

DRAFT North Guadalupe Street Post Reconstruction Multimodal Operations and Safety Analysis

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**Prepared for: Santa Fe
Metropolitan Planning
Organization**

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Project Purpose

The North Guadalupe Street (N. Guadalupe) Reconstruction project, completed in September 2025, reconstructed the ½-mile segment between Paseo de Peralta and Alameda Street. The reconstruction was initiated based on recommendations from a Road Safety Audit (RSA) completed for N. Guadalupe Street in 2014. The RSA was conducted by the New Mexico Department of Transportation (NMDOT) in conjunction with the City of Santa Fe for Guadalupe Street from Agua Fria to Paseo de Peralta which identified safety issues along the corridor and potential projects to mitigate these issues. The reconstruction project transformed a corridor into a multimodal street with primary objectives to enhance safety, accessibility, and overall roadway conditions along this vital corridor based on findings from the RSA. This memo presents the findings of a post-implementation operational and safety assessment conducted by Kimley-Horn on behalf of the Santa Fe Metropolitan Planning Organization (SFMPPO), in partnership with the City of Santa Fe, to evaluate how the reconstructed ½-mile segment between Paseo de Peralta and Alameda is performing relative to the project's original design intent.

The purpose of this memorandum (memo) is to complete a data-supported, post-implementation operational assessment of corridor performance and identify practical opportunities to refine operations, if needed. The assessment will evaluate multimodal activity, vehicular speeds, and road user behaviors/interactions by performing field observations, establishing before-and-after data comparisons, and benchmarking against current FHWA and NACTO multimodal design guidance. The findings outlined in this memo are intended to recognize where the corridor is performing as envisioned, candidly identify where additional improvements can be made, and provide actionable recommendations the City of Santa Fe can use to support continued refinement of this important corridor.

Corridor Background & Project Context

N. Guadalupe Street is an established historic main street in the City of Santa Fe. Over time, the corridor has evolved from an area primarily serving rail and pedestrian activity to a roadway that accommodates multiple modes of transportation. By the mid-20th century, the street had been configured with conventional roadway design practices, including a four-lane, approximately 65-foot-wide cross section that emphasized vehicular throughput.

The corridor is a mixed-use urban corridor located directly west of Downtown Santa Fe. Land uses along the corridor include retail, restaurants, office, civic, and residential uses which foster a pedestrian-oriented environment that serves residents, workers, and visitors. The previous corridor conditions limited multimodal access and created operational and safety limitations for pedestrians, bicyclists, and other non-motorized users along a corridor classified as a minor arterial.

To address these conditions, the City reconstructed the corridor with the intent of improving walkability, accessibility, safety, and multimodal operations. The project reduced the roadway from four lanes to three lanes and added medians, pavement markings, bicycle lanes, and included wider sidewalks. These improvements were intended to better accommodate pedestrians, bicyclists, and motorists while supporting lower vehicle speeds and improved multimodal connectivity.

Stakeholder and Community Input

Business engagement has informed the North Guadalupe Street project from its inception. In 2014, businesses in City Council District 1 raised concerns about vehicle speeds and the safety of all corridor users. Those concerns helped initiate a Road Safety Audit, which documented safety deficiencies and supported the City's pursuit of federal Highway Safety Improvement Program

funding for reconstruction. Businesses and community members continued to participate through public meetings during the planning and design phases.

During construction, however, multiple delays and shifting work zones created severe access problems during business hours. Restricted entrances, reduced visibility, confusing routes, and uncertainty about construction schedules affected customers, deliveries, employees, and business operations. These experiences are an essential part of evaluating the project and understanding how future corridor improvements should be planned, communicated, and delivered.

The Post-Construction Multimodal Safety Analysis therefore includes a focused Business Engagement Element. The Santa Fe MPO, in cooperation with the City of Santa Fe Office of Economic Development, conducted stakeholder interviews, an online business survey and convened an early-summer stakeholder forum. The engagement was followed by a corridor walking audit involving MPO staff, the City's Complete Streets Director, business representatives, and Kimley-Horn technical consultants.

STAKEHOLDER INTERVIEWS AND FORUMS

A stakeholder forum was held on June 23, 2026, from 8:00 a.m. to 10:00 a.m. 16 businesses attended the outreach forum. Attendees reported challenges related to construction delays and the resulting economic and operational impacts. While many of the concerns focused on construction delay impacts, business owners also reported continued vehicular and pedestrian access barriers post reconstruction. Specifically, they indicated observing an increasing number of vehicle encroachments onto median barriers and sidewalks with turning movements, delivery trucks obstructing bike lanes and sidewalks, and an increasing frequency of U-turn movements. Multiple businesses reported observing vehicles getting stuck on median barriers when turning left from intersecting streets.

Structured interviews with business owners offered further insight into the mobility and safety challenges. While reducing vehicular speeds and increasing walking access were among the primary goals of the corridor reconstruction, businesses on the north end of the corridor reported a decrease in foot traffic compared to pre-construction. Additionally, businesses on the north end of the corridor reported observing persistent high vehicular speeds despite the reduced number of vehicular travel lanes. On the south end of the corridor, businesses reported challenges related to congestion, increased U-turns, and vehicular encroachments onto median barriers at intersections where left turns are permitted. Businesses throughout the corridor reported challenges related to freight deliveries.

POST CONSTRUCTION BUSINESS ENGAGEMENT SURVEY RESULTS:

The Santa Fe MPO sent a 10-question survey to 56 businesses along the Guadalupe corridor and received 17 responses to the survey. Overall survey respondents reported decreased vehicular, pedestrian, and freight access to and from their businesses since the completion of the construction project. While the majority of survey respondents indicated walking and driving access were either the same or better than pre-construction, a sizable share reported experiencing declines in both walking and driving access with 33% of survey respondents reporting a decline in pedestrian access and 47% reporting a decline in vehicular access. In response to open-ended questions, survey respondents expressed frustration with fewer opportunities for making left-hand turns or crossing from one side of the street to the other with the installation of median barriers.

WALK AUDIT BUSINESS PARTICIPATION

A walk audit with businesses located along the corridor was conducted on Friday, July 24, 2026, from 8-10am. The walk audit was an opportunity to directly engage with business owners and corridor stakeholders by walking the corridor and listening to first-hand experiences and observations. Five business owners attended the walk audit along with Santa Fe MPO staff, Santa Fe Economic Development, and the Consultant team. Walk audit input provides qualitative data that's rooted in the real-life experiences of corridor users which supplements and grounds the quantitative data processed in this evaluation. The audit provided empirical observations of access, circulation, loading, visibility, and multimodal conflicts identified by businesses, connecting stakeholder experience with field-based technical analysis and practical recommendations for future City decisions.

The following are primary input themes from the walk audit, from north to south:

- Fast vehicular traffic in the southbound lane on N. Guadalupe Street from vehicular traffic crossing and turning from Paseo De Peralta.
- Opportunities for speed humps and Rapid Rectangular Flashing Beacon (RRFB) at the mid-block crossing just to the north of Solana St.
- Concerns about biking on the corridor in general with vehicles often swerving into bike lane, especially at roadway curves.
- Northbound access to the Blakes Lotaburger requires a driver to cross through the intersection of Paseo de Peralta, make a U-turn at the first ingress point into the DeVargas Center, and cross the intersection of Paseo De Peralta a second time.
- Numerous U-turn movements from northbound drivers are occurring at the Catron Street intersection to access businesses located between Catron Street and Johnson Street.
- The Catron Street intersection has repeated drainage concerns with water puddling, particularly at the SE intersection corner.
- The Jefferson Street, McKenzie Street intersection with N. Guadalupe Street is dangerous to cross as a cyclist and pedestrian. There isn't a significant amount of traffic using this intersection, but turning movements made by vehicular traffic in this intersection are at higher speeds.
- The pedestrian refuge island located at the Johnson Street intersection has been a vehicle hazard. There is a small curb on the west side of the refuge island that is repeatedly struck by vehicles. One business owner indicated that they have assisted in unloading vehicles stuck on the curb.
- There are some visibility concerns at the western side of the Johnson Street pedestrian crossing due to signage clutter and vehicular parking that extends into the sidewalk zone reducing visibility between pedestrians and southbound drivers. Participants discussed a RRFB crossing to better alert vehicles to pedestrian movements.
- At Alameda Street, there were concerns expressed about the southbound bike lane ending at the intersection. The most common direction for cyclists is a through movement, to continue southbound on Guadalupe or turn onto the River Trail.
- One business owner expressed concerns over loading and unloading deliveries at the southern end of the corridor near Water Street.

Pre-Reconstruction Conditions “Before”

DATA SUMMARY

The following sections summarize the available “before” data for the N. Guadalupe Street corridor. For purposes of this study, the “before” context will be used to describe the corridor conditions that included the four-lane roadway prior to construction of improvements completed in 2025. Data sources for this section are primarily compiled from the Road Safety Audit (RSA) completed for N. Guadalupe Street in 2014. The RSA conducted by the New Mexico Department of Transportation (NMDOT) in conjunction with the City of Santa Fe for Guadalupe Street from Agua Fria to Paseo de Peralta is included as **Appendix A**.

Speed Data

The 2014 RSA collected speed data at two locations along the corridor. The first location between San Francisco Street and Catron Street on the southern end of the corridor and the second location between Catron Street and Paseo de Peralta on the northern end of the corridor. A summary of the speed data is provided in **Table 1**.

Table 1. 85th Percentile and Average Speeds on N. Guadalupe Street “Before”

	Between San Francisco St and Catron St (Posted Speed: 25 mph)			Between Catron St and Paseo de Peralta (Posted Speed: 25 mph)		
	NB	SB	Combined	NB	SB	Combined
85th Percentile Speed	30 mph	31 mph	30 mph	25 mph	29 mph	29 mph
Average Speed	26 mph	27 mph	27 mph	23 mph	27 mph	26 mph

The 85th percentile and average speeds were higher than the posted speed limit in both the northbound and southbound direction between San Francisco Street and Catron Street and in the southbound direction between Catron Street and Paseo de Peralta. One of the desired impacts of the reconstruction project was to promote compliance with the posted speed limit through traffic calming measures identified in the RSA report.

Traffic Count Data

“Before” traffic data was collected at the intersection of N. Guadalupe Street and San Francisco Street on June 28, 2023. This data collection effort included 24-hour turning movement counts for vehicles, pedestrians, and bicyclists. Because only a single location was available for the “before” condition, peak-hour turning movement counts from the 2014 were used to calculate annual growth rates and estimate changes in travel demand between 2014 and 2023. **Table 2** shows the annual growth rate for vehicles, pedestrians, and bicycles between 2014 and 2023 at N. Guadalupe Street and San Francisco Street.

Table 2. Annual Growth Rates at Guadalupe Street and San Francisco Street (2014-2023)

Mode Type	Annual Growth Rate 2014 to 2023 (%)
Vehicles	-1.90%
Pedestrians	-0.78%
Bicycles	2.05%

These growth rates were applied to estimate 2023 traffic volumes at the study locations shown in Error! Reference source not found. **Figure 13** through **Figure 15 Error! Reference source not found.** The analysis suggests a downward trend in vehicular traffic volumes between 2014 and 2023 before any construction began.

KEY ISSUES AND NEEDS

The N. Guadalupe Reconstruction Project was initiated to address a range of pedestrian, bicycle, vehicular, and operational safety concerns identified along the corridor. Prior evaluations, including the 2014 RSA, determined that the corridor exhibited recurring pedestrian safety concerns, including long crossing distances, limited pedestrian refuge opportunities, narrow or obstructed sidewalks, ADA accessibility deficiencies, and poor pedestrian connectivity between key activity centers such as Downtown Santa Fe and the Railyard district. Several locations throughout the corridor were identified as needing enhanced crossing treatments, improved pedestrian accommodations, and reduced pedestrian exposure to vehicular traffic.

In addition to pedestrian-related concerns, operational and access management issues were identified along the corridor associated with numerous conflict points, unrestricted access locations, and turning movements that created safety and circulation challenges. Examples included excessive conflict points from full-access intersections and driveways, low-volume turning movements that did not justify certain access configurations, and operational limitations associated with existing turn-lane storage. These concerns established a need for access modifications, median closures, driveway consolidation, and other treatments intended to reduce vehicle conflicts and improve corridor operations.

Several specific intersections were also identified as having geometric, operational, or crash-related areas for improvement. Catron Street / Park Avenue was identified in the 2014 RSA as having the highest crash rate in the corridor, while Paseo de Peralta was identified as having the highest crash frequency. Other locations were identified with tight intersection geometrics, outdated signal equipment, poor pedestrian signal visibility, offset intersection geometry, or failing left-turn operations. These issues demonstrated the need for intersection reconstruction, updated traffic signal infrastructure, improved curb return radii, revised turn-lane configurations, and enhanced multimodal accommodations.

Corridor-wide needs also include multimodal accommodation and traffic calming. Identified deficiencies included a lack of bicycle facilities, insufficient buffer between sidewalks and the roadway, speeding and poor speed compliance, outdated traffic control devices, insufficient lighting, and deficient signs, striping, and pavement markings. These issues supported a broader corridor reconstruction approach intended to improve pedestrian comfort, reduce vehicle conflict points, modernize traffic control infrastructure, and better align the roadway with adjacent activity centers and multimodal travel demand.

Prior Recommendations and Implementation Review

SUMMARY OF RECOMMENDATIONS

The N. Guadalupe Reconstruction Project recommendations focused on improving pedestrian safety, reducing vehicular conflict points, modernizing transportation infrastructure, and creating a corridor that better accommodates all modes of travel. Recommended improvements included enhanced pedestrian crossings, refuge islands, median extensions, sidewalk widening, ADA-compliant facilities, upgraded signals, and pedestrian-activated crossing treatments. These improvements were intended to reduce pedestrian exposure to traffic, improve accessibility, and create more comfortable crossing opportunities throughout the corridor.

Access management recommendations were also a key component of the project. At Water Street, the recommended improvements included closing the median opening and converting the intersection to right-in/right-out only operation. At Jefferson Street / McKenzie Street, the recommended improvement included prohibiting southbound left turns from Guadalupe onto Jefferson Street / McKenzie Street through construction of a median. Corridor-wide access recommendations included consolidating access points and driveways, shortening or removing driveway openings, and coordinating access consolidation with ADA compliance and sidewalk reconstruction. These recommendations were intended to reduce vehicle conflict points and address operational limitations associated with low-volume or conflicting turning movements.

Intersection-specific recommendations focused on correcting geometric deficiencies and improving operations. At San Francisco Street, the recommendations included improving curb return radii, upgrading traffic signal hardware, installing updated pedestrian signal equipment, and improving left-turn offset alignment. At Catron Street / Park Avenue, the recommendations included intersection geometry improvements, increased curb radius, directional pedestrian ramps, and left-turn lane and striping improvements. At Paseo de Peralta, the recommendations included reconfiguring intersection geometry, extending medians, increasing northbound left-turn storage, reconfiguring crosswalks, removing a low-volume eastbound-to-northbound left-turn lane, incorporating bicycle accommodations, and upgrading signal infrastructure.

At the corridor level, recommendations supported a reconstruction strategy centered on traffic calming and multimodal accommodation. Proposed corridor-wide improvements included replacing and modernizing overhead lighting, replacing deficient signs and pavement markings, implementing lane narrowing and traffic calming treatments, reconstructing ADA ramps and sidewalks, adding bicycle lanes, adding pedestrian refuge islands where appropriate, upgrading traffic signals to current design standards, and converting the roadway from four lanes to a three-lane road diet. Collectively, these recommendations were intended to reduce speeds, improve pedestrian and bicycle accommodation, increase sidewalk and buffer space, and provide a roadway configuration more consistent with the surrounding land use context.

IMPLEMENTATION STATUS

The N. Guadalupe Reconstruction Project successfully incorporated many of the improvements recommended during the planning and design process. Post-construction observations indicate that numerous pedestrian, access management, geometric, and traffic control improvements were implemented throughout the corridor. Key improvements included widened sidewalks, pedestrian crossing enhancements, access management measures, curb extensions, upgraded signal infrastructure, geometric intersection modifications, and improved pedestrian facilities. In many locations, the implemented improvements directly addressed the issues originally identified during the corridor evaluation. A table summary of the location-specific recommendations and improvements observed are included in **Appendix B**.

Alameda Street to San Francisco Street

Along the Alameda to San Francisco segment, observed improvements included a sidewalk with buffer north of Alameda, wider sidewalks, curb bulbouts, elimination of left turn vehicular movements, closure of the median access point at Water Street, and new lighting. Several issues in this segment were addressed, indicating that the implemented changes improved existing conditions.

Water Street

At Water Street, the recommended access management improvements were generally implemented. The median full-access point was closed, the intersection was converted to right-in/right-

out only, and the southbound left-turn storage at Alameda was extended. These improvements addressed the previously identified conflict point, low volume eastbound left turning movement from Water Street, and operational limitation issues. However, post-construction observations also identified a new concern that southbound U-turns have very little space to complete the movement. **Figure 1** provides aerial imagery for the intersection of Water Street and N Guadalupe Road in 2023 (before) and in 2026 (after).

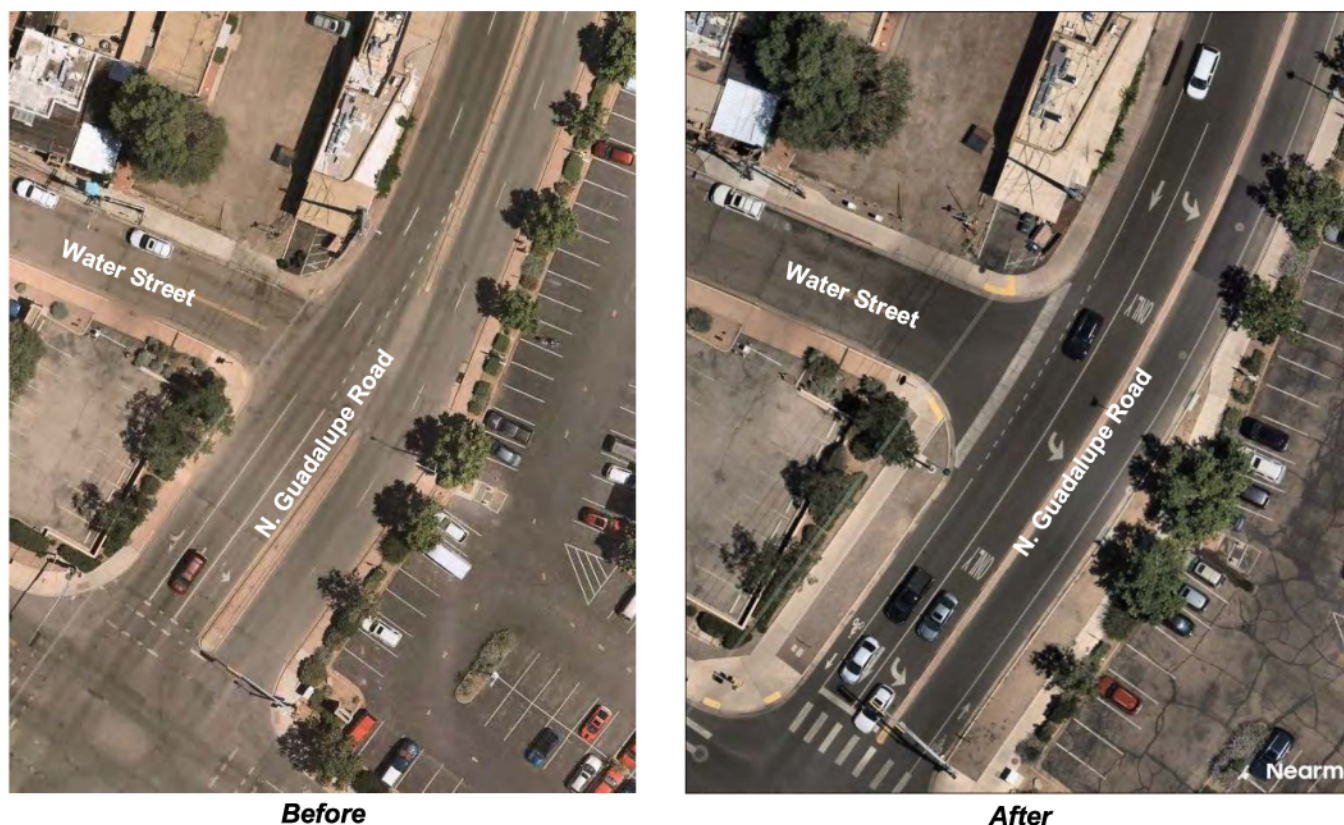


Figure 1. Water Street and N Guadalupe Road

San Francisco Street

At San Francisco Street, curb radii were improved on all corners, traffic signal hardware was upgraded, pedestrian signal equipment was improved, and northbound/southbound left-turn offsets were improved. Despite the geometric and operational improvements, post-construction observations demonstrated persistent challenges and opportunities for improvement. For example, curb ramp designed would facilitate a pedestrian scramble movement that has not been implemented. If implemented, a pedestrian exclusive phase could dramatically reduce conflicts between pedestrians and turning vehicles. Even if the exclusive phase is not implemented, the City should explore additional opportunities to reduce right turning conflicts, particularly at the northeast and southwest corners given the large turning radii that facilitate higher speed right turns. **Figure 2** provides aerial imagery for the intersection of San Francisco Street and N Guadalupe Road in 2023 (before) and in 2026 (after).

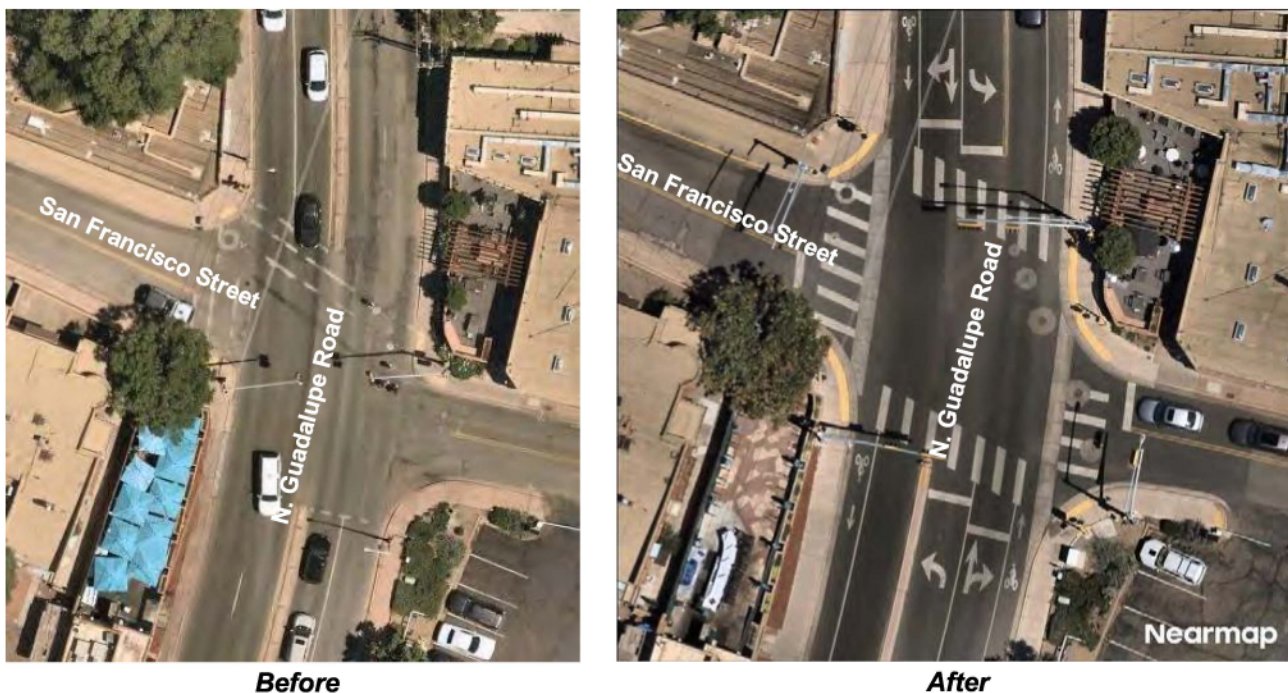


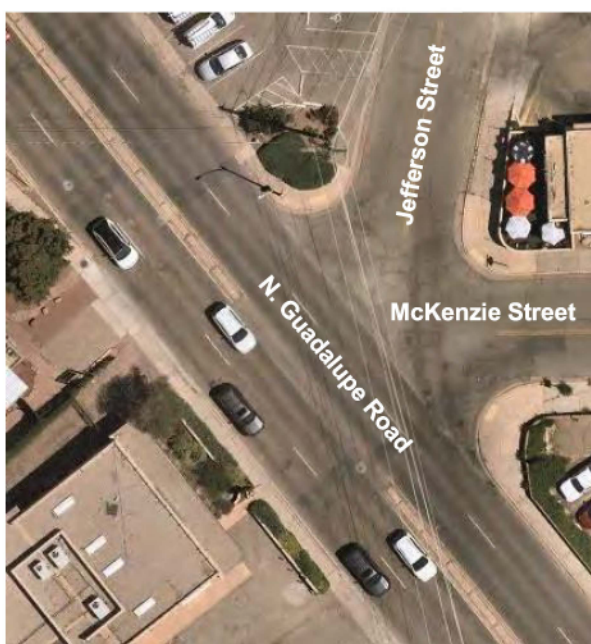
Figure 2. San Francisco Street and N. Guadalupe Road

Johnson Street

At Johnson Street, the proposed pedestrian crossing and refuge improvements were largely implemented. Improvements included a new pedestrian crossing, a pedestrian refuge island, widened sidewalks on both sides, pedestrian crossing improvements, and a southbound left-turn lane. These improvements generally addressed the high pedestrian crossing demand, wide crossing distance, insufficient pedestrian accommodations, and community requests for safer crossings. Additional review is warranted for several follow-up items, including ADA features, refuge island design, and crosswalk marking conditions. Post-construction observations also identified a new issue involving diverted U-turns and turns to Johnson Street, including vehicles driving over the pedestrian refuge. **Figure 3** provides aerial imagery for the intersection of Johnson Street and N Guadalupe Road in 2023 (before) and in 2026 (after).

*Before**After***Figure 3. Johnson Street and N. Guadalupe Road****Jefferson Street / McKenzie Street**

At Jefferson/McKenzie, some geometric and access management recommendations were implemented while others were not fully addressed. The intersection opening was narrowed through sidewalk improvements and curb extensions, and the crossing distance was shortened by approximately eight feet. A median was constructed to address southbound left-turn conflicts. However, the recommended mid-block crossing and associated median refuge island north of Jefferson was not implemented. **Figure 4** provides aerial imagery for the intersection of Jefferson Street / McKenzie Street and N Guadalupe Road in 2023 (before) and in 2026 (after).

*Before**After***Figure 4. Jefferson Street / McKenzie Street and N. Guadalupe Road**

Catron Street / Park Avenue

At Catron / Park, observed improvements included intersection geometry improvements, directional pedestrian ramps, improved turn radii, a neutral left-turn offset, and exclusive north/south left-turn lanes. These improvements addressed the highest crash rate concerns at this intersection and tight west leg corner geometry issues. The left-turn operations and striping improvements appear to have partially addressed the original operational concern, while school-zone pedestrian activity conditions may require additional review and recommendations. **Figure 5** provides recent aerial imagery for the intersection of Catron Street / Park Avenue and N Guadalupe Road in 2023 (before) and in 2026 (after).



Figure 5. Catron Street/ Park Avenue and N. Guadalupe Road

Jose Street / Solana Street

At Jose Street, all proposed recommendations appear to have been implemented. Observed improvements included removal of obstructions on the west side, reconstruction of the parking lot, widened sidewalk, widened buffer, reconstructed sidewalks, and added curb ramps. These improvements addressed pedestrian encroachment, ADA accessibility deficiencies, sidewalk obstructions, and parking conflicts. At Solana Street, improved curb radii on the east side and a pedestrian mid-block crossing were observed, addressing the geometric deficiency and traffic calming opportunity identified for that location. Further observations noted the northbound bike lane ending at the mid-block crossing. Signage to denote bike lane ending in the northbound direction may be appropriate at the mid-block crossing, north of Solana Street. **Figure 6** provides aerial imagery for the intersection of Jose Street / Solana Street and N Guadalupe Road in 2023 (before) and in 2026 (after).

*Before**After***Figure 6. Jose Street / Solana Street and N. Guadalupe Road**

Paseo de Peralta

At Paseo de Peralta, several improvements were implemented, including intersection modifications, extended medians, increased northbound left-turn storage, crosswalk reconfiguration, and signal upgrades specific to pedestrian equipment. These improvements addressed several crash, operational, crossing configuration, and signal infrastructure issues. However, multiple recommendations at this location were not implemented or require field verification, including Guadalupe median refuge islands, removal of a low-volume eastbound-to-northbound left-turn lane, bicycle accommodations, pedestrian signal visibility, and signal head placement. **Figure 7** provides aerial imagery for the intersection of Paseo de Peralta and N Guadalupe Rd in 2023 (before) and in 2026 (after).

*Before**After***Figure 7. Paseo de Peralta and N. Guadalupe Road**

GAPS AND DEVIATIONS

Although the N. Guadalupe Reconstruction Project implemented many of the recommended improvements from the 2014 RSA, several proposed elements were either not constructed or only partially implemented. In some locations, project modifications required during design and construction resulted in deviations from the original recommendations. Examples include pedestrian refuge treatments, bicycle accommodation improvements, and selected access or turn-lane modifications that were ultimately not incorporated into the final project configuration. Below are the 2014 RSA recommendations not included in the final design:

- A mid-block pedestrian crossing with median refuge north of Jefferson Street / McKenzie Street
- Eastbound to northbound left turn access was maintained at Paseo de Peralta
- Median refuge islands and bicycle infrastructure was not provided at Paseo de Peralta

Appendix B provides a table summary of the location- specific recommendations and improvements observed.

Post-Reconstruction Conditions “After”

DATA COLLECTION AND METHODOLOGY

Post reconstruction vehicle, pedestrian, and bicycle data was collected in June and July 2026 with Miovision traffic count equipment. Data at all study intersections was collected between 6 AM and 8 PM on a typical weekday. Speed data was also collected at two locations along the corridor in July 2026. Data collected is included in **Appendix C**.

In addition to the quantitative data reviewed, a post implementation walk audit was conducted on July 23rd and 24th to review the qualitative improvements to the corridor, as well as help identify potential additional improvements to multimodal access.

QUANTITATIVE ANALYSIS

Traffic Count Data

Post-reconstruction volumes for cars, bicycles, and pedestrians are summarized and plotted in **Figure 8** through **Figure 12**. The figures show volume distribution over the 15-hour count period as well as total volumes for the three modes of transportation that were analyzed, respectively.

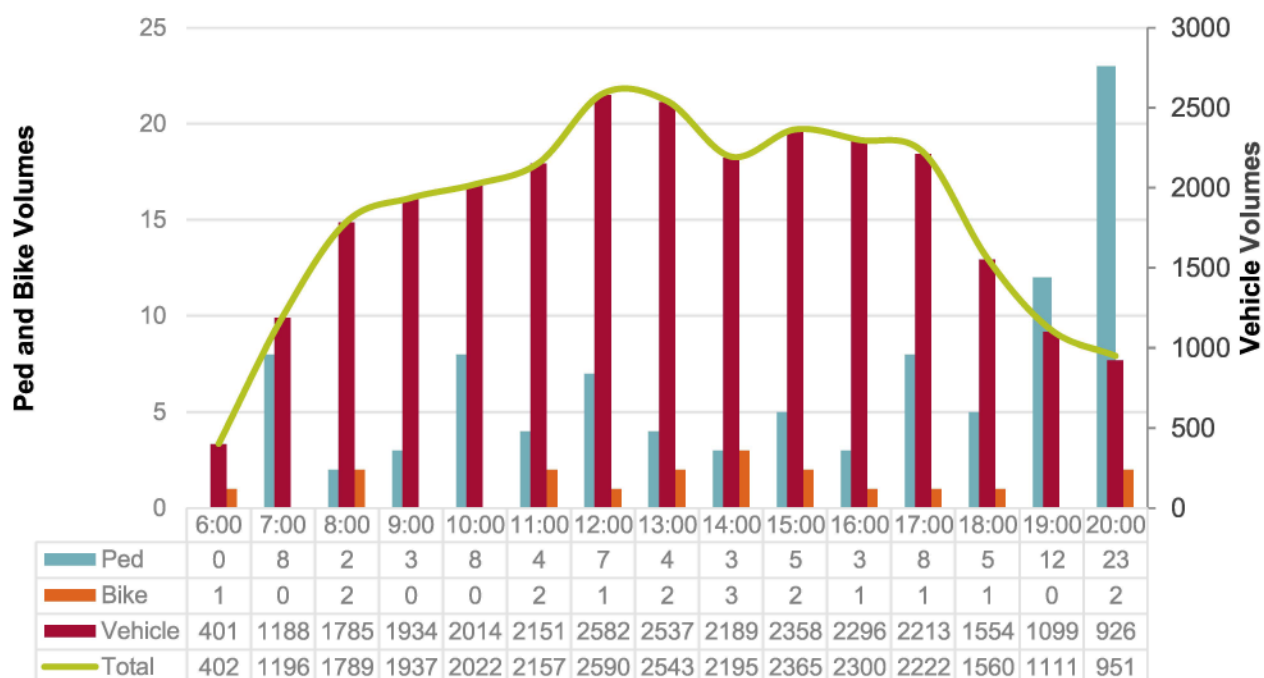


Figure 8. Traffic Counts by Mode at Guadalupe Street and Paseo de Peralta

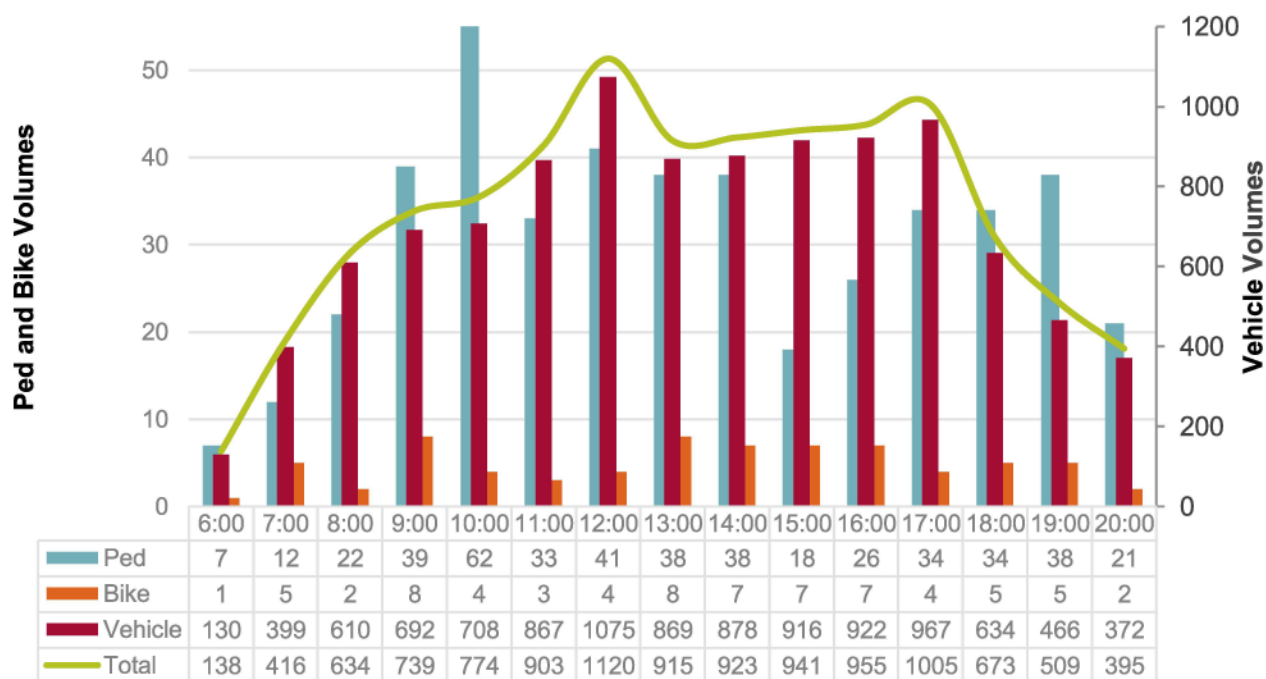


Figure 9. Traffic Counts by Mode at Guadalupe Street and Catron Street

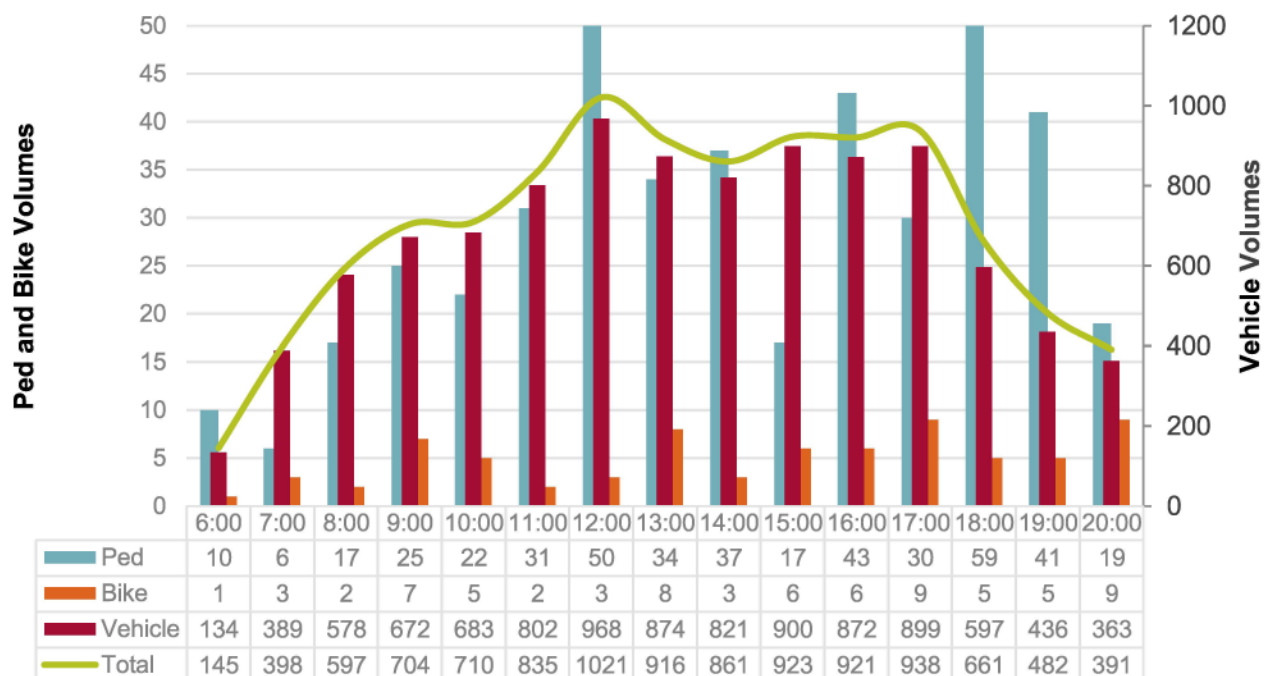


Figure 10. Traffic Counts by Mode at Guadalupe Street and Johnson Street

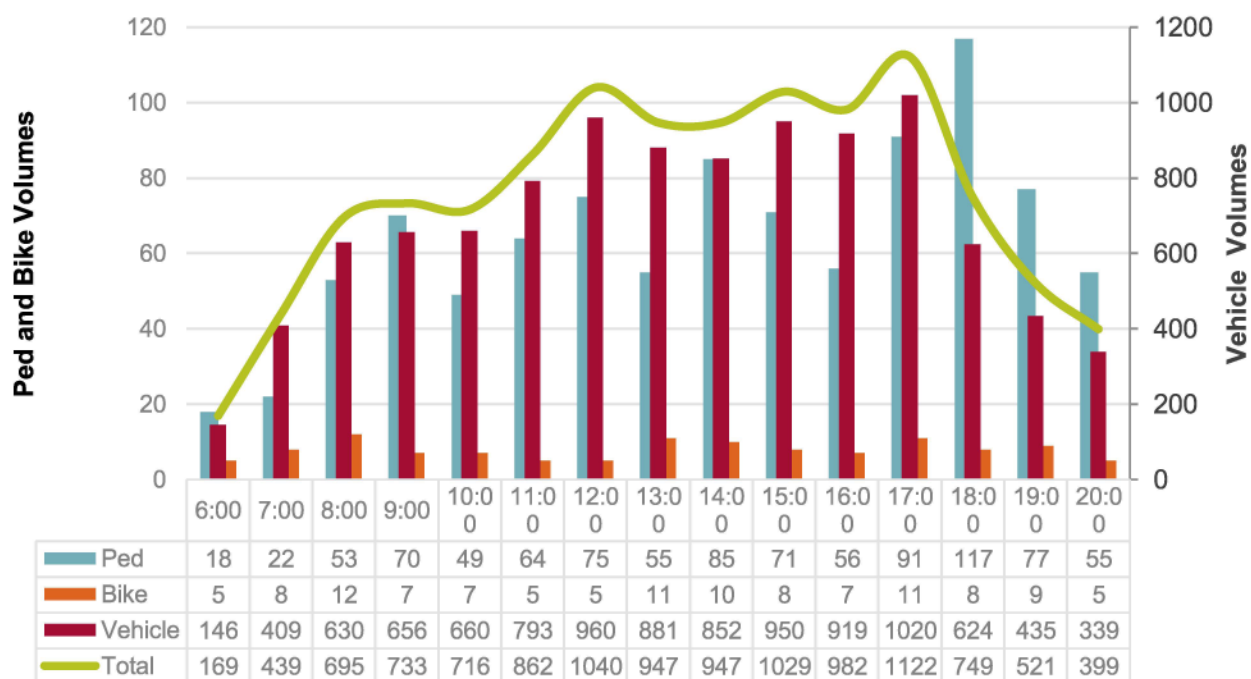


Figure 11. Traffic Counts by Mode at Guadalupe Street and San Francisco Street

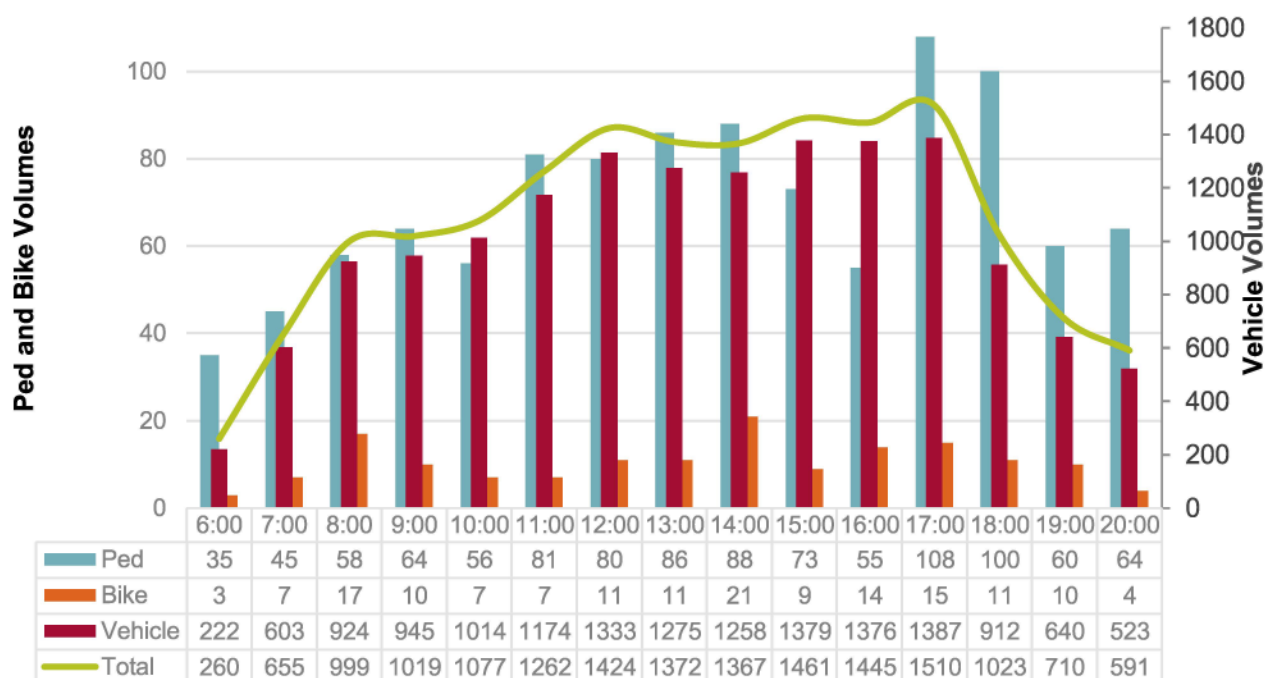


Figure 12. Traffic Counts by Mode at Guadalupe Street and Alameda Street

The data indicates that throughout the day, the traffic volumes are relatively constant during the count period. Similar to before project implementation, the pedestrian volume is higher than bicycle volume throughout the corridor. There are prominent peaks for pedestrians that occur in the morning and evening, whereas vehicle traffic has smaller peaks during the midday and evening.

Pedestrian Crossing Counts

Pedestrian crossing counts were collected at two of the proposed mid-block crossing locations. One location was implemented and the other location was not implemented. At the implemented crosswalk, 544 pedestrians were observed utilizing the crosswalk between 6am and 8pm. At the non-implemented mid-block location, 35 pedestrians were observed crossing at the unmarked location, indicating there may be demand for another striped mid-block crossing. Both mid-block crossing counts are summarized in **Table 3**.

Table 3. Pedestrian Volumes at 404 and 232 N Guadalupe St. Mid-Block Points of Interest

Location	Pedestrian Count		
	EB	WB	Total
404 N Guadalupe St. (mid-block crossing present)	359	185	544
232 N Guadalupe St. (no mid-block crossing)	16	19	35

Speed Data

Speed data was collected south of Paseo de Peralta and north of Alameda Street from Wednesday, July 22, 2026 to Thursday, July 24, 2026. The speed data is summarized into averages and the 85th percentile to compare speeds to the 2014 RSA data, as seen in **Table 4**.

Table 4. 85th Percentile and Average Speeds on N. Guadalupe Street “After”

	South of Paseo de Peralta		North of Alameda Street	
	NB	SB	NB	SB
85th Percentile Speed	27.0 mph	30.5 mph	31.3 mph	24 mph
Average Speed	22.5 mph	24.8 mph	24.5 mph	19.0 mph

BEFORE AND AFTER DATA COMPARISON

In order to compare multimodal volumes pre and post implementation, the collected 2026 counts were compared to the 2023 counts at Guadalupe Street and San Francisco Street and, using growth factors from **Table 2**, to 2026 projections to determine if post implementation volume patterns have changed. The comparison of these counts are found in **Figure 13** through **Figure 15**. Error! Reference source not found. Error! Reference source not found..

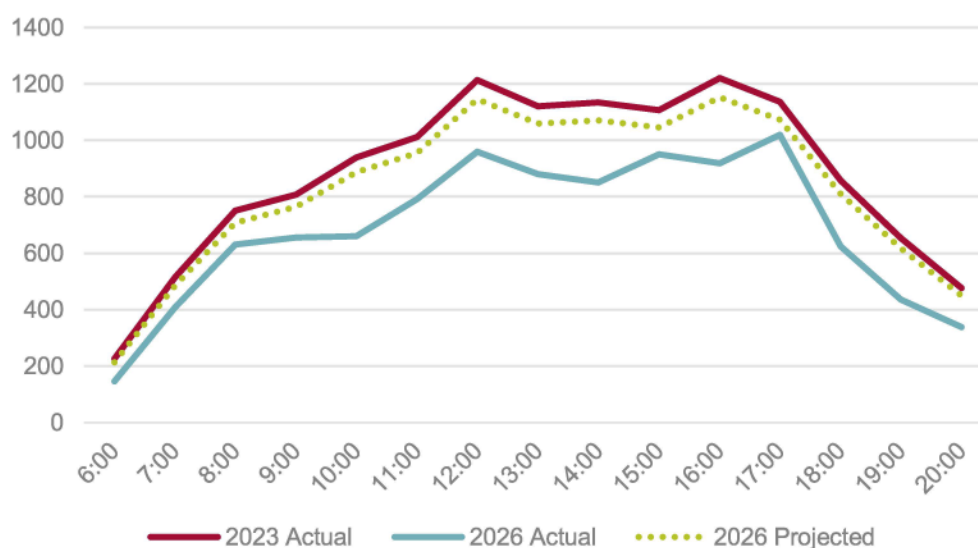


Figure 13. Observed (2023 and 2026) and Projected 2026 Hourly Vehicle Volumes at Guadalupe Street and San Francisco Street

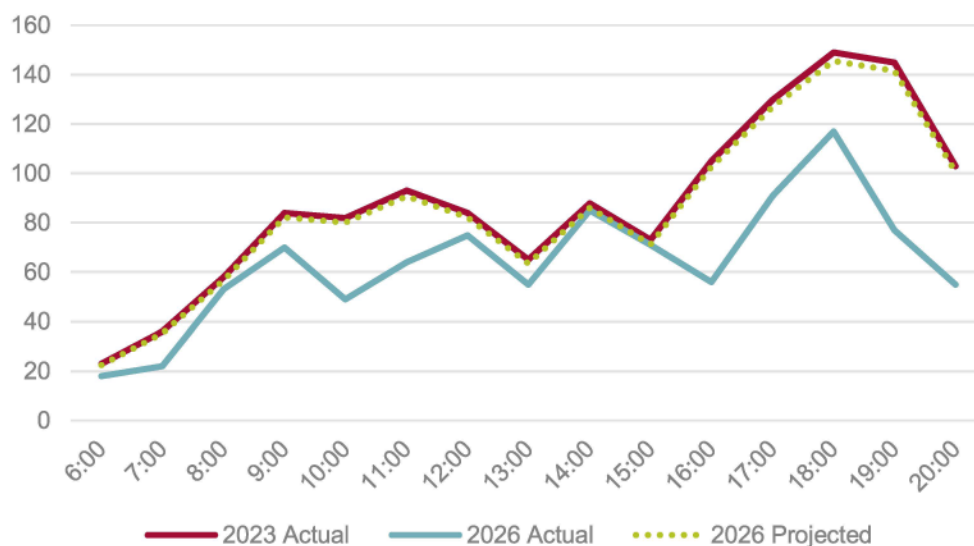


Figure 14. Observed (2023 and 2026) and Projected 2026 Hourly Pedestrian Volumes at Guadalupe Street and San Francisco Street

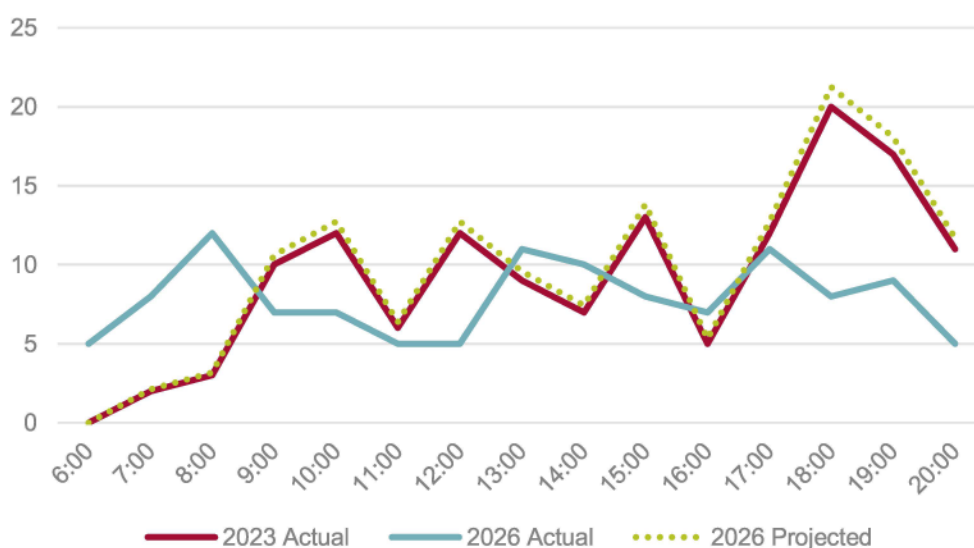


Figure 15. Observed (2023 and 2026) and Projected 2026 Hourly Bicycle Volumes at Guadalupe Street and San Francisco Street

Vehicle, pedestrian, and bicycle volumes collected in 2026 typically follow similar time of day volume distribution to data collected in 2023 prior to reconstruction. When aggregated across the collection period, there was an approximately 21% deficit in post-construction, collected vehicle volumes when compared to projected volumes without construction. Collected pedestrian volume is approximately 34% lower than pre-construction projections while collected bicycle volume is approximately 25% lower than pre-construction projections.

Further evaluation should be completed to determine if the decrease in traffic volumes is related to the project or if there is a remaining decrease as a result of route detouring that occurred during construction.

The 2014 data from the RSA was also grown using the growth rates in **Table 2** in order to determine if the volume trends observed at Guadalupe Street and San Francisco Street are consistent throughout the corridor.

Figure 16 through **Figure 20** Error! Reference source not found. provide the observed and projected multimodal volumes at the remaining study area intersections. The data is represented in total volume bar graphs that show the summation of volumes between 7-9am, 11am-1pm, and 3-5pm as opposed to hourly distributions because the RSA only collected data during peak hours. The solid bars on the left side of the graphs represent the observed 2026 counts collected for this study. The hatched bars on the right side of the graphs represent the projected RSA counts grown to 2026 projections. This comparison indicates how the construction project may have affected the multimodal volumes on the corridor.

Table 5 summarizes whether each mode type volume is up, down, or similar to 2026 projections. An up or down value is assigned if the volumes are 10% or greater different. Similarly to the San Francisco Street data, the majority of volume by mode choice is less than or similar to preconstruction projections would anticipate. Exceptions include vehicle volumes at Paseo de Peralta, bicycle volumes at Catron Street and Johnson Street, and pedestrian volumes at Johnson Street. This supports the recommendation to reassess volumes at a later date in order to determine if the change in volumes can be attributed to the new corridor configuration.

Table 5. Multimodal Volume Variation from Projections

Cross Street	Vehicle Volume	Bicycle Volume	Pedestrian Volume
Paseo de Peralta	↑	↓	↓
Catron Street	↓	↑	○
Johnson Street	↓	↑	↑
San Francisco Street	↓	↓	↓
Alameda Street	○	○	○

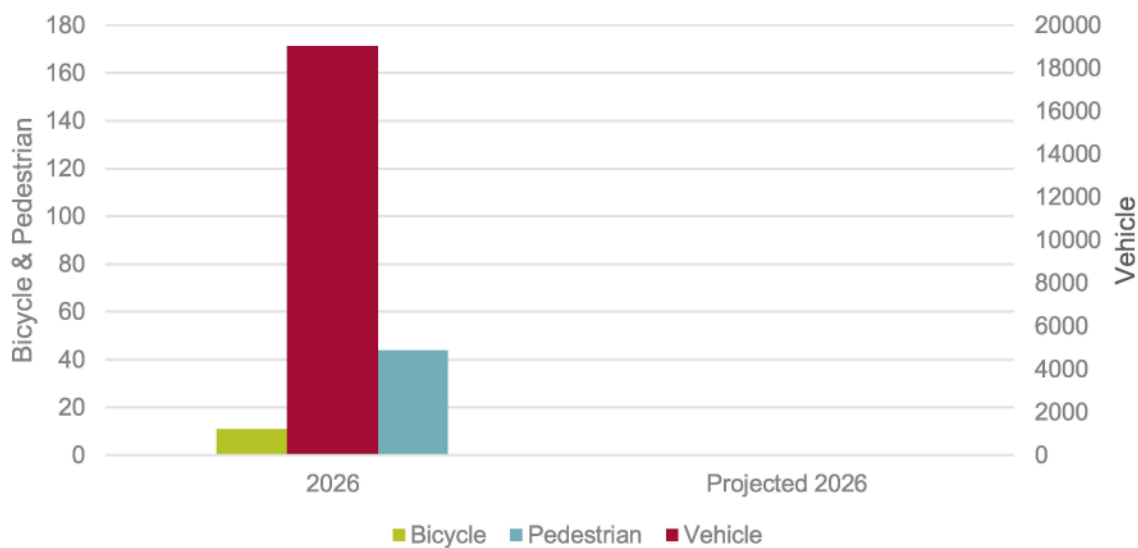


Figure 16. Observed and Projected Multimodal Traffic Volumes at Guadalupe Street and Paseo de Peralta

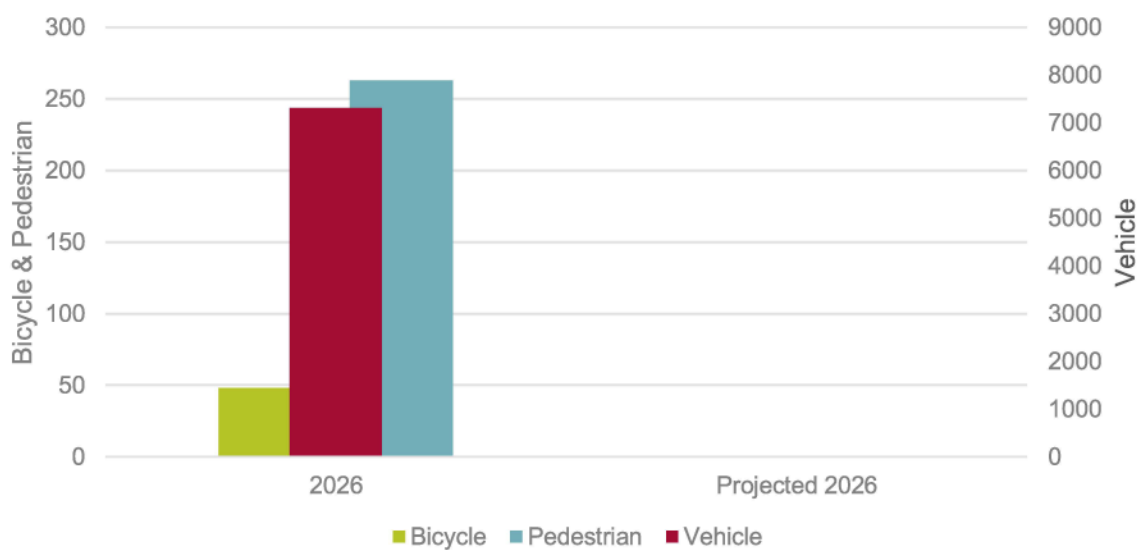


Figure 17. Observed and Projected Multimodal Traffic Volumes at Guadalupe Street and Catron Street

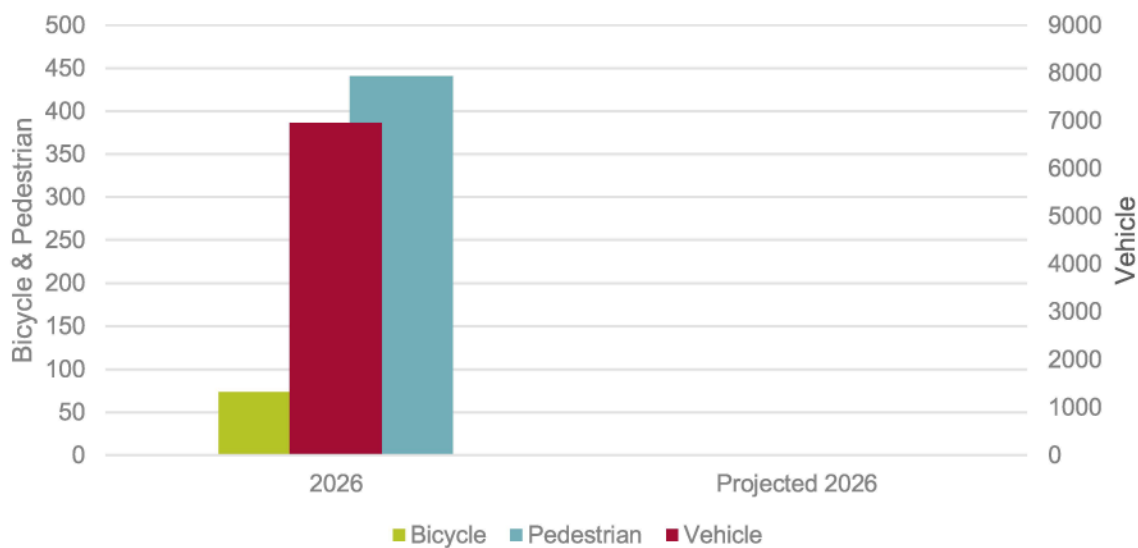


Figure 18. Observed and Projected Multimodal Traffic Volumes at Guadalupe Street and Johnson Street

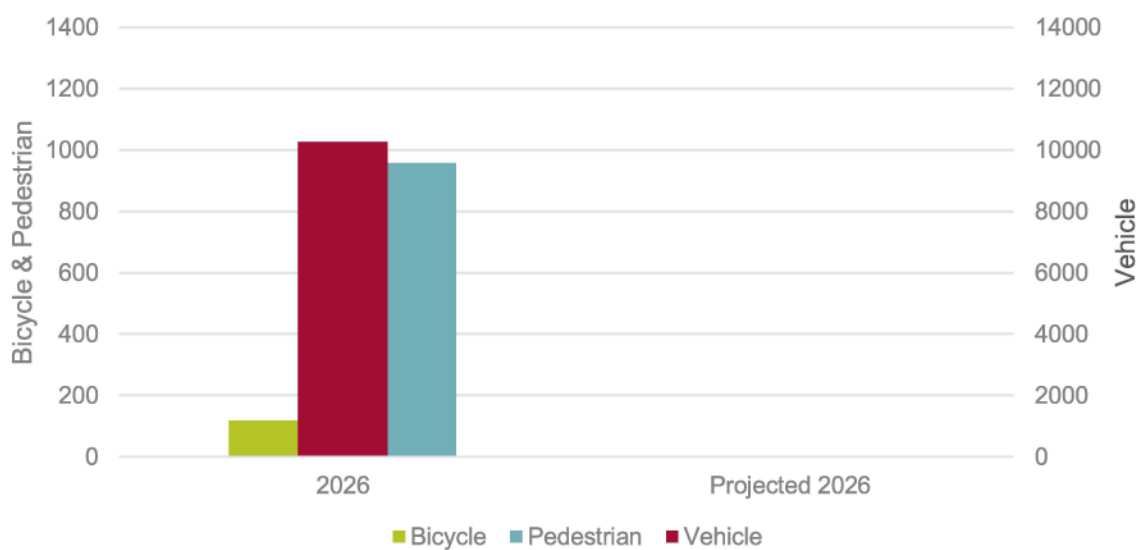


Figure 19. Observed and Projected Multimodal Volumes at Guadalupe Street and San Francisco Street

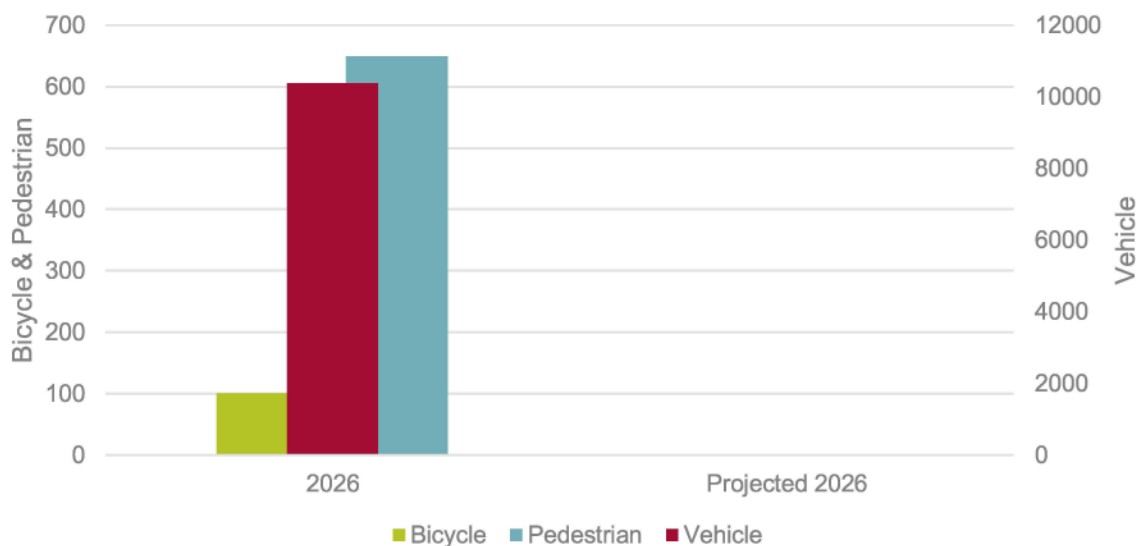


Figure 20. Observed and Projected Multimodal Volumes at Guadalupe Street and Alameda Street

Speed Data Comparison

Figure 21 provides a before-and-after comparison of 85th percentile speeds for the data previously summarized in **Table 1** and **Table 4**. Overall, post-reconstruction vehicle speeds are generally consistent with, and in some locations marginally higher than the speeds documented in the 2014 RSA. The most notable decrease was observed north of Alameda Street in the southbound direction, where the 85th percentile speed decreased by approximately 7 mph and vehicles generally traveled below the posted 25 mph speed limit.

While the corridor generally operates as a lower-speed downtown street, most observed 85th percentile speeds remain slightly above the posted speed limit. These findings do not suggest a need for major reconstruction changes. However, they support targeted speed management treatments to further encourage speed compliance at specific locations.

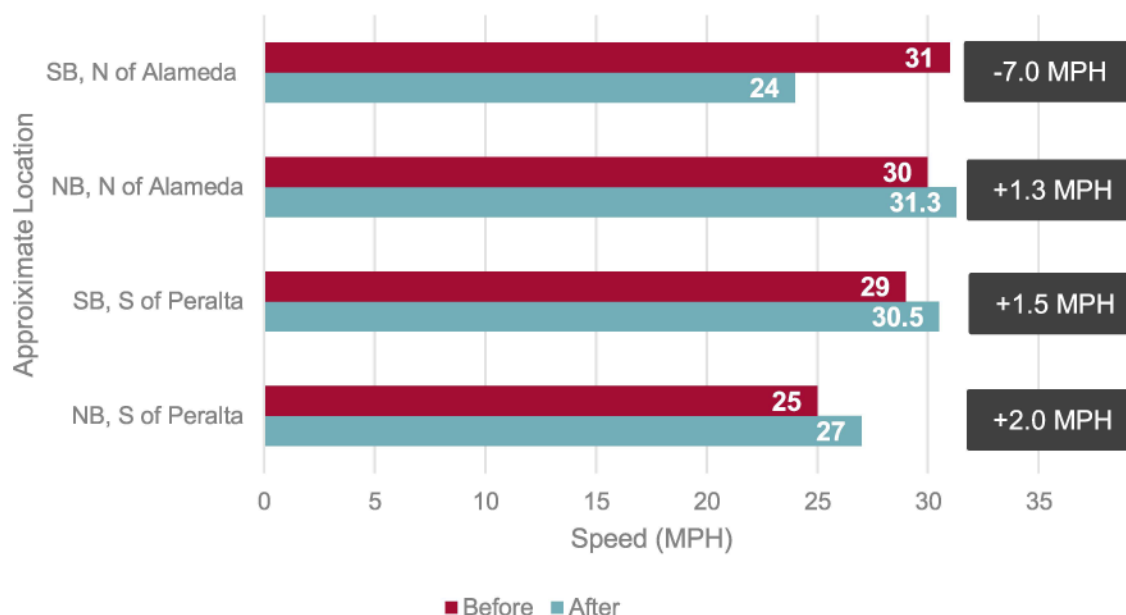


Figure 21. Before and After Comparison of 85th Percentile Speeds

QUALITATIVE ASSESSMENT

A walking audit of the corridor was performed on Thursday July 23, 2026 during the night-time hours and on Friday, July 24, 2026 during the morning and mid-day hours. During the walking audit, the corridor was analyzed for user behavior, feeling, and comfort. The purpose of this walk was to identify if the reconstruction had fostered the right environment that it had attempted to make. The corridor had a distinct urban feel post reconstruction with infrastructure that seemed to accommodate various roadway users. The improved sidewalks and addition of bike lanes invited more multi-modal access typical of an urban or downtown setting. Images from the walking audit conducted are provided in **Figure 22** through **Figure 25**.

There were many pedestrians using the new sidewalks observed during the walking audit which fosters the environment that was being sought pre-reconstruction. The feel of being a pedestrian is more welcoming and inviting due to restriped crosswalks, ADA compliant sidewalks and two mid-block crossings located just north of Solana Street and south of Johnson Street. Pedestrians found to be jaywalking between Catron Street and Jefferson Street/McKenzie Street indicates a need for more mid-block crossings to reduce the distance between crossings. These amount to a beneficial change for pedestrians who want to access the area of N. Guadalupe St. and the businesses in the area.

The bicycle infrastructure also saw big improvements. The addition of bike lanes creates a more welcoming environment for those who choose to bike in this corridor. It presents biking as a viable alternative to driving through this corridor. Bicycle users have consistent, standard lanes which are painted correctly and marked as such. However, it was observed during the walking audit that drivers are often meandering into the bike lane, especially around the curves on the northern section of the study area approaching Paseo de Peralta. The addition of these lanes makes this corridor feel more connected with the wider downtown and urban feel of this area. Increasing this bicycle friendly feel could be seen with small improvements that build on the solid infrastructure added to the reconstruction.

Similar to both bicycle and pedestrian changes, the driving experience is enhanced. The narrower lane widths, addition of medians, and clearly marked bicycle lanes contribute to this enhancement. These

improvements make driving feel clear and comfortable, especially by reducing potential points of conflict with other cars, bicycles, and pedestrians. The team observed distinct driver behaviors between the northern and southern portions of the corridor. In the northbound direction, the bike lane ends just north of Solana Street, signaling a transition from the multimodal environment and a change in corridor context. In the southbound direction, vehicles were observed entering the study area at higher speeds, especially those that were not stopped at the Catron Street signal. There is a lack of roadway features present to discourage deceleration in the southbound direction. Collected speed data support these observations, showing higher southbound speeds south of Paseo de Peralta.

Overall, the corridor reconstruction has successfully improved the pedestrian environment, multimodal accessibility, and downtown character while enhancing safety for all roadway users. Most of the implemented directly addressed many of the safety issues identified in the 2014 Road Safety Audit (RSA) and supported the project's objective of creating a safer and more accessible street. The field audit identified opportunities to further enhance safety, comfort, and connectivity through targeted operational, wayfinding, and streetscape improvements summarized in the section "Opportunities for Improvement" later in this memo.



Figure 22. Catron Street and N. Guadalupe Road



Figure 23. Jaywalking Observed near Catron Street



Figure 24. Walking Audit Team near San Francisco Street



Figure 25. Mid-Block Crossing near Solana Street

Performance Evaluation and Key Findings

The post-construction evaluation indicates that the corridor improvements have generally succeeded in enhancing the pedestrian environment and supporting multimodal travel. Observed improvements, including wider sidewalks, enhanced crossing opportunities, pedestrian refuge areas, ADA upgrades, and improved pedestrian signal infrastructure, provide evidence that the corridor is better accommodating pedestrian activity and improving connectivity between key destinations. The implementation of these improvements is consistent with the project's objective of creating a safer and more accessible corridor for multimodal travel.

While the pedestrian-focused improvements appear to provide value, the data suggests that corridor-wide speed reduction objectives have not been achieved to the same degree. Despite geometric modifications, access management enhancements, and other traffic calming elements, observed operating speeds remain similar to pre-project conditions in several segments. This suggests that additional measures may be necessary to further influence driver behavior and reduce vehicle speeds. Opportunities may include implementation of recommendations from the 2014 RSA that were not incorporated into the final project, refinement of existing traffic calming features, or consideration of additional speed management strategies as part of future corridor improvements. The following section summarizes the key successes, remaining challenges, and unexpected outcomes identified during the post-construction review.

Key Successes

- Widened sidewalks, pedestrian buffers, and crossing improvements were implemented throughout multiple segments of the corridor.
- Intersection geometry, curb radii, and left-turn alignments were improved at several locations.
- Traffic signal and pedestrian signal equipment were upgraded to modern standards.
- Access management improvements reduced conflict points through median modifications and closure of full-access openings.
- ADA improvements included new curb ramps, sidewalk reconstruction, and removal of pedestrian obstructions.
- New pedestrian crossings and median refuge areas enhanced pedestrian safety at key locations.

Remaining Challenges

- Several RSA recommendations were only partially implemented or removed from the final project that, if implemented, may still improve operations along the corridor:
 - Implementation of a pedestrian scramble at San Francisco Street and North Guadalupe Street
 - Installation of a pedestrian mid-block crossing with median refuge north of Jefferson Street
 - Extension of medians on the north and south approaches of Paseo de Peralta and North Guadalupe Street to provide pedestrian refuge islands.
 - Removing the eastbound to northbound left-turn lane at the intersection of Paseo de Peralta and North Guadalupe Street.
 - Incorporating dedicated bicycle accommodations through the intersection of Paseo de Peralta and North Guadalupe Street.
- Some pedestrian refuge features and crossing treatments may require further evaluation to determine long-term effectiveness.

- Bicycle accommodations were not fully implemented at several locations where improvements had been recommended.
- Corridor-wide objectives related to multimodal connectivity and pedestrian refuge opportunities remain only partially achieved.
- Corridor-wide objectives related to vehicle speed reduction remain only partially achieved.

Unexpected Outcomes

- Traffic restrictions and median closures appear to have shifted some turning movements and U-turn activity to adjacent intersections.
- Vehicles were observed encroaching into pedestrian refuge areas at certain locations.
- Some geometric improvements may have increased turning speeds, creating potential conflicts for pedestrians and bicyclists.
- A bike lane termination was observed without a clear transition or warning treatment.
- Isolated operational issues, including unexpected vehicle movements, were identified during post-construction review.

BENCHMARKING AGAINST NATIONAL GUIDANCE

This section evaluates the improvements implemented along N. Guadalupe Street in relation to guidance published by the Federal Highway Administration (FHWA) and the National Association of City Transportation Officials (NACTO). Relevant recommendations from the *NACTO Urban Bikeway Design Guide* and *Urban Street Design Guide* were reviewed to identify key treatments incorporated into the project that support multimodal mobility and improve safety for all users. The implemented roadway, bicycle, and pedestrian improvements are summarized in **Table 6** below.

Table 6. *Multimodal Improvements Implemented*

Improvements Category	Treatments Implemented
Bicycle Infrastructure	• 5-foot Designated Bike Lane • Bike Lane Symbol • Bike Lane Signage
Pedestrian Infrastructure	• Pedestrian Safety Islands (Refuge) • Painted Crosswalks • Accessible Curb Ramps • 5-foot Minimum Sidewalk Width
Road Design Changes	• Roadway Median • 10-Foot Travel Lane • Advanced Stop Bar • Dedicated Left Turn Lanes

For bicycle and pedestrian infrastructure, the changes made would constitute the minimum design requirements as recommended by NACTO.

For urban areas with high pedestrian and bicycle volumes, NACTO *City Limits Setting Safe Speed Limits on Urban Streets* recommends a posted speed limit between 10 to 35 mph (35 mph only in select, limited cases). The current posted speed limit of 25 mph falls within the NACTO speed limit suggestions.

Opportunities for Improvement

Building on the post-reconstruction data review, field observations, and benchmarking against national multimodal design guidance, this section identifies targeted opportunities to further refine corridor operations and improve user comfort along N. Guadalupe Street. The recommendations are intended to address remaining challenges observed after reconstruction, including speed management, pedestrian visibility, bicycle connectivity, wayfinding, and localized operational issues. These opportunities range from quick-build treatments, short-term (1-3 years), mid-term (3-5 years), or long-term (5-10 years) that may require additional coordination, design review, or engineering evaluation.

Areas of improvement that were identified during the walking audit are summarized in **Table 7**.

N. Guadalupe - Paseo de Peralta to Catron

The segment of N. Guadalupe corridor between Paseo de Peralta and Catron Street serves as a gateway into Santa Fe's Historic downtown area with the potential to support pedestrian activity near adjacent businesses. However, this segment of N. Guadalupe also serves as the transition point from a grade-separated highway (US 84) designed to support maximal vehicle throughput and speeds to a downtown main Street. To better support the gateway character and function, additional speed management treatments should be explored to better align this segment of the corridor with its role as a primary entry point to downtown Santa Fe. Achieving further speed reductions would also better support opportunities for bicycle separation, and additional pedestrian mid-block crossings, and wayfinding opportunities to improve multimodal comfort and accessibility.

Catron Street / Park Avenue

The intersection generally operates effectively but may benefit from minor operational and maintenance improvements. Opportunities include evaluating minor drainage concerns documented during the walking audit, reviewing traffic control operations to determine if a rest in red signal, or an all-way stop could help improve speed management, and reducing sign clutter to improve user experience and visibility.

Jefferson Street / McKenzie Street

This location presents opportunities to strengthen pedestrian connectivity across N. Guadalupe Street due to documented pedestrians crossing at this location, even without a designated midblock crosswalk in place. Additionally, a median enhancement crossing the Jefferson Street / McKenzie Street intersection would help slow turning vehicles and improve the pedestrian connection toward the downtown pedestrian network. Potential enhancements include improved pedestrian crossing treatments, refuge areas, and corridor design elements that reinforce multimodal access.

Johnson Street

Existing pedestrian midblock crosswalk provides an important connectivity across the corridor. Additional visibility enhancements due to private parking along N. Guadalupe blocking appropriate sight needs are desired. Additional advanced pedestrian crosswalk warning signs may also be considered. Additionally, pedestrian-focused treatments such as RRFB's could further improve driver awareness and user comfort at crossing locations. The crosswalk crossing Johnson Street could benefit from planters or other physical elements that better define the pedestrian path and discourage vehicles from crossing over the sidewalk or the median.

San Francisco Street

The intersection contributes to the pedestrian-oriented character of Santa Fe's Historic downtown area. Additional streetscape and curbside enhancements could further define pedestrian space and better guide pedestrians to cross within marked crosswalks, creating a more intuitive and orderly pedestrian experience.

Alameda Street

Alameda Street serves as an important bicycle connection within the study area. Opportunities exist to improve bicycle wayfinding, network continuity to provide connections to the south to the Rail Yards, and user guidance through enhanced markings and signage.

Corridor-Wide Opportunities

Several corridor-wide opportunities were identified to further support the downtown transportation network, including parking management strategies, enhanced bicycle crossing opportunities, improved wayfinding, and targeted speed awareness treatments.

Table 7. Improvements Table

Location	Recommended Action	Priority	Implementation
Paseo de Peralta	Install a raised crosswalk at Solana Street to enhance pedestrian visibility and reduce vehicle speeds.	Medium	Mid-Term
	Add physical separation to the bike lane using flexible delineators, tubular markers, modular curbs, or similar treatment.	High	Quick-build
	Use striping, markings, or vertical elements to visually narrow wide pavement areas and calm traffic.	Medium	Quick-build
	Install gateway or welcome signage to reinforce entry into the business district.	Medium	Mid-Term
	Review the need for the east-leg crosswalk at the signalized intersection and determine whether modifications are appropriate.	Low	Long-Term
Catron Street / Park Avenue	Conduct a drainage analysis to identify flooding or ponding issues and develop mitigation measures.	Low	Mid-Term
	Consider implementing a "rest-in-red" signal operation for the northbound and southbound approaches, if warranted.	Medium	Short-term
	Evaluate intersection control alternatives, including an all-way stop or signal timing modifications.	Low	Long-Term
Jefferson Street / McKenzie Street	Consider a one-way street pilot or other quick-build circulation changes to evaluate operational and safety benefits.	Medium	Quick-Build

Location	Recommended Action	Priority	Implementation
	Evaluate potential to make McKenzie Street a pedestrian corridor to strengthen pedestrian connectivity and comfort.	Medium	Long-Term
	Install a pedestrian refuge median between the two street segments to improve crossing safety.	High	Mid-term
	Retrofit the previously proposed mid-block crossing to improve pedestrian connectivity while minimizing driveway conflicts.	High	Mid-term
Johnson Street	Install advance pedestrian crossing warning signs and/or pavement markings to increase driver awareness of the mid-block crossing.	High	Short-term
	Improve pedestrian visibility at the west side of the crossing through geometric, landscaping, or sight distance enhancements.	Medium	Mid-term
	Add planters or other physical elements along the sidewalk to better define the pedestrian path and discourage vehicles crossing over sidewalk.	Low	Short-term
	Enhance the pedestrian refuge island with vertical elements such as bollards, delineators, or reflective markers to improve visibility.	Medium	Short-term
San Francisco Street	Install curbside planters or similar streetscape elements to better define the roadway edge and provide guidance to appropriate pedestrian crossings at the intersection.	Medium	Short-term
Alameda Street	Evaluate southbound bicycle lane ending at the intersection and improve connectivity to Rail Yards	High	Mid-term
	Install wayfinding signage and sharrows directing bicyclists to the shared-use trail on the east side of the corridor.	High	Short-term
Corridor-Wide	Improve wayfinding signage to reduce driver confusion and unnecessary U-turns.	Medium	Short-term
	Evaluate access management opportunities, including shared access between adjacent parcels.	Medium	Long-term
	Avoid replacing yellow ramps at private accesses unless required by accessibility or reconstruction needs.	Low	As Needed
	Remove redundant, outdated, or unnecessary signs to reduce sign clutter	Medium	Short-term

Location	Recommended Action	Priority	Implementation
	and improve visibility of critical traffic control devices.		
	Install RRFBs at one or both crossings, subject to engineering evaluation and pedestrian demand.	High	Mid-term
	Improve bicycle crossing opportunities at key locations to strengthen network connectivity and user safety.	High	Mid-term
	Install speed feedback signs at strategic locations to improve driver awareness and encourage compliance with posted speed limits.	Medium	Short-term
	Conduct a parking management study to evaluate parking utilization and identify opportunities for parking consolidation, designated public parking areas, and improved wayfinding.	Medium	Mid-term

Next Steps and Conclusions

The post-construction assessment indicates that the N. Guadalupe Street Reconstruction Project has successfully advanced the corridor toward its intended vision of a safer, more accessible, and multimodal main street. Improvements such as widened sidewalks, enhanced pedestrian crossings, bicycle facilities, upgraded traffic control infrastructure, and access management treatments have contributed to a corridor that better accommodates pedestrians, bicyclists, and motorists while supporting the surrounding downtown environment. Field observations and operational data suggest that many of the primary issues identified prior to reconstruction have been addressed, and the corridor is generally performing in a manner consistent with the project's original goals. While vehicle speeds remain similar to pre-construction conditions in some locations, pedestrian comfort, multimodal connectivity, and overall corridor character have notably improved.

The opportunities identified in **Table 6** are intended to build upon these successes and address remaining challenges through targeted operational, safety, and connectivity enhancements. Recommended improvements range from low-cost, short-term treatments to longer-term investments that could further strengthen the corridor's multimodal function and user experience. Continued monitoring of traffic operations, vehicle speeds, pedestrian activity, bicycle usage, and user behavior is recommended as travel patterns continue to adapt to the reconstructed roadway. Overall, the findings of this assessment indicate that the corridor is trending in a positive direction and that the reconstruction has provided meaningful benefits while establishing a strong foundation for future improvements.

Appendix A – N. Guadalupe Road RSA (2014)