Amigos area. Both of these problems could be equitably and effectively resolved if additional connections (such as North Ephraim and/or North Boundary Road) were built as a condition of future development of the Los Amigos area, and prior to use of Fin del Sendero as an arterial. Yet no firm plans currently exist to build such connections. Accordingly, there currently exists a realistic prospect that Fin del Sendero alone will bear the entire burden of the traffic that development of Los Amigos will produce.

In light of these and other considerations, the Task Force recommends that Fin del Sendero not be added to the road plan as a collector or arterial road until such time as there exists a specific, detailed, time-certain, and enforceable plan to remedy these problems; and that a study be commissioned to develop such a plan for adoption by the Board of County Commissioners as a future amendment to the roads plan.

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## H.03 *Jacona Access Study*

The City and County staffs continue to believe that additional road connections are needed in the area of Horcado Ranch Road to reserve rights-of-way for possible future development of over 10,000 acres of private properties north of La Tierra (notably, the Jacona Land Grant and private inholdings within the BLM public lands tract).

However, because of litigation over access on Horcado Ranch Road, staff recommends, and ARTF concurs, that Horcado Ranch Road/Estrada Calabasas, Chili Line Road and other possible connections for addressing Jacona/BLM inholding access problems not be included in the region's future roads plans at this time.

The Staffs recommend instead, and the Task Force concurs, that an existing roads study group organized by Linda Klosky (a Horcado Ranch resident) and the Santa Fe Northwest Advisory Council

- continue to work with County staff, the BLM, Tesuque Pueblo, and the private land owners in this area to resolve access and development issues affecting the area north of La Tierra
- and that this group be directed and encouraged to develop and propose road plan amendments to the Board of County Commissioners when the litigation is settled.

#### *H.04 Minor River Crossings Study*

For the area west of St Francis Drive, the Task Force recommends study and development of numerous local small-scale or at-grade or pedestrian crossings that can serve as purely local neighborhood connectors (perhaps similar to bridges that currently exist at Defouri Street or Delgado Street), provided that they are built at locations and in a manner that will not jeopardize the rehabilitation of the Santa Fe River corridor as a regional park.

Such a study might also consider the possibility of a new subarterial cross-river connection from Cerrillos Road to West Alameda, to be located between Camino Alire and Calle Nopal. Such a new connection would have to be carefully negotiated with landowners and neighborhoods in its vicinity, should only be considered if it could reduce congestion on Osage Avenue and West Alameda, and must comply with guidelines for the Santa Fe River area set forth in the General Plan.

#### *H.05 North Ephriam / Waterline / Bypass Frontage Study*

For the area east of Fin del Sendero, west of US Highway 84/285, and immediately north of the Santa Fe Bypass and Buckman Road, the Task Force recommends:

- Extending North Ephriam Road to Buckman, with a North Ephriam overpass at the Bypass
- Waterline Road, to connect County Road 87 to North Ephriam Road
- County Road 85 overpass at the Bypass, to connect to Paseo de Vistas

The principal purposes of these connections are

- (a) To provide an additional connection (Waterline Road) out of the Santa Fe Estates area; otherwise, sole reliance of Santa Fe Estates residents on County Road 87 ("Ridgetop Road") risks serious congestion on CR87 and at the CR87 interchange at the Bypass;
- (b) To provide an additional connection (North Ephriam) in order to relieve projected traffic congestion in the Fin del Sendero area as that area builds out;
- (c) To preserve north-south access routes to the city customarily used by landowners along the Bypass.

However, these purposes might be better served by

- (a) Eliminating the Waterline Road connection between North Ephriam and CR87, and replacing it with a frontage road along the north side of the Bypass that would extend from Camino la Tierra to CR87; and then
- (b) Terminating either or both CR85 and North Ephriam at the frontage road, and eliminating either of their respective overpasses at the Bypass.

Replacing Waterline with a frontage road would better accord with the City's apparent desire to preserve its Northwest Quadrant as open space, while still providing customary access for northside residents. Elimination of either the CR85 or North Ephriam overpasses would better serve the goal of a limited-access Bypass.

Under the pressure of time, the Task Force was unable to evaluate the feasibility of this proposal and its likely impacts on traffic flows (especially south of the Bypass).

### *H.05 North Ephriam / Waterline / Bypass Frontage Study, continued*

The ARTF concurs that this proposal -- to replace Waterline with a frontage road and to eliminate either the North Ephriam or CR85 overpass at the Bypass -- warrants serious consideration, but recommends that its feasibility and traffic impacts be carefully studied before it is adopted.

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### *H.06 Paseo de Vistas / St. Francis Overpass Study*

Completion/improvement of Paseo de Vistas, including an overpass connection at St. Francis to North Guadalupe Street, is a critical element of the future road plan and deserves a high priority for future construction.

Construction of this overpass is vital to relieve the severe pressure development of the region north of the Bypass and the Extraterritorial Zone, in general, will place on residential roads all along West Alameda. Failure to provide this overpass would significantly reduce the effectiveness of Paseo de Vistas in relieving traffic north and along the Santa Fe River.

The Task Force is concerned, however, by recent traffic estimates indicating that traffic on Paseo de Vistas, between County Road 85 and North Guadalupe Street, could rise to a level that would require four-lane construction of this road stretch. Not only does this run counter to ARTF's recommendation that all new roads be built as two-lane road, but more significantly, a four-lane overpass at St. Francis and Paseo could spoil the City's north *entrada* and could render the overpass impractical from a cost and engineering standpoint.

Nevertheless, it is essential that this overpass be built. The Task Force, therefore, strongly recommends that close study be given to various means of reducing traffic on this stretch to sustainable levels. Traffic-calming measures, addition or deletion of other road links in its vicinity, one-way routing, etc., should all be given serious consideration for this purpose.

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### *H.07 Richards Avenue / I-25 Options Study*

The Task Force strongly recommends against extending Richards Avenue to Cerrillos from its present terminus near the Rodeo grounds. Traffic estimates reviewed by ARTF and the I-25 Corridor Study demonstrate clearly that, if combined with a Richards connection north of Cerrillos (such as that recently approved by the Planning Commission), extending Richards northward to Cerrillos

- Will not relieve traffic on Cerrillos Road, but
- Will exacerbate congestion on Agua Fria Street, West Alameda, and Osage.

In regard to Richards north of Cerrillos, ARTF has concluded that a Siler crossing, Paseo de Vistas, South Meadows Road and Siler-directed connections to the Bypass would better serve the purposes intended for Richards.

Likewise, alternatives to Richards south of Cerrillos should also be reviewed. In particular, the Task Force in its closing days reviewed estimates strongly suggesting that an I-25 interchange at Richards might be as effective as a Richards/Cerrillos link in reducing congestion on Rodeo Road, Camino Carlos Rey, Siringo and elsewhere within the City's south side. The evidence, however, was not conclusive and other options need to be reviewed as well.

### *H.07 Richards Avenue / I-25 Options Study, continued*

Accordingly, the Task Force recommends that the following proposals receive additional future study and serious consideration for inclusion in the region's future roads, should compelling evidence be developed that their construction would significantly reduce congestion in the City's South Side without adversely impacting South Side neighborhoods:

- I-25/Richards Avenue interchange
- I-25 South Frontage Road
- I-25/Camino Carlos Rey interchange

Issues such a study should address include

- Could a Richards interchange and/or a south frontage road significantly reduce traffic on Rodeo Road, Governor Miles Road, Camino Carlos Rey and elsewhere north of I-25, without connecting Richards northward to Cerrillos and if one assumes a "plausible worst case" in regard to traffic generated by development south of I-25?
- Could this interchange and/or frontage road be as effective as a Richards connection to Cerrillos in reducing traffic on Rodeo, Governor Miles, etc.?

The Task Force also recommends study and consideration of the feasibility of an additional north-south connection between Rodeo Road and Cerrillos Road, east of Zafarano Road and west of the Vista del Prado residential area.

The Task Force endorses the preferred local alternative for the US Highway 84/285 Pojoaque Corridor improvement project as recently approved by the City Council and County Commission. It is vital, however, that safety improvements of the US Highway 84/285 Corridor be designed in a way

- That won't set the stage for future congestion, or the widening, of major arterials within the Santa Fe urban area, such as St. Francis or Cerrillos;
- That will preserve the physical attractiveness of Santa Fe's north *entrada*.

These goals, as well as traffic safety, can only be achieved if all the various jurisdictions concerned with this corridor cooperate, both now and in the future.

For these reasons, the Task Force strongly supports the implementation guidelines recommended by the City and County transportation planning staffs and recently approved by the Santa Fe Metropolitan Planning Organization. In particular,

- I.01 Land use management controls are key to the long term solution to issues of access, safety, and aesthetics. They must be developed as a cooperative effort between all agencies with jurisdiction over lands adjoining the highway. Such a collaborative process shall be a part of today's project and shall be nourished in the future.
- I.02 Construction of interchanges is preferable to the installation of traffic signals, both in terms of safety and in the operation of the highway. Interchanges must, however, be designed to minimize their visual impact on the landscape.
- I.03 Development of frontage roads for access control is a necessary part of interchange design. Frontage roads, however, shall be kept to a minimum. Internal road systems should be explored, and landscaping addressed, so that one avoids creating an eight-lane facility. Such a facility would not only have dysfunctional safety and aesthetic consequences for the corridor outside Santa Fe. It would also have adverse consequences for the management of traffic within the City.
- I.04 Because the Pojoaque corridor is a major commuter route, it is an obvious and natural candidate for a successful mass transit system. Implementation of a permanent Park & Ride system shall be promptly undertaken as part of this project, both to reduce traffic on the roadway and to eliminate the need for road widening.
- I.05 All designs for the Pojoaque corridor must and shall address and enhance not only the safety of the roadway, but also its aesthetic character and the visual impact of proposed improvements. Rigorous evaluation of the potential impacts of proposed improvements on traffic flows within the Santa Fe urban area and Extraterritorial Zone shall occur before improvements are implemented.

*The Task Force recommends*

- That the region's future roads plans incorporate the following goals and designs for the Santa Fe Bypass

*Roadway Design Specifications*

- J.01 Dedication for Use as a Hazardous Cargo Route. When the four-lane facility of the Bypass is completed between I-25 and US Highway 84/285, the Santa Fe Bypass shall be dedicated for use as the Urban Area's prescribed location for transporting hazardous cargoes.
- (a) Within the Urban Area, transportation of hazardous cargoes on any and all roadways other than the Bypass shall be permitted only for those cargoes that originate, or are destined for final delivery, within the Urban Area. Otherwise, no transportation of hazardous cargoes shall occur on any roadways within the Urban Area.
  - (b) Definitions of "hazardous cargoes" and rules governing the operation of the Bypass and Urban Area roads for their shipment shall be similar to those in force in other cities (such as El Paso, Texas) where ordinances for dedicated hazardous cargo routes already exist.
- J.02 Limited-Access Design. To maximize the traffic relief that the Bypass can provide for Cerrillos Road and St. Francis Drive, and to provide for the safe transportation of hazardous cargoes: the Bypass shall be designed, land use restrictions implemented, and rights-of-way now acquired, for its eventual operation as a limited-access, high-speed, four-lane, non-commercialized highway.
- J.03 Nature of Bypass Connections. To implement this limited-access concept, all connections to or across the Bypass should be constructed as grade-separated interchanges or non-intersecting over- or underpasses; no at-grade connections should be permitted anywhere north of the Bypass intersection with the I-25 north frontage road. Where, for lack of funding, at-grade intersections are necessary, it shall be a constant goal of the region's road plans to replace such intersections with grade-separated connections as funding becomes available. Additional requirements are
- (a) Between and including State Road 14 and US Highway 84/285, all at-grade connections shall be equipped with traffic controls (either all-way stop signs or all-way stoplights); until such connections are replaced by grade-separated connections, considerations of safety shall take precedence over considerations of high-speed operation.
  - (b) All roads that connect to or cross the Bypass must be of collector or arterial grade.
- J.04 Interchange Connections. Connections that allow vehicles to enter and exit the roadbed of the four-lane facility ("interchange connections") shall be widely spaced, few in number, and limited to connections for roads necessary to provide substantial traffic relief for the Urban Area. Based upon its review of the Area's transportation needs, the Task Force recommends that interchange connections be provided only at the following locations north of the I-25 North Frontage Road:
- (a) Jaguar Road
  - (b) Airport Road
  - (c) South Meadows Road/County Road 62
  - (d) Camino la Tierra
  - (e) County Road 87 (aka "Ridgetop Road")
  - (f) US Highway 84/285

*Roadway Design Specifications, continued*

- J.05 Overpass/Underpass Connections. Connections that allow vehicles to pass over or under the Bypass without entering or exiting the roadbed of the four-lane facility ("over/underpass connections") may be provided to prevent the Bypass from becoming an impassable wall between City and County residents. In principle, such connections should be provided only as necessary to disperse traffic from areas north and west of the Bypass among multiple connections into the City. The Task Force recommends that, at present, over/underpass connections be provided or planned for the following locations:
- (a) In the vicinity of Puesta del Sol, to be linked to County Road 70
  - (b) Hager Road (aka "County Road 70 Connection"), to be linked to Bypass North Frontage Road
  - (c) North Ephriam Road\*
  - (d) County Road 85 (aka "Camino de los Montoyas")\*

\*See, however, Recommendation H.05

- J.06 Jaguar Road Connection. If constructed with an at-grade connection at the Bypass, the Jaguar Road connection with the Bypass shall not be placed in service unless traffic controls (all-way stop signs or all-way stoplights) exist at its intersection with the Bypass.
- J.07 Caja del Rio Road Connection. Caja del Rio Road shall have its south terminus at the Bypass North Frontage Road and shall not be extended to or across the four-lane facility of the Bypass.

*Environmental Enhancement Measures*

- J.08 Noise Abatement. Noise levels along the Bypass are unacceptable. All noise abatement measures necessary to bring the Bypass into compliance with all currently applicable Federal and State noise-level standards shall be promptly designed and implemented. Use of jake breaks on the Bypass shall be prohibited.
- J.09 Quality-of-Life Improvements. The Bypass shall be re-designed, and measures implemented, to minimize its visual impacts, and the impacts of vehicle lights and roadway lighting, on adjacent landowners and neighborhoods. Acceptable measures include (but are not limited to): berming, below-grade construction, and extensive planting of trees.

*Trail Access*

- J.10 Trail Crossings. Multiple trail crossings shall be provided along the Bypass. These crossings shall be implemented either as trail underpasses (for example, equestrian-scale box culverts) or as at-grade crossings equipped with traffic controls. In addition,
- (a) Bicycle and pedestrian crossings shall be spaced at no less than one-half-mile intervals.
  - (b) Equestrian crossings shall be spaced at no less than one-mile intervals.
  - (c) Trails paralleling the Bypass shall be separated from the roadbed on both sides of the Bypass.
  - (d) Locations for trail connections across the Santa Fe Bypass shall be identified before actual construction of the Bypass (other than of frontage roads) begins.
  - (e) TEA-21 funding shall, as an urgent and high priority matter, be sought to implement these recommendations.

*The Task Force recommends*

- That the following criteria shall govern the development of new arterial roads in the region north of the Santa Fe Bypass, west of US Highway 84/285 and Tesuque Pueblo, east of the Caja del Rio escarpment, south of State Road 502, and outside the boundaries of the City of Santa Fe:
- 
- K.01 Road corridors shall be located and roads constructed to minimize their visual impacts and the impacts of nighttime lighting and road noise, using berming, below-grade construction, and/or extensive planting of trees.
  - K.02 Traffic-calming methods shall be employed to slow traffic and to increase the safety of motorists and existing residents. Methods to be used shall include (but are not limited to): following the contours of the land and curving roads in flat areas where the alignment would otherwise be straight and encourage higher speeds.
  - K.03 Whenever possible, and when within 1000 feet of existing residences, roadways shall be located on the side of a ridge facing away from existing residences.
  - K.04 Whenever possible, and when within 1000 feet of existing residences, roadways shall be located outside the line of sight of existing residences.
  - K.05 Arterial roadways shall be located a minimum of 660 feet from existing residences; distances greater than 1000 feet are preferred; provided, however; that
    - (a) Distances less than 660 feet are permissible with the approval of all affected landowners;
    - (b) When a proposed alignment passes between existing homes, and a minimum 660-foot buffer for all such homes is not possible, every effort shall be made to equalize and minimize the visual, lighting, and noise impacts on all such homeowners.



*The Task Force recommends*

Trail usage by bicycles, pedestrians, and equestrians reduces vehicular traffic and its associated impacts. Trails are also an amenity highly prized by citizens of the region's communities. Therefore,

- L.01 Trails or sidewalks shall accompany all arterial, minor arterial, collector and sub-collector roads. Where a City or County Trails Plan is in effect, all trail connections prescribed by such plans shall be provided.
- L.02 Off-the-road trail systems are preferable; therefore, Criterion L.01 may be satisfied by an internal trail system providing equivalent connectivity.
- L.03 Until a City or County Trails Plan is in effect, new development shall attempt to provide connections to existing trails.
- L.04 The quality of the trails shall be appropriate to expected usage. For example, in many cases unimproved dirt trails are acceptable. At a minimum, designated trail easements must be provided.
- L.05 Grade-separated or traffic-controlled trail crossings are desirable every ½ mile for pedestrian/bicycle use and every mile for equestrian use, where trails cross arterial roads. The density of the trail network becomes more important as traffic volumes on roads and trails increases.

*The Task Force recommends*

- That each new road be designed and located in a manner that mitigates its impacts on adjacent landowners and neighborhoods, as well as its environmental impacts on City and County residents in general.

Accordingly, ARTF, having consulted adjacent landowners and neighborhoods and the staffs in regard to various roads proposed by the Task Force, recommends that, to address their detailed concerns, certain specifications and comments be reflected in the designs or locations of various roads and projects, as follows.

*Santa Fe South and Tierra Contenta Subregions*

**M.01 Avenida del Sur, Vista del Monte**

Vista del Monte road shall remain a two-lane frontage road for the Valle Lindo Subdivision.

**M.02 Beckner Road, Road "F"**

- (a) Beckner Road, from Cerrillos Road to Road "G" shall be constructed to collector road standards.
- (b) Road "F", from Ocate Road to Governor Miles Road, shall be constructed to collector or sub-collector road standards.

Comments of the County Land Use Planning Staff:

"County staff supports the City staff's efforts to negotiate an I-25 buffer with property owners along the north side of I-25 and agrees that Beckner Road be designated a collector road to serve compact development north of the buffer and park areas as shown on the proposed City General Plan."

"Staff agrees that there should be a buffer, and not arterial roads with development, adjacent to the I-25 right-of-way. However, the location and width of this buffer will vary with the terrain, visibility and broadcasting of noise between the interstate and pre-existing and future development, and with the location of land parcels and the overall design of proposed new development. "

"When finally platted, the exact alignments of Beckner and other roads in the vicinity of I-25 need to be carefully drawn in a manner that respects these variations and concerns."

**M.03 Camino Carlos Rael River Crossing**

When a Siler river crossing is placed in service, the existing river crossing on Camino Carlos Rael shall be closed to motor vehicle traffic; provided, however, that this crossing may be re-opened if at least one new additional crossing is built between Camino Alire and the Siler crossing.

**M.04 County Road 61 (also known as Country Club Road)**

- (a) Country Club Road (CCR), between Jaguar Road and Airport Road and north of the Tierra Contenta boundary, shall have a two-lane cross-section, without median. The existing 50 feet of right-of-way shall not be widened except as necessary to include a parallel pedestrian trail that links the Tierra Contenta Spine Trail to the Santa Fe River Trail. If the right-of-way is widened to include such a trail, the width of the right-of-way shall not exceed 66 feet. If the easement needed to accommodate the CCR roadway is less than 50 feet, the unused portion of the existing road easement shall be vacated.

*Santa Fe South and Tierra Contenta Subregions, continued*

**M.04 County Road 61 (also known as Country Club Road), continued**

- (b) To avoid traffic interference with the San Felipe Road/Airport Road intersection, Country Club Road shall be realigned to connect with San Felipe Road at a single intersection at Airport Road. The existing CCR intersection at Airport Road shall then be closed and eliminated.
- (c) The following measures shall be implemented to mitigate the adverse environmental impacts of Country Club Road on the residents of Country Club Estates: planting and maintenance of a vegetative screen along the east edge of CCR; construction of the CCR roadway below grade. Lighting of the roadway shall be minimized; only cut-off lighting may be used.

**M.05 Richards Avenue, South of Cerrillos Road**

- (a) Richards Avenue shall not be extended northward from its current terminus in the vicinity of the Rodeo Grounds.
- (b) The entire area south of Cerrillos, north of and along Arroyo Chamisos, and west of Avenida de las Americas, shall be zoned and dedicated for public use as a recreational open space and trails network parcel.

*Agua Fria Subregion*

**M.06 County Road 68A (also known as San Isidro Crossing)**

The San Isidro crossing shall not be upgraded to a permanent all-weather arterial river crossing.

**M.07 Home Depot Road, Richards Avenue North of Cerrillos Road**

- (a) Richards Avenue may be extended northward from Cerrillos, provided that such an extension (to be renamed "Home Depot Road") shall extend due north to, and stub out at, Rufina Street; that the connection to Rufina shall not be placed in service until all of Rufina Street, from Henry Lynch Road to South Meadows Road, has been improved, paved, and placed in service; that traffic calming measures shall be implemented on Henry Lynch Road in the event that Henry Lynch becomes congested or disruptive to adjacent landowners.
- (b) Richards Avenue shall not be extended to the north of Agua Fria Street.
- (c) All past and current plans for extending Richards Avenue northward from Rufina Street shall be permanently abandoned. Of any unused rights-of-way publicly acquired for such purposes, all road easements appurtenant thereto shall be vacated, 25 feet of said rights-of-way shall be offered for resale to their previous owners, and the remainder dedicated for use as public trails.

**M.08 Jemez Road**

- (a) Traffic-calming measures shall be implemented on Jemez Road when additional connectors between Airport Road and Agua Fria Street (such as South Meadows Road) have been constructed.
- (b) All governmental agencies involved in the planning, designing and implementation of traffic calming measures on Jemez Road will be committed to careful and thorough notification, communication and serious consultation with the residents and owners of property contiguous to the right-of-way.

*Agua Fria Subregion, continued*

**M.09 Rufina Street, from Henry Lynch Road to South Meadows Road**

- (a) Rufina Street shall be designed and built as a two-lane road with bicycle lanes.
- (b) Trucks 5 tons and greater in size shall be banned from Rufina Street.
- (c) Rufina Street shall terminate at, and not extend west of, South Meadows Road.
- (d) Before any extension of Rufina Street to South Meadows Road is placed in service, the north side of Rufina Street (from Henry Lynch Road to Lopez Lane) shall be fenced, in order to keep outside traffic from using private road easements along Rufina to access Agua Fria Street.
- (e) Landowners along the north side of Rufina who wish to access Rufina shall be permitted to install gates at the intersection of Rufina with any private roadways located on their individual lots, subject to any applicable regulations concerning curb cuts on Rufina.

**M.10 Siler-Area River Crossings**

- (a) Location. Permanent all-weather river crossings in the vicinity of Siler Road may be located at any two of the following four locations:
  - (i) Clark Road, cross-river extension from Rufina Street to West Alameda
  - (ii) Siler Road, north cross-river extension to West Alameda
  - (iii) Siler Road, cross-river connection to Paseo de Vistas Santa Fe River extension
  - (iv) Calle del Cielo, cross-river extension from Rufina Circle to West Alameda
- (b) General Design. Crossings at these locations shall be built as low-profile, two-or-three lane, permanent all-weather bridges. Their design shall be compatible with installation of bicycle, pedestrian and equestrian pathways. These bridges and their road connections shall be designed to minimize their noise, light and visual impacts.
- (c) Calle del Cielo Crossing Alignment. If Calle del Cielo is extended northward, its alignment between Agua Fria Street and the Santa Fe River shall not cross any part of the historic Probst property located along Agua Fria Street.
- (d) Siler North Extension Alignment. If Siler is extended northward to West Alameda, it shall connect to West Alameda as close to the bottom of Hansen's Bend as safety allows.
- (e) Connections to West Alameda and Bypass. No new River crossing shall connect directly to any existing or proposed road north of West Alameda, other than Paseo de Vistas. Nor shall any new crossing in the vicinity of Siler connect directly to the Santa Fe Bypass.
- (f) Closure of Camino Carlos Rael Crossing. When a Siler river crossing is placed in service, the existing river crossing on Camino Carlos Rael shall be closed to all vehicular traffic. (See also Recommendation M.03).
- (g) Phasing. To prevent crossings in the Siler area from adding to congestion on West Alameda, they shall be built only after the proposed east and west connections of Paseo de Vistas are in service.

**M.11 South Meadows Road**

The South Meadows intersection at Agua Fria Street shall be equipped with traffic controls (either all-way stop signs or all-way stoplights).

### *West Alameda Subregion*

#### **M.12 Camino de las Crucitas**

Immediately after the east connection of Paseo de Vistas is placed in service, the existing intersections of Camino de las Crucitas with County Road 85, Buckman Road, and Paseo de Vistas shall be closed to public traffic. A connection between Paseo de Vistas and Camino de las Crucitas, that would allow emergency access to Camino de las Crucitas from the north, may be constructed, provided that it be closed to general public use.

#### **M.13 Paseo de Vistas**

- (a) Purpose of Paseo de Vistas. Paseo de Vistas (PDV) should be designed to route traffic northward, around, and away from residential areas located along the east end of West Alameda. PDV should not be designed to provide additional connections to West Alameda for traffic to and from the Plaza area. Every reasonable effort shall be made in the design of PDV to avoid a further west-to-east buildup of traffic on West Alameda.
- (b) General Design Concepts. To encourage east-west traffic to use PDV rather than West Alameda, PDV should be designed as a two-lane minor arterial having a design speed greater than that of West Alameda. Other design measures to accomplish this end include:
  - (i) The central stretch of PDV, between Calle Nopal and County Road 85, should be straightly aligned to accommodate the higher speeds.
  - (ii) Turn bays should be provided as necessary, but driveway connections to PDV shall be prohibited.
  - (iii) A third passing lane shall be provided in the uphill direction on especially steep inclines.
  - (iv) PDV shall be equipped with pedestrian, bicycle, and equestrian trails and crossings.
- (c) Measures to Reduce Noise and Visibility. PDV shall be screened by vegetation, and in addition, either built below grade or bermed along sightlines visible to the City and US Highway 84/285. The use of Jake brakes shall be forbidden on all parts of PDV.
- (d) Lighting. The only lighting permissible along PDV shall be low-to-the-road lighting at intersections. No continuous street lighting shall be used.
- (e) Alignment of Central Paseo de Vistas. To further reduce PDV's potential for broadcasting light and noise across large expanses of the City, the central stretch of PDV, between Calle Nopal and County Road 85, shall be realigned and located northward, and roughly parallel to, the existing roadway and off the ridgetop. At least three alternatives exist to accomplish this purpose.

Option 1. (Preferred) Destroy the existing roadway and replace it with a realigned roadway.

Option 2. Use the existing roadway as a frontage road for subdivisions to the south of PDV; build an additional roadway northward and off the ridge, having no (or very few) connections to the existing roadway.

Option 3. Use the existing roadway as one lane of a divided PDV; build the second lane along its north side and off the ridge.

*West Alameda Subregion, continued*

**M.13 Paseo de Vistas, continued**

- (f) Alignment of the East Connection of Paseo de Vistas. The portion of PDV to be located between County Road 85 and North Guadalupe Street should be aligned more or less as specified in the recent Paseo de Vistas Location Study; that is, it should loop just north of a small existing transformer station to the east of Rincon de Torreon and cross St. Francis Drive somewhere between the Radisson Hotel and the Los Pinones Apartment complex.
- (g) Paseo de Vistas/St. Francis Intersection. Extension of PDV to North Guadalupe Street and across St. Francis Drive is an indispensable element of this project. Failure to make this connection would significantly reduce the promise of PDV for relieving traffic north of the Santa Fe River and render this project pointless. To minimize the impact of PDV on St. Francis Drive and the City's north *entrada*, the intersection of PDV at St. Francis Drive shall take the form of a low-profile overpass.

**M.14 West Alameda**

- (a) Truck Bans. The existing truck ban on West Alameda shall be continued, enforced, and extended westward to Paseo de Vistas.
- (b) Truck Routing. Paseo de Vistas and West Alameda west of Paseo de Vistas shall be the preferred route for truck traffic in the area between the Santa Fe River and the Santa Fe Bypass.
- (c) Signalization. A flashing, pedestrian-operated stoplight shall be installed on West Alameda opposite Gonzales Elementary School. In addition, to provide for the safety of pedestrians, hikers, and bicyclists, stop-signs or pedestrian-operated stoplights shall be installed at the intersections of West Alameda with all connecting paths and trails of the proposed trail system along the Santa Fe River.
- (d) Medians. Planted medians shall be installed in existing center lanes of West Alameda between Calle Nopal and Rincon de Torreon and between Camino Alire and Solana Shopping Center. In the future, center turning lanes shall not be installed on Alameda between St. Francis and Paseo de Vistas.
- (e) Vegetation. Trees shall be planted on both shoulders of West Alameda along Rio Vista and Las Lomas subdivisions. In general, vegetation along West Alameda shall replicate the riverside landscaping that currently exists in the Santa Fe River State Park.
- (f) Bicycle Paths. To encourage bike travel along West Alameda, all of West Alameda east of Calle Nopal shall be so equipped as to protect bicyclists from motor vehicles.

*Northwest Subregion*

**M.15 North Boundary Road, Welsh-Simms Road**

- (a) Existing North Boundary Road, west of "South Bend," shall not be extended directly westward. Instead, the planned road corridor west of "South Bend" shall be realigned to the north and shall be extended and connected to Welsh-Simms Road. The center line of this realigned segment shall, at a minimum, be located 750 feet north of the City's current boundary.
- (b) The Welsh-Simms road corridor shall be extended southward to connect to the North Ephriam Road corridor.

*Northwest Subregion, continued*

**M.16 Tano Road, North Ephriam Road: West Extension to Paseo de la Tierra**

The Task Force recommends that neither Tano Road nor North Ephriam Road shall be extended to connect to Paseo de la Tierra.

Comments of the County Land Use Planning Staff:

"On October 17, 1997 the City and County staffs recommended that Tano Road be extended westward to Paseo de la Tierra and that North Ephriam Road be extended northwest to connect to Tano Road."

"The principal purposes of these connections were (a) to reduce future congestion that will likely occur as traffic on Camino la Tierra approaches the Bypass, and (b) to relieve traffic pressures that may be produced by development of the area between Fin del Sendero and La Tierra (most notably by the Rounseville/Crystal, Inc. properties, should they develop)."

"In January 1999, traffic projections presented to the Task Force indicated that these connections would not contribute significantly to traffic relief on Camino la Tierra. Nor would future traffic on these connections likely reach a level that would warrant their construction as either collector or arterial roads. On these grounds, the County staff withdrew these proposed connections from consideration by the Task Force."

"County staff advises, however, that both primary and secondary access roads to the Rounseville/Crystal properties will be needed should they develop. Tano/North Ephriam connections similar to those proposed in October 1997 will likely be proposed in such an eventuality, although it may not be necessary to construct them as arterial roads."

"In addition, projections of future traffic volumes on particular roads are sensitive to assumptions concerning the pace and density of future development that may not be vindicated by the actualities of future development. It may be advisable, therefore, to reconsider the inclusion of these Tano/North Ephriam connections as collectors or arterials at such time, if ever, that the Rounseville/Crystal properties are actually developed."

*Western Fringe Subregion*

**M.17 Caja del Rio Road, Trail Connections**

The Task Force strongly recommends that trail crossings be constructed on Caja del Rio Road to prevent the disruption of the existing and extensive network of bicycle, equestrian, and pedestrian trails that extend across, and along, this road. In particular

- (a) Bicycle and pedestrian crossings shall be spaced at no less than one-half-mile intervals along Caja del Rio Road.
- (b) Equestrian crossings shall be spaced at no less than one-mile intervals.
- (c) Trails paralleling Caja del Rio Road shall be separated from the roadbed on both sides of this road.
- (d) Trails that cross this road shall be implemented as over- or underpasses or as at-grade, stoplight-controlled crossings.
- (e) TEA-21 funding shall, as a high priority matter, be sought to implement these recommendations.

*Western Fringe Subregion, continued*

**M.18 County Road 62, Paving and Realignment**

- (a) County Road 62 may be realigned anywhere within Section 26 at the discretion of Section 26 landowner(s), provided
  - (i) Said landowner(s) shall work with the West Santa Fe Association in an attempt to minimize the impacts of the realignment on resident homeowners of Section 25, and
  - (ii) If County Road 62 is paved outside Section 26, the visual, sound and light impacts of County Road 62 on surrounding neighborhoods will be minimized when possible.
- (b) When the Santa Fe Bypass four-lane facility is built:
  - (i) County Road 62 north of the Bypass shall be realigned within Section 36 to connect it to the South Meadows Road interchange on the Bypass.
  - (ii) When so realigned and connected, the existing County Road 62 connection between County Road 70 and the Bypass shall be closed and abandoned.

**M.19 County Road 62/70 Connector**

A connection between County Road 70 and a realigned County Road 62 (see Recommendation M.18) may be made within Section 36, provided that

- (a) The north terminus of this connector is located at least 660 feet west of either of the two proposed intersections of Los Suenos Trail with County Road 70;
- (b) This connector intersects realigned County Road 62 at a location not less than 1000 feet north of the center point of the South Meadows interchange on the Santa Fe Bypass;
- (c) This connector shall not be directly connected to the North Frontage Road of the Santa Fe Bypass.

**M.20 La Vida Road, College Road, Village Road, Queen Isabella Way, West Wildflower Extension**

- (a) The locations of these roads shall conform to the results of subdivision and development proceedings for properties containing, or adjacent to, these roads, as of October 17, 1997, as shown on a series of topographic maps on file at the Land Use Planning Division of the County of Santa Fe.
- (b) The locations of these roads shall be stipulated by the future roads plans to denote exact alignments subject to minor variance, rather than as 1000-foot wide future road corridors.

**M.21 Los Suenos Trail**

- (a) From Camino las Campanas to Arroyo Calabasas, the location of Los Suenos Trail shall conform to that shown on a series of topographic maps on file at the Land Use Planning Division of the County of Santa Fe.
- (b) Between Arroyo Calabasas and County Road 70, Los Suenos Trail may be optionally aligned in the locations indicated in Figure 6 of the attached Appendix.
- (c) The locations for Los Suenos Trail prescribed in the foregoing paragraphs (a) and (b) shall be stipulated by the future roads plans to denote exact alignments subject to minor variance, rather than as 1000-foot wide future road corridors.



*Western Fringe Subregion, continued*

**M.21 Los Suenos Trail, continued**

- (d) Where Los Suenos Trail traverses a ridge or high point, it shall be depressed by a cut such that vehicular traffic is substantially blocked from view off-site. On any other portion of the road where headlight glare is visible from off-site, berming and/or cutting the roadway shall be utilized to minimize the off-site visibility.

**M.22 Road "K", from Los Suenos Trail to Caja del Rio Road**

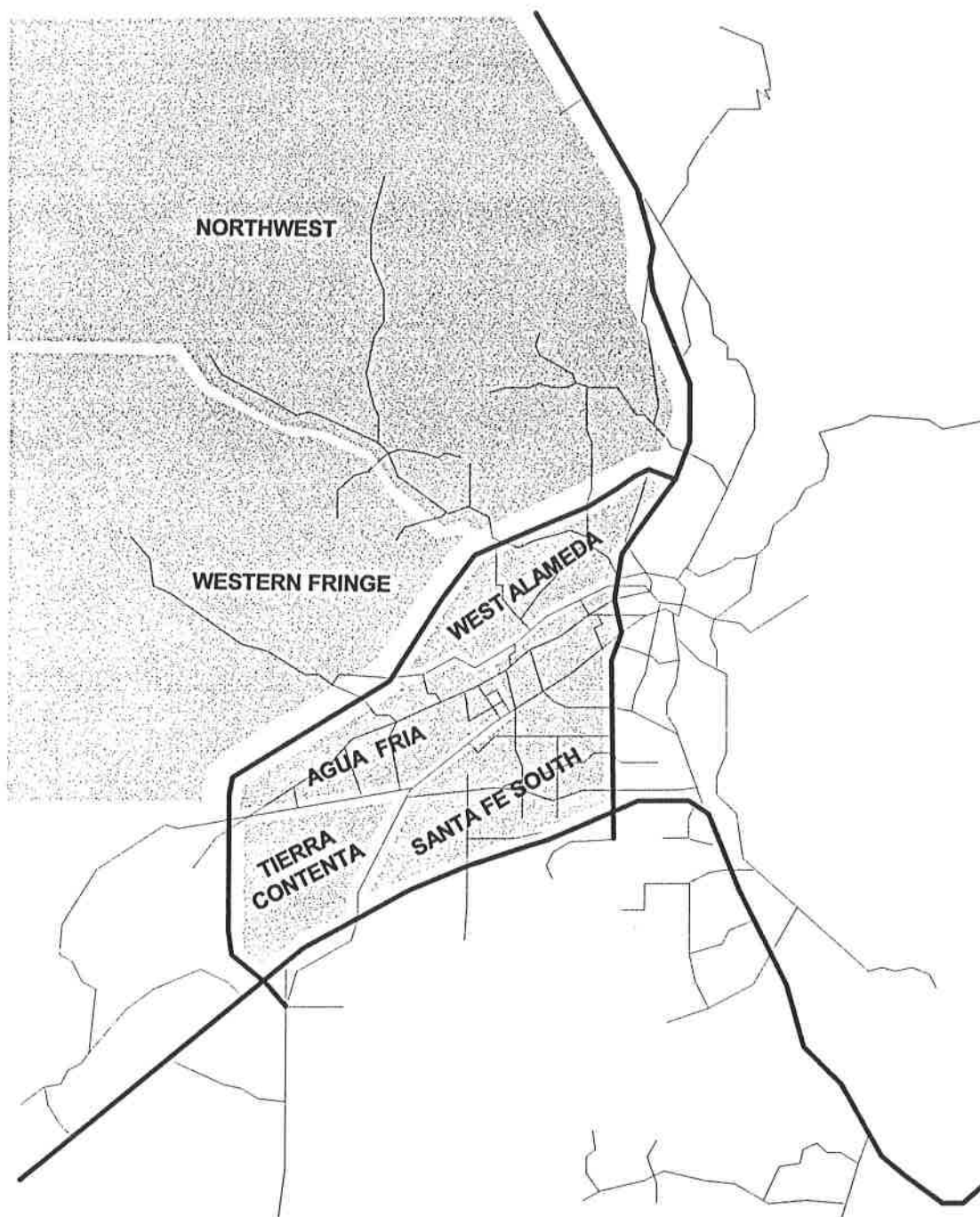
- (a) To provide a safe intersection at Road K and Caja del Rio Road, it is critical that Road "K" be aligned as closely as possible to the flow line of the adjacent Arroyo Calabasas on the north, so as to provide maximum sight distance along Caja del Rio Road to the south of the intersection. Additionally, design consideration shall be given to lowering, and removing further from the road edge, the cut banks on Caja del Rio to the south of the proposed intersection, in order to provide greater sight distance for this intersection.
- (b) The location of Road "K" shall be stipulated by the future roads plans to denote a 100-foot wide future road corridor, anywhere within which the road may be constructed, giving due regard to applicable engineering and terrain management considerations.



## **APPENDIX**

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## **MAPS**



ARTERIAL ROADS TASK FORCE

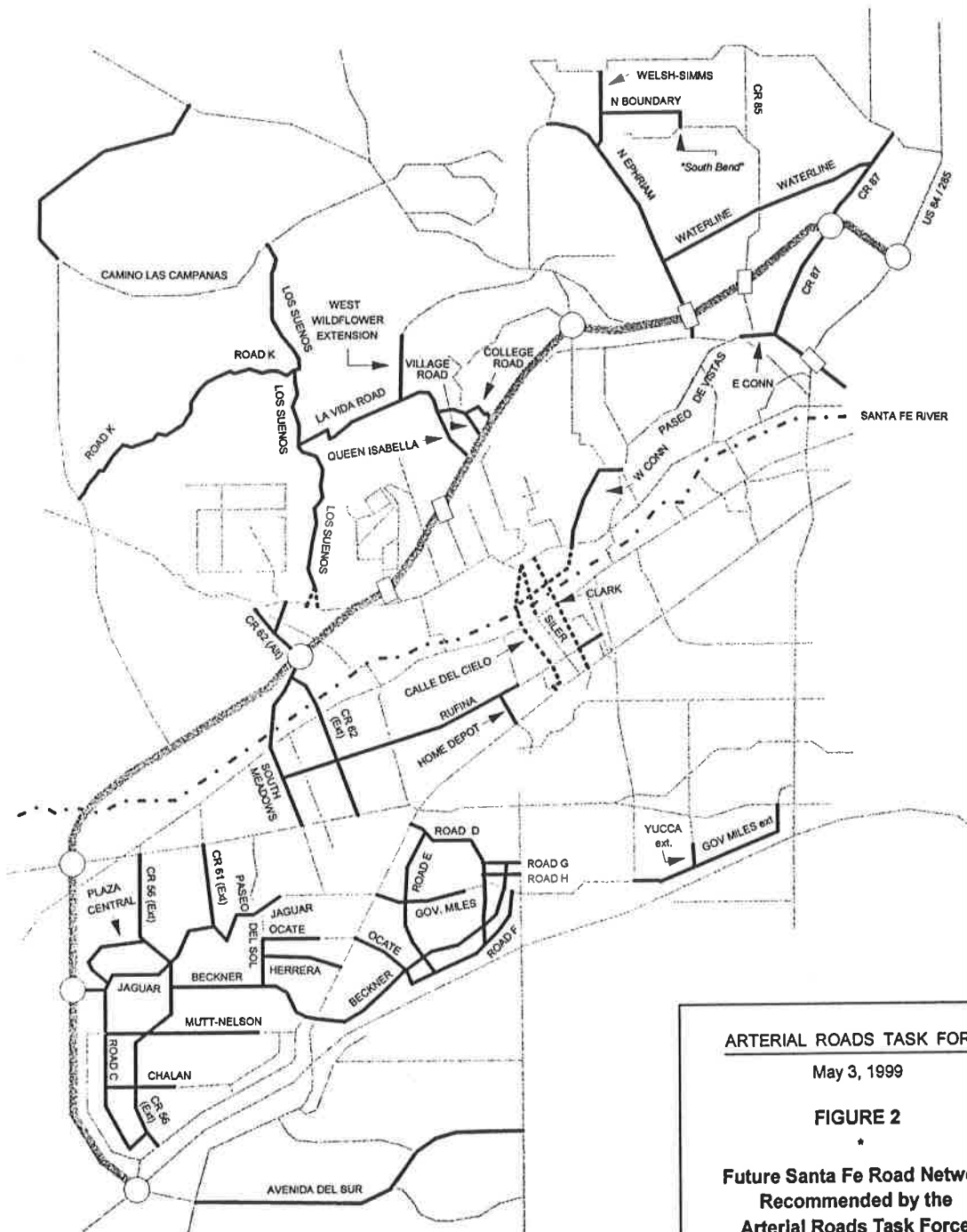
May 3, 1999

FIGURE 1

ARTF STUDY AREA  
AND SUBREGIONS

— Major Regional Highways  
— Other Existing Roads

NOTE: ROAD LOCATIONS SHOWN BELOW ARE APPROXIMATE.



TO PRESERVE SANTA FE'S WORLD-RENOWNED CHARACTER AND TO AVOID HARM TO ITS EXISTING NEIGHBORHOODS AND COMMUNITIES:

The Arterial Roads Task Force emphatically recommends that the Region's future roads network be designed in accordance with the principles of "many small roads, neighborhood-friendly roads, and pedestrian-oriented roads."

To this end, all Task Force recommendations are strongly qualified by the condition that "all new roads shall be built as two-lane roads, with third lanes added only as necessary to provide turning lanes at congested intersections."

#### ARTERIAL ROADS TASK FORCE

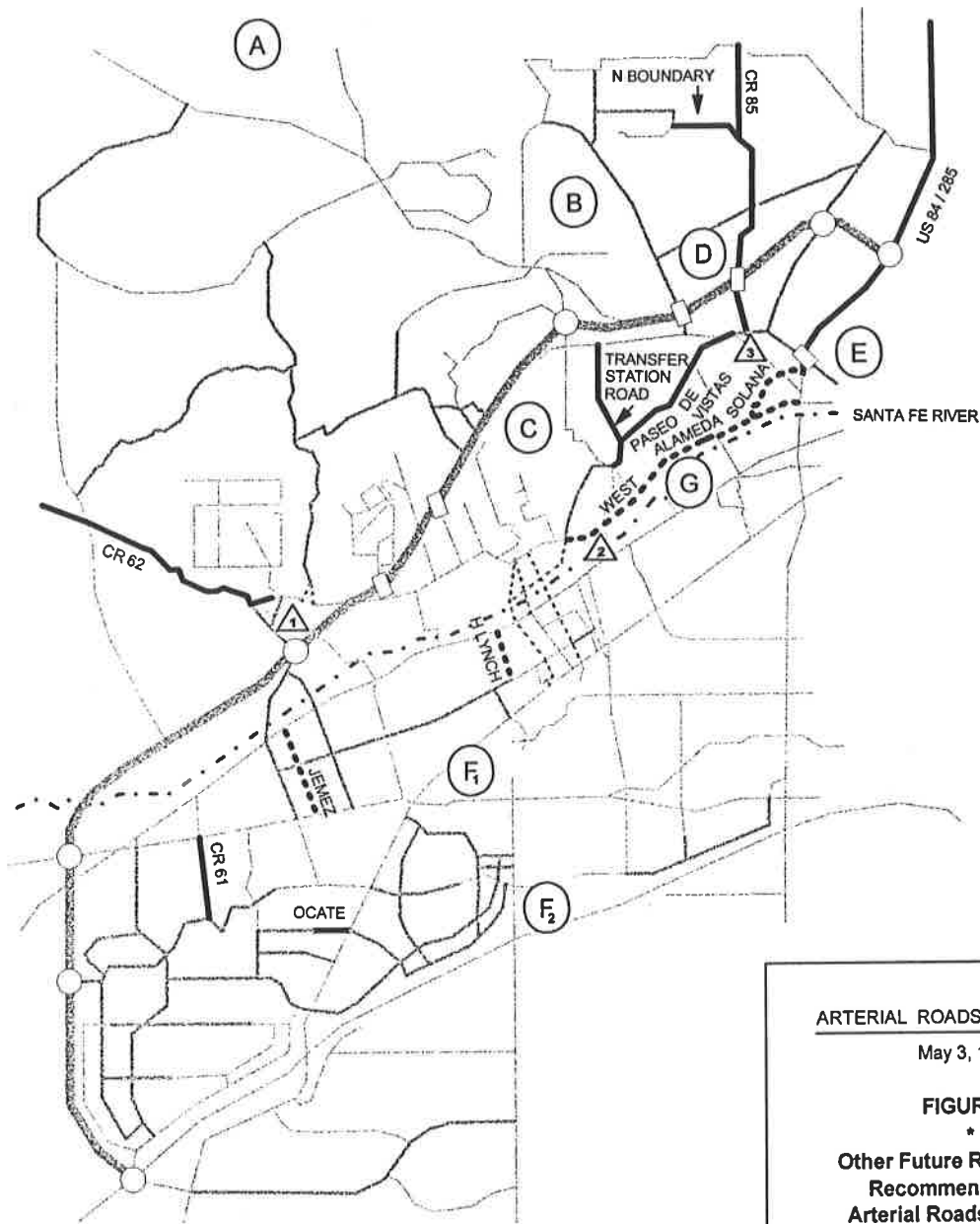
May 3, 1999

#### FIGURE 2

#### Future Santa Fe Road Network Recommended by the Arterial Roads Task Force

- Existing or Platted Roads
- Future roads (location definite)
- ..... Future roads (location optional)
- ~~~~~ Santa Fe Bypass and Frontage Rds
- ARTF-Recommended interchange
- ARTF-Recommended over or underpass

NOTE: ROAD LOCATIONS SHOWN BELOW ARE APPROXIMATE.



**ARTERIAL ROADS TASK FORCE**

May 3, 1999

**FIGURE 3**

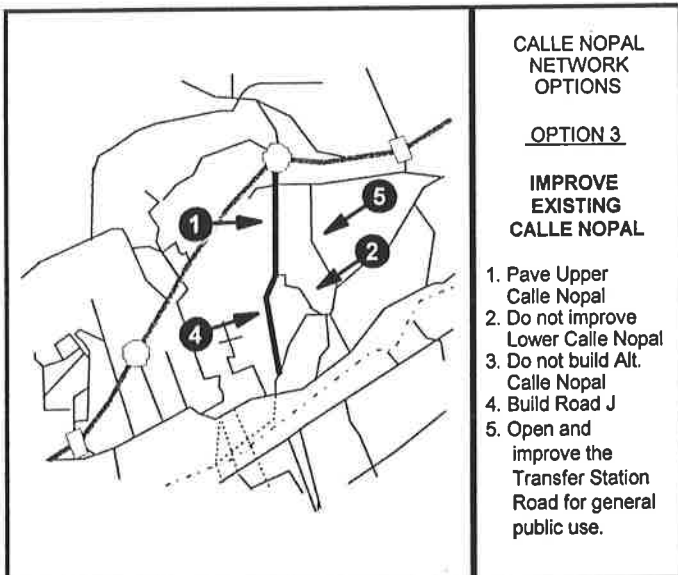
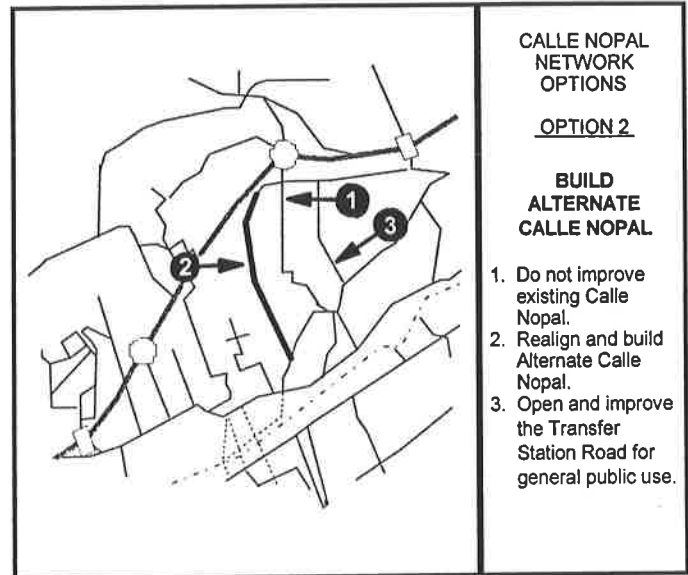
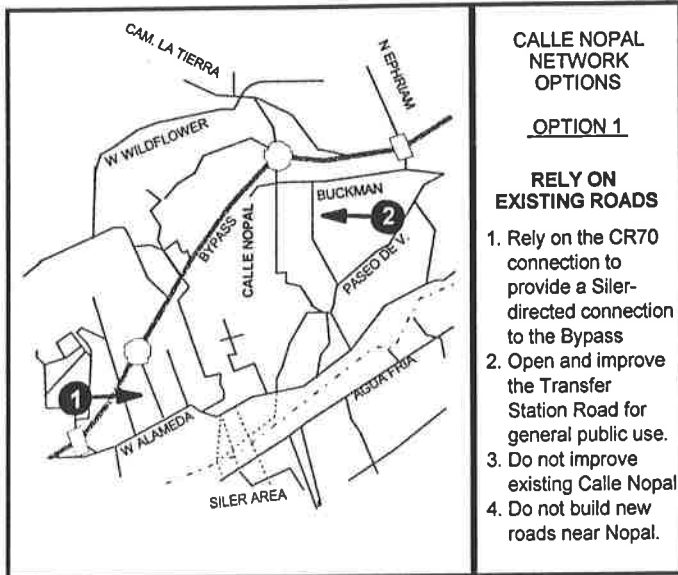
**Other Future Road Projects  
Recommended by the  
Arterial Roads Task Force**

- (A) Jacona Access Study
- (B) Fin del Sendero Access/Safety Study
- (C) Calle Nopal Options Study
- (D) North Ephraim / Waterline Road / Santa Fe Bypass Frontage Study
- (E) Paseo de Vistas / St Francis Overpass Study
- (F) Richards Avenue / I-25 Options Study

- (G) Minor River Crossings Study
- 1 Existing CR 62 connection to Bypass, conditional closure
- 2 Camino Carlos Rael River X-ing, closure when a Siler River X-ing is in service
- 3 Camino de las Crucitas, closure when the "East Connection" of Paseo de Vistas is in service

- Existing roads recommended for upgrade
- Existing roads recommended for traffic-calming
- △ Existing roads conditionally recommended for closure
- Other existing roads
- Future roads (location definite)
- Future roads (location optional)
- Projects recommended for future study
- Interchange
- Over or underpass

# LOCATION OPTIONS FOR A SILER-DIRECTED CONNECTION TO THE SANTA FE BYPASS



ARTERIAL ROADS TASK FORCE

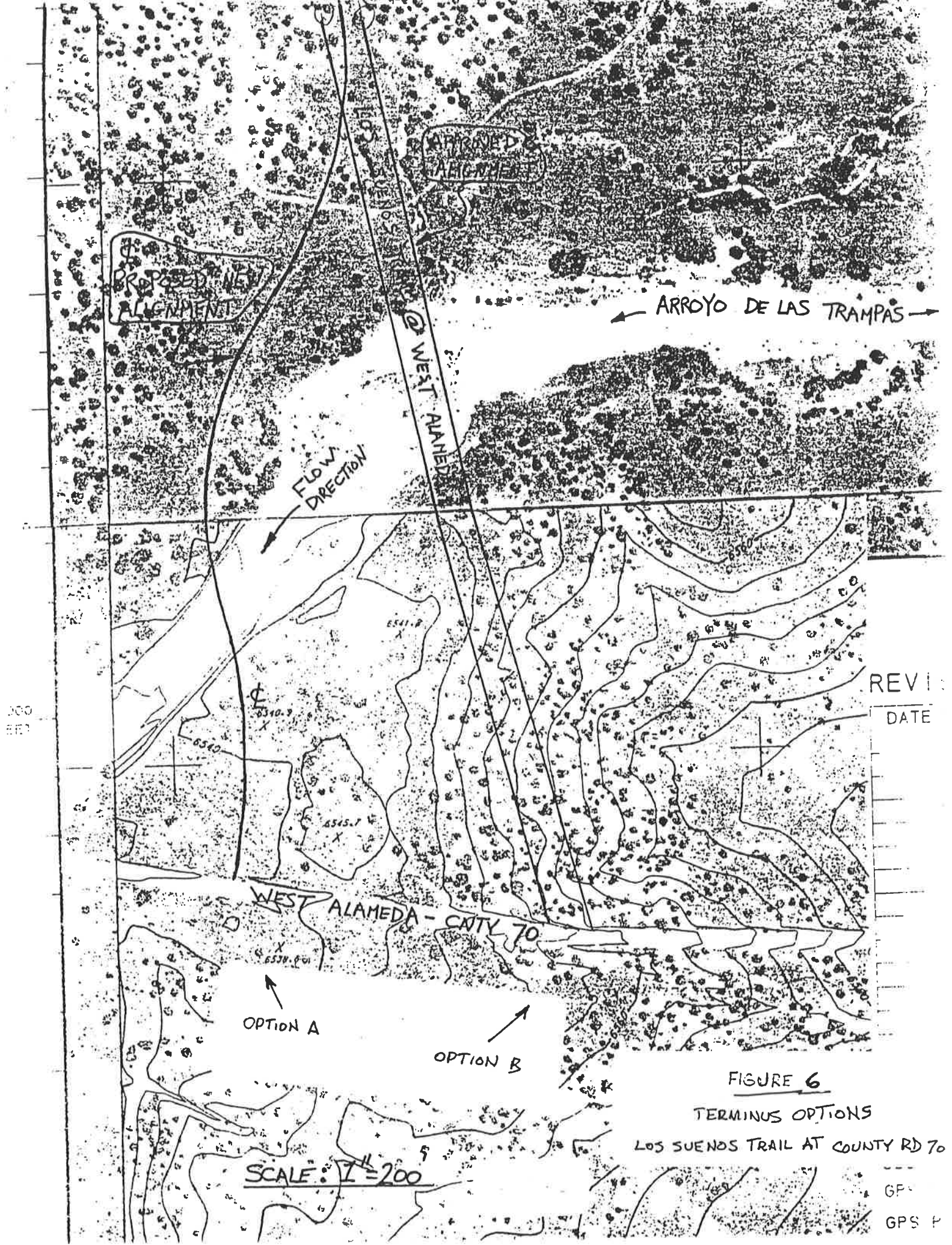
May 3, 1999

FIGURE 4

CALLE NOPAL ROAD  
NETWORK OPTIONS







REV: \_\_\_\_\_  
DATE \_\_\_\_\_

**FIGURE 6**  
**TERMINUS OPTIONS**  
**LOS SUEÑOS TRAIL AT COUNTY RD 70**

GP  
GPS P

**NOTE: ROAD LOCATIONS SHOWN BELOW ARE APPROXIMATE.**  
Not shown are proposed roads that lie outside the City's proposed future Urban Area.

