



# Agenda

CITY CLERK'S OFFICE

DATE 7-18-12

TIME 1:34 PM

SERIALIZED BY Bahli Mossman

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**PUBLIC WORKS/CIP & LAND USE  
COMMITTEE MEETING  
CITY COUNCIL CHAMBERS  
MONDAY, JULY 23, 2012  
4:45 P.M.**

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF CONSENT AGENDA
5. APPROVAL OF MINUTES FROM JULY 9, 2012 PUBLIC WORKS COMMITTEE MEETING

**INFORMATIONAL AGENDA (30 minutes)**

6. PRESENTATION ON STREETS & DRAINAGE MAINTENANCE DIVISION (**DAVID CATANACH**)
7. REPORT ON UPCOMING CIP PROJECT BIDDING/REPORT ON LOCAL CONTRACTORS VS. NON-LOCAL AND WEBSITE DESIGN RELATING TO PURCHASING ISSUES (**ROBERT RODARTE/CARLA LOPEZ**)
8. PRESENTATION ON PRAIRIE DOG ISSUES (**BEN GURULE**)

**CONSENT AGENDA (5 minutes)**

9. CIP PROJECT #891B – HILLSIDE TO CROSS OF THE MARTYRS PEDESTRIAN IMPROVEMENTS PROJECT
  - REQUEST FOR APPROVAL TO CONSTRUCT IMPROVEMENTS USING BID NO. 12/02/B ON CALL ROADWAY & TRAILS CONSTRUCTION SERVICES AGREEMENT WITH TLC PLUMBING & UTILITY IN THE AMOUNT OF \$125,000 INCLUSIVE OF NMGR (LEANN VALDEZ)

**Committee Review:**

Finance Committee (Scheduled)  
Council (Scheduled)

07/30/12  
08/08/12

10. CIP PROJECT #315 – FIRE STATION #4 ADDITIONS AND RENOVATIONS
  - REQUEST TO AWARD BID NO. 12/28/B AND AGREEMENT BETWEEN OWNER AND LOCKWOOD CONSTRUCTION COMPANY IN THE AMOUNT OF \$1,188,277.10 INCLUSIVE OF NMGR (CHIP LILIENTHAL)

**Committee Review:**

Finance Committee (Scheduled)  
Council (Scheduled)

07/30/12  
08/08/12

11. CIP PROJECT #413B – SANTA FE RIVER PARK – EL PARQUE DEL RIO – RENOVATIONS AND IMPROVEMENTS
- REQUEST FOR APPROVAL OF BID NO.12/26/B AND CONSTRUCTION AGREEMENT WITH LOCKWOOD CONSTRUCTION COMPANY IN THE AMOUNT OF \$1,964,989.38 INCLUSIVE OF NMGR (BRIAN DRYPOLCHER)

**Committee Review:**

Finance Committee (Scheduled)	07/30/12
Council (Scheduled)	08/08/12

12. REQUEST FOR APPROVAL OF AN ORDINANCE AMENDING SECTION 20-2.2 SFCC 1987 TO AMEND THE DEFINITION OF PANHANDLING (COUNCILORS TRUJILLO, BUSHEE, DIMAS AND RIVERA) (KRISHNA PICARD AND ALFRED WALKER)

**Committee Review:**

Public Safety Committee (Approved)	07/17/12
Finance Committee (Scheduled)	07/30/12
Council (Request to publish)	08/08/12
Council (Public hearing)	09/12/12

13. REQUEST FOR APPROVAL OF AN ORDINANCE AMENDING SECTION 24-2.6 SFCC 1987 TO EXTEND THE TRUCK BAN CURRENTLY IN PLACE ON CAMINO CARLOS REY TO CALLE DE ORIENTE NORTE (COUNCILORS TRUJILLO, BUSHEE, AND DIMAS) (JOHN ROMERO)

**Committee Review:**

Finance Committee (Scheduled)	07/30/12
Council (Request to publish)	08/08/12
Council (Public hearing)	09/12/12

**PUBLIC HEARING (30 minutes)**

14. CIP PROJECT #859A – ST. FRANCIS CROSSING FROM ACEQUIA TRAIL TO RAILYARD (LEROY PACHECO)
- SUMMARY OF ALTERNATIVES, PUBLIC OUTREACH
  - REQUEST FOR DIRECTION

15. MATTERS FROM STAFF (5 minutes)

16. MATTERS FROM THE COMMITTEE (5 minutes)

17. MATTERS FROM THE CHAIR (5 minutes)

18. NEXT MEETING: **MONDAY, AUGUST 6, 2012**

19. ADJOURN

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6520 five (5) working days prior to meeting date

**SUMMARY INDEX FOR  
PUBLIC WORKS/CIP & LAND USE COMMITTEE  
July 23, 2012**

<b>ITEM</b>	<b>ACTION</b>	<b>PAGE</b>
1. Call to Order	Convened at 4:45 p.m.	1
2. Roll Call	Quorum Present	1
3. Approval of Agenda	Approved as presented	1-2
4. Approval of Consent Agenda	Approved as presented	2
5. Approval of Minutes July 9, 2012	Approved as presented	10
<b>INFORMATION AGENDA</b>		
6. Streets & Drainage Presentation	Presentation made	10-12
7. CIP Project Bidding Local Preference	Not Considered	6-7
8. Prairie Dog Issues Presentation	Presentation made	9-10
<b>CONSENT AGENDA LISTING</b>	Listed	12-13
<b>PUBLIC HEARING</b>		
14. St. Francis/Acequia Trail Crossing	Forwarded to Council	2-9
15. Matters from Staff	None	14
16. Matters from the Committee	Discussion	14
17. Matters from the Chair	None	14
18. Next Meeting	Set for August 6, 2012	14
19. Adjournment	Adjourned at 7:00 p.m.	14

**MINUTES OF THE**  
**CITY OF SANTA FÉ**  
**PUBLIC WORKS/CIP & LAND USE COMMITTEE**

**MONDAY, JULY 23, 2012**

**1. CALL TO ORDER**

A regular meeting of the Public Works/CIP & Land Use Committee was called to order on the above date by Chair Rebecca Wurzbarger at approximately 4:45 p.m. in City Council Chambers, City Hall, 200 Lincoln, Santa Fé, New Mexico.

**2. ROLL CALL**

Roll Call indicated the presence of a quorum as follows:

**MEMBERS PRESENT:**

Councilor Rebecca Wurzbarger, Chair  
Councilor Christopher Calvert [arriving later]  
Councilor Peter Ives  
Councilor Christopher Rivera  
Councilor Ronald S. Trujillo

**MEMBERS ABSENT:**

**STAFF PRESENT:**

Ike Pino, Public Works Director  
Bobbi Mossman, Public Works Staff

**NOTE: All items in the Committee packet for all agenda items were incorporated herewith by reference. The original Committee packet is on file in the Public Works Department.**

**3. APPROVAL OF AGENDA**

Chair Wurzbarger asked that the public hearing be put first on the agenda.

Mr. Pino said item 10 was withdrawn until a future date.

Item 8 was not a presentation but responses to questions from Councilor Calvert.

Councilor Trujillo moved to approve the agenda as amended. Councilor Ives seconded the motion and it passed by unanimous voice vote. Councilor Calvert was not present for the vote.

#### **4. APPROVAL OF CONSENT AGENDA**

Councilor Rivera moved to approve the consent agenda as presented. Councilor Ives seconded the motion and it passed by unanimous voice vote. Councilor Calvert was not present for the vote.

#### **PUBLIC HEARING**

##### **14. CIP PROJECT #859A – ST. FRANCIS CROSSING FROM ACEQUIA TRAIL TO RAILYARD (LEROY PACHECO)**

- **SUMMARY OF ALTERNATIVES, PUBLIC OUTREACH**
- **REQUEST FOR DIRECTION**

Mr. Martínez reported on the follow-up items requested from last time. In the packet was a copy of the postcard sent out to over a thousand residents from the last hearing. He also sent an email blast to all email addresses on file from the last public hearings so it was definitely sent out. That was what we understood was requested.

He also provided a CD of the draft input synopsis with all of the public comment received and the transcripts from the last public hearing.

He provided demographic data also in the packet with a pie chart showing the preferences. It was what staff received during the environmental assessment (EA) and showed preferences on a city map by council district.

He shared the survey the PWC requested on the underpass north of Zia across St. Francis.

Chair Wurzburger thanked him for the great material the Committee didn't have before and asked if he could stay after hearing. Mr. Martínez agreed.

Chair Wurzburger asked the public to try to limit comments to 2 minutes.

Councilor Calvert joined the meeting at this time.

Mr. Ron Ortiz Deankel from the NM School for the Deaf said it was apparent at the last hearing that most viewed this project from the viewpoint of aesthetics for pedestrians and cyclists. The NM School for the Deaf was a residential school and would be greatly affected by this crossing. There seemed to be momentum for the tunnel which might have increased because of the recently completed tunnel. He didn't know how a tunnel here would affect them. But there would be graffiti and perhaps threats to the students' health and safety. There were people who sleep in the culverts near the school now and the school had complained to the City about it. A tunnel would clearly create a problem. The school supported a bridge

and asked that the school be given consideration.

Ms. Renette Finley was an elder cyclist and would not dream of riding through a long tunnel there. The underpass looked wide and it would have to be a real tunnel, not just an underpass, and they would have problems with vagrants and trouble makers and lights would be a target to get knocked out. An overpass could be scenic like the ones north of town and not an ugly wire thing.

Mr. Dave McQuarie was in favor of a tunnel rather than an overpass and access and safety were his considerations. January to June on an overpass with 20 mph wind was daunting. A tunnel was a lot calmer. On the overpass the City was asking for tourists to see how bad graffiti was in Santa Fé. Considering all those factors not only for disabled but the pedestrian community, a tunnel was overall the best option.

Mr. Dan Baker asked the Committee to strongly consider the no-build option if the money could be used to improve 30+ other intersections. With \$3 million the City could upgrade 30 of them for both pedestrians and cyclists. Both bridge and tunnel had serious cons on safety, maintenance and messing with traffic on St. Francis for a good year. That intersection would still be a mess no matter what was done.

Ms. Jennifer Wellington, District 4, a survivor of being hit on St. Francis and previously on BTAC, supported the bridge option and hoped for it soon. The reason she got hit was trying to find a way from the west side to the Farmer's Market early on Saturday morning. It was too dangerous - the bridge was visually celebratory and safer in the winter time. It could be a rainbow bridge. Improving St. Francis by widening and improving intersections wouldn't fix anything. The City previously had a really bad bike lane on St. Francis when she moved here and now that was a third vehicular lane. She was very happy to see the tunnel at Zia. It was a big a help. Here it would be a support for Santa Fé.

Ms. Anna Hansen, member of POSAC but not speaking on their behalf, had also been a victim of the railroad tracks on her bike at St. Francis and was here to support the underpass - not a tunnel. She preferred an underpass that was wide and visible and could be seen through - not a dark cavernous tunnel. She also supported Mr. McQuarie's position regarding disability. POSAC was very aware of disabled persons. For anyone walking or riding it would be easier to get to the Farmer's Market. She was looking for the Acequia Madre Trail to be finished behind the NM School for the Deaf and Ashbaugh Park.

Margaret Tosina Campos said she rode bikes when growing up and then in the 1960's homes were being demolished and condemned for St. Francis. The older people who live there want an underpass. She called the City to say there would be problems with the Zia tunnel. Sure enough - there was graffiti. The older people don't pass through there after 6:00 pm because the transients would be there.

City Hall needs to use that money to clean up St. Francis Drive and St. Elizabeth shelter and the rest of the neighborhood. There was still a mess on Roybal Street.

Mr. Jon Forsdale biked through that intersection dozens of times in the last few years. There were many dangerous places in Santa Fé but this was not one of them. He preferred that the money be used for other purposes.

Mr. Rick Martínez said a Master Plan was needed for that whole area. The Rail Trail was more

attractive than the Acequia Trail. The only way to access it was going to Alta Vista and Baca to catch the trail. When you get to Baca Street you have to get off your bike and cross at the cross walk - Baca Street was also dangerous. There were lot of problems in that intersection but the Rail Trail needed to be fixed first.

Mr. Dan Stone lived on the Rail Trail and spent time at the intersection of St. Francis and Cerrillos trying to convince people to tone down the Rail Runner and people who ride there seem to have no problem getting through there and go only when the walk sign was on. "Don't walk" bring people turning. It was the bikers' fault. The Rail Trail needs to be split down the middle with one side for pedestrians and the other for bikes. Bike riders were very rude when sharing with pedestrians. He walked that trail frequently and 9 out of 10 times didn't know when a bicycle was coming up on him. He never heard people say, "Bike on your left" anymore. He quit riding.

Mr. Romero said a lot of people have fallen on the tracks and were suing the City. The culture of drivers was that they didn't yield to pedestrians. He was not in favor of a bridge or a tunnel. He passed out a photo that favored an underpass. There was not a big problem with people living under Zia and could address all the concerns if there was access to the sky. A bridge would have to be very long for a bridge.

Ms. Mara Taub, neighborhood resident near Sierra Vista and Franklin, used that intersection a lot. She supported the no build option because that intersection was the prime location for expressions of opinion with signs, banners and other decorations so she had spent a lot of time there. A tunnel or underpass would make that severely limited and if a bridge there would be no place for those who came to let the community know about issues today.

Mr. Bob Gaylor felt the trails were wonderful that the city has accomplished and it was not acceptable that they have been interrupted in the middle for the quality of safety and aesthetics and ease of access. He supported a tunnel and to complete the project soon. The whole trail integration must take place - Funds were available for it and it should be continued and implemented. He suggested instead of polls and opinions that an RFP be put out for schematic design to include the integration of trails and crossing of both thoroughfares - just concepts and costs. Get it out of the realm of fear and opinion and get money and designs.

Ms. Lisa Miles, member of BTAC, said her boyfriend crashed there and broke his collarbone and she had crashed there too. It needs to be addressed. She felt an overpass would be best and connect a lot of areas. Thank you.

Ms. Barbara Fix had crossed there for 26 years at 3-4 times per week on a bike with a dog on a leash. She loved the trails going in and cared about them. She felt this was now dealing with the mistakes in the past. When St. Francis was first proposed it was first proposed to go down Guadalupe and Irene von Horvath designed Paseo and it changed to St. Francis. She lived in the neighborhood where any construction would happen near St. Anne's Church and would contend with the detour traffic. So she asked that consideration be given to the traffic effects. She asked how many times this area needed to be dug up. It was a burden for neighbors to bear and she asked for it to happen just once. It's been going on for ten years. She had been told there was only enough money for 30% of the design. Don't let the money be wasted. Look carefully.

Ms. Pat Bartlett, Cortez and Alta Vista, said she crossed St. Francis from west to east at Sierra Vista and had no problem. She favored a bridge because of derelicts. A tunnel would fix one problem and create another.

Ms. Shelley Robinson, 122 Barranca, BTAC member and a cyclist and commuter, said she was happiest when riding instead of driving. Santa Fé has an extraordinary trail system and much has been completed since she began serving on BTAC. She was an optimist and saw it as a crown jewel for our town. She loved the crossing at Zia - the graffiti was a bummer but access was fantastic and she loved to experience it to get a feel of how it would be at St. Francis and would like to see the no-build option disappear.

Ms. Suby Bowden relied on the images in the New Mexican and neither image was worthy of being a gateway to Santa Fé. This was our gateway with the triangular gateway at that corner.

People always take the shorter path and that's why people wouldn't use a bridge. You get to the bridges north of town toward Española by cars, not by walking. So people would still walk at level instead of a bridge. So a wide underpass was needed. It needed to be tall with median opening in the middle for sunlight and lights above so they couldn't be broken.

She added that anyone who didn't feel safe in the tunnel could still cross on the surface. It could have beautifully designed walls so people would use them. She agreed with Barbara Fix to give us a beautiful gateway.

Mr. Howard Shuman just drove through the intersection and saw four cars run the red light on St. Francis and four from Cerrillos run the red light. The intersection needed improvement and it was scary. But the bridge or tunnel would only solve 25% of the problem and wouldn't solve the problem for 75% of crossing people. He suggested letting SCORE design it and not take away money for other folks.

Ms. Vicky Ortega was in favor of an overpass more because of vagrants. It was super busy and drivers already were distracted. Education for bike riders was needed. She lived on the east side of town and didn't have much contact with bike riders but could see they didn't observe the traffic laws. And if you honk at them they cuss you out and ride super-fast. Bike education should be increased.

There were no other speakers from the public.

Councilor Ives said the City has heard many times that this intersection needed an improvement so he asked staff what he should tell folks who say neither option would solve the problems at that intersection. Either option would still leave a problem getting across Cerrillos Road.

Mr. Martínez said this particular part was for the connection of Acequia Trail with the Railyard.

Councilor Ives surmised there might be further study for crossing Cerrillos Road.

Mr. Martínez agreed that this project wouldn't preclude that study.



Councilor Ives asked if GIS looked at that distinction between tunnel and underpass.

Mr. Martínez didn't think so. Those terms were used interchangeably.

Chair Wurzbarger asked if in the previous analysis there was a financial estimation of tunnel or underpass differences. She asked if an underpass would be less expensive.

Mr. Martínez said it was a basic estimation of moving dirt and putting a facility there so it was all inclusive.

Councilor Trujillo said the first man spoke about ROW the City might have to acquire from the NM School for the Deaf and asked if that was true.

Mr. Martínez said at the northeast corner the City would need to get the ROW.

Councilor Trujillo asked what that might cost.

Mr. Martínez said it was estimated at \$30,000 to \$50,000.

Councilor Trujillo said the school wanted a bridge and asked if that could be a factor in selling the land to the City.

Mr. Martínez couldn't say but it was possible.

Councilor Trujillo asked with the underpass option how much traffic would need to be diverted. He asked if the bridge would have less impact on traffic with just two pillars and I-beam. He thought that might be just half a day stopping traffic.

Mr. Martínez agreed because it wouldn't take out earth. But it would be all in the way the contract was written. It could also be accommodated at night time.

Councilor Trujillo said he rode his bike and walked and had no problem getting across St. Francis but there was still a problem with people getting off at Arroyo Chamiso that dumped people at DOT. He hoped the City was not going to do three of those.

Mr. Martínez said the MPO Bikeways MP talked about an extended connection at Pen Road and the railroad station.

Councilor Rivera recalled one suggestion was that the City could do road improvements and asked if the City was authorized to do that or the state.

Mr. Martínez said both St. Francis and Cerrillos were state highways and the City would have to coordinate with DOT on that facility.

Chair Wurzbarger asked if that was true for either a tunnel or a bridge.

Mr. Martínez agreed and explained that was why the City had to get the EA.

Councilor Rivera asked if this project was not proposed as a safety issue but mainly to connect the trail there.

Mr. Martínez felt the proposed alternatives would definitely have a safety impact to eliminate conflicts of pedestrians with vehicles. The design consultant said a safety analysis was not done at the intersection.

Councilor Rivera asked why.

Mr. Martínez said the purpose and need that got it rolling was the Council resolution and the analysis followed that. Some accident analysis was done but mainly it was for connectivity.

Councilor Calvert commented that what was driving this process now just getting the contract with the consultant finished to close out the contract since the City didn't have the money to build it even if the Council chose an option.

He recommended that the Committee make a choice but not do the design until there was money to build it. A decision tonight didn't mean they were stuck with it. It could be changed later.

Chair Wurzbarger thanked everyone for coming. She was not clear in her mind that there was a strong rationale other than coming up with options for which costs were unknown and hearing from people who live there and hearing that the options wouldn't solve the problem.

She would like to pick a design and know what it would cost and believed the City should consider the broader safety issues. Reading what was supposed to happen economically in the future a context for what we were making a choice about was needed. She did have a personal opinion but that wasn't as a councilor. The BTAC had a clear agenda that was legitimate but where the City is economically caused her concern.

Councilor Calvert added that the Committee also discussed that there might be savings on a design/build contract so he was not in a hurry to commit design money yet because no one knew when the City could get the money to build it. Chair Wurzbarger agreed.

Councilor Rivera asked Mr. Martínez of the City built a tunnel or an underpass at Zia.

Mr. Martínez said it was basically a concrete box.

Councilor Rivera said initially he was opposed to both options. He didn't want tourists to see graffiti first when driving in. He thought this winter the City would see homeless people seeking shelter there. But now seeing the underpass it doesn't need much light in the center. But he agreed it was probably in our best interests to wait for a design/build until we have money for it.

Councilor Calvert said whatever motion was made would have to go to Council. Chair Wurzburger agreed.

Councilor Calvert thought the City wouldn't get environmental clearance until we release it.

Mr. Martínez said this was a study and design contract and the City could terminate a contract at any point. The contract could be terminated now or allowed to terminate at expiration.

Ms. Denise Weston (contractor) spoke to the NEPA. The City spent money for the NEPA and it has been signed by the City, by NMDOT and by FHWA. Both options were carried to the end. So it would be ideal for a choice to be made.

However, they each have an environmental assessment and that would stay until the City got the money. She clarified that the City wouldn't lose the progress made so far. At the time the City went forward you would have to double check with re-evaluation on either alternative.

Councilor Calvert asked her to clarify - if the Committee didn't make a decision there would be no significant impact. Ms. Weston agreed.

Councilor Calvert understood that even if the City terminated the contract, we would have to retrace some steps without a decision now.

Chair Wurzburger said they would have to do it again anyway.

Ms. Weston said if the City got a FONSI the City would be in a better place but level of effort could not be determined at this time. Each part had a different time span whether one or three or ten years.

Councilor Trujillo asked Mr. Martínez what the rank of this intersection was in traffic volume in the state.

Mr. Martínez didn't know statewide.

Councilor Trujillo thought it was one of top five in the state.

Councilor Trujillo moved to choose the bridge over this section of highway. He thought it would hamper traffic the least and there would not be a lot of ROW to deal with. It would be quicker and less impact on traffic. The motion died for lack of a second.

Councilor Rivera asked of the two access options in a bridge design the City staff would use.

Mr. Martínez said they would opt for a long taper rather than the corkscrew.

Councilor Rivera asked how long it would have to be.

Mr. Martínez said the tapers would extend 500' but cautioned that because it had not yet been designed, any options that were feasible would be considered and that would be within the existing trail.

**Councilor Calvert moved to recommend the underpass option for reasons expressed tonight. Councilor Ives seconded the motion and it lost by a 2-3 voice vote.**

Councilor Trujillo proposed to have the debate at Council.

**Councilor Trujillo moved to forward this matter to Council. Councilor Ives seconded the motion and it passed by unanimous voice vote.**

The Committee recessed for four minutes to allow the public to exit.

**Councilor Calvert moved to amend the agenda to hear item #8 next. Councilor Rivera seconded the motion and it passed by unanimous voice vote.**

## **8. PRESENTATION ON PRAIRIE DOG ISSUES (BEN GURULÉ)**

Councilor Calvert had questions on the ordinance and how the City applied it. What was needed now was public education. Basically it applied to development so once a project was finished and into the maintenance stage what applied then was the IPM. Mr. Gurulé agreed.

Councilor Calvert said the City needed to convey that to the public. Mr. Gurulé agreed.

Chair Wurzbarger asked if they needed a public education plan.

Councilor Calvert thought people sometimes heard only what they wanted to hear. But if staff reinforced it to them, then all would have a better understanding of what applied in which areas. The IPM ordinance called for an annual report to Council and he had never seen one come to Council before.

In the IPM there was a control threshold and he didn't know who determined that. He asked if the goal under IPM was the removal of all prairie dogs within the city limits. It seemed to him that the City was trying to remove them all.

Chair Wurzbarger suggested to get an annual report and that would address those questions.

Councilor Trujillo said he also had questions but would share them with staff.

Mr. Gurulé deferred to Robert Woods, the IPM Coordinator.

Chair Wurzbarger asked that it be addressed in a written report.

Mr. Woods said the report had to come to Council through the IPM Committee which was never appointed.

Chair Wurzburger asked him to prepare the report. Mr. Woods agreed.

Councilor Trujillo asked that it include all colonies and where they were located.

Mr. Woods said he could only do that for City Park properties.

## **5. APPROVAL OF MINUTES FROM JULY 9, 2012 PUBLIC WORKS COMMITTEE MEETING**

**Councilor Calvert moved to approve the July 9 2012 minutes as presented. Councilor Ives seconded the motion and it passed by unanimous voice vote.**

## **INFORMATIONAL AGENDA**

### **6. PRESENTATION ON STREETS & DRAINAGE MAINTENANCE DIVISION (DAVID CATANACH)**

Mr. Catanach made the presentation. He shared a printed PPT and explained that the Division was divided into four sections with 28 classified employees and seven temporary employees. He went through the pages of the presentation with the Committee.

Page 7 had statistical facts. The City had 1100 streets with 750 lane miles. There were 31 miles of unpaved roadways, 2200 storm outlets and 10 large arroyos. About 850 street cut permits were issued each year. 2500 cubic yards of salt and cinders was the normal amount used in wintertime on city streets but was much larger in 2007.

His staff took turns being on call and had about three calls outside of business hours each week.

On page 8 the NMDOT streets were identified. He talked about the road agreement with DOT.

Page 10 showed three big projects. For base course staff did the longer streets first and then the shorter ones. They were crushing the material right now and were letting contracts for crack seal and surface contracts now. The Arroyo and Watershed were just approved and the water association was assessing risk there now.

Chair Wurzburger asked if it- was possible for him to provide his conceptual plan and goals for each of these areas. Mr. Catanach agreed.

On page 11 was the snow removal detail. He also handed out the plan that was approved in 2007 and was tweaked a little each year. They worked on Priority One roads first and then went to priority two routes and then to the priority three roads. Then they went back and addressed all complaints 24 hours per day to meet all of them. They always get the emergency vehicles through. Priority routes were shown on page 15.

Page 12 was stormwater management. They provided education on storm water impacts and training for business and industry. They also provided inspections and enforcement on illegal dumping. Overall,

they kept the City in compliance with state and federal regulations. Albuquerque was recently fined several million dollars for non-compliance. Fairly often they were called upon to get keys or cell phones out of a drain.

Page 14 showed the challenges to face - old equipment and aging infrastructure. The need was greater than \$100 million. Retirement of key employees with six right now and annexation with smaller forces than ten years ago. They have had a flat budget for many years.

The last page was the staff roster.

Chair Wurzbarger said the Public Works Committee was trying to get a handle on 3-5 year plans to meet needs and encourage Mr. Catanach to prioritize them and to identify what resources were needed.

Councilor Calvert said on page 5, sweeping maintenance didn't seem to be consistent on how much water was used. Sometimes it was just a big cloud of dust and no water was used.

Mr. Catanach said they should be using water because it was a health hazard. He agreed to take care of it.

Councilor Calvert asked when sidewalks were assigned to this division.

Mr. Catanach said it was in 2009 and things were getting better downtown. He didn't have a dedicated position for sidewalks. They didn't have the manpower to get to a proactive basis and only dealt with complaints.

Councilor Calvert recommended since having people going over this all the time so that the City didn't have to wait for a constituent to report it but to get a little more proactive on it. Chair Wurzbarger agreed -

Councilor Calvert referred to page 7 regarding culverts and thought especially on dirt roads that it was probably difficult to figure out which ones were the City's responsibility and which were homeowner's.

Mr. Catanach related how difficult and complicated it was to map them for the city.

Councilor Calvert added that if drains didn't work the base course would be wasted.

Mr. Catanach said dirt roads were always difficult when it snowed.

Councilor Calvert thought all of the stormwater drains were mapped out. He asked if there was some technology that could be used to locate them better.

Mr. Catanach agreed there were companies to do it but the city was old. There was a rock lined storm sewer down San Francisco Street.

Chair Wurzbarger thought CVB might pay for it.

Councilor Calvert referred to page 8 and noted that much of Cerrillos Road was state but along the Railyard Park into downtown was the City's.

Councilor Calvert said regarding stormwater management that at the post office he saw contractors violating the ordinance by dumping stuff down the storm drain.

Mr. Catanach asked him when he saw that to let his division know right away.

Chair Wurzbarger wanted to have Mr. Catanach on our television show so people could get a concept of what this division does.

Councilor Trujillo said his only gripe was in places with speed humps and the little grates that were there were not often cleaned off and water gets backed up and cars start sliding. Cleaning those grates was important. The City was very fortunate to have Mr. Catanach.

Mr. Catanach said the problem was lack of personnel.

Councilor Trujillo asked Mr. Catanach if he could come up with a list of equipment needs. Keeping old equipment was a liability. Mr. Catanach agreed and noted it was much more expensive these days.

Chair Wurzbarger said the plan was to tell the City that we have to address the infrastructure we have not addressed in the past.

Councilor Ives complimented Mr. Catanach and others for having a nice neighborhood meeting for them and moving forward. It was very productive.

Councilor Calvert reinforced Councilor Trujillo's statement that we were lucky to have Mr. Catanach - He was very responsive. This division was where the rubber meets the road.

Mr. Pino agreed Mr. Catanach was the epitome of doing more with less. The City was replacing stuff from the 80s. And they had 22 guys on the road. The demands keep growing. He would include all of that in the review of infrastructure.

Chair Wurzbarger thanked him for the presentation.

**7. REPORT ON UPCOMING CIP PROJECT BIDDING/REPORT ON LOCAL CONTRACTORS VS NON-LOCAL AND WEBSITE DESIGN RELATING TO PURCHASING ISSUES (ROBERT RODARTE/CARLA LÓPEZ)**

This item was not considered.

**CONSENT AGENDA LISTING**

9. CIP PROJECT #891b – HILLSIDE TO CROSS OF THE MARTYRS PEDESTRIAN IMPROVEMENTS PROJECT
- REQUEST FOR APPROVAL TO CONSTRUCT IMPROVEMENTS USING BID NO. 12/02/B ON CALL ROADWAY & TRAILS CONSTRUCTION SERVICES AGREEMENT WITH TLC PLUMBING & UTILITY IN THE AMOUNT OF \$125,000 INCLUSIVE OF NMGR (LEANN VALDEZ)

**Committee Review**

Finance Committee (Scheduled)  
Council (Scheduled)

07/30/12  
08/08/12

11. CIP PROJECT #413B – SANTA FÉ RIVER PARK – EL PARQUE DEL RIO – RENOVATIONS AND IMPROVEMENTS
- REQUEST FOR APPROVAL OF BID NO. 12/26/B AND CONSTRUCTION AGREEMENT WITH LOCKWOOD CONSTRUCTION COMPANY IN THE AMOUNT OF \$1,964,989.38 INCLUSIVE OF NMGR (BRIAN DRYPOLCHER)

**Committee Review**

Finance Committee (Scheduled)  
Council (Scheduled)

07/30/12  
08/08/12

12. REQUEST FOR APPROVAL OF AN ORDINANCE AMENDING SECTION 20-2.2 SFCC 1987 TO AMEND THE DEFINITION OF PANHANDLING (COUNCILORS TRUJILLO, BUSHEE, DIMAS AND RIVERA) (KRISHNA PICARD AND ALFRED WALKER)

**Committee Review**

Public Safety Committee (Approved)  
Finance Committee (Scheduled)  
Council (Request to publish)  
Council (Public hearing)

07/17/12  
07/30/12  
08/08/12  
09/12/12

13. REQUEST FOR APPROVAL OF AN ORDINANCE AMENDING SECTION 24-2.6 SFCC 1987 TO EXTEND THE TRUCK BAN CURRENTLY IN PLACE ON CAMINO CARLOS REY TO ALLE DE ORIENTE NORTE (COUNCILORS TRUJILLO, BUSHEE AND DIMAS) (JOHN ROMERO)

**Committee Review**

Finance Committee (Scheduled)  
Council (Request to publish)  
Council (Public hearing)

07/30/12  
08/08/12  
09/12/12



**15. MATTERS FROM STAFF**

There were no matters from Staff.

**16. MATTERS FROM THE COMMITTEE**

There were no matters from the Committee.

**17. MATTERS FROM THE CHAIR**

Chair Wurzburger thanked everyone for staying late.

**18. NEXT MEETING: MONDAY, AUGUST 6, 2012**

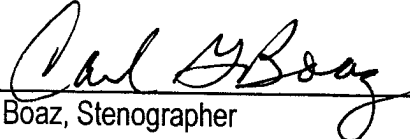
**19. ADJOURN**

Having completed the agenda, the meeting was adjourned at 7:00 p.m.

Approved by:

\_\_\_\_\_  
Rebecca Wurzburger, Chair

Submitted by:

  
\_\_\_\_\_  
Carl Boaz, Stenographer

**NMSD Statement to City of Santa Fe Public Works Committee**  
**Public Hearing July 23, 2012**

It was apparent at the previous public hearings NMSD attended that most of the people commenting on the options viewed the pedestrian crossing from a perspective of visual aesthetics and ease of use by pedestrians and cyclists. I think we need to remind everyone that we are the closest neighbor and we are a residential school that is affected by the trail as it exists today and will be greatly affected by the crossing when it is built. The safety of our students and the public who use the trail should be the paramount consideration when selecting an option.

We think momentum for a tunnel may have increased as a result of the completion of the tunnel trail crossing further south on St. Francis Dr. If the recently completed tunnel is used to argue in favor of a tunnel option here, we do not yet know what problems (other than recent reports of graffiti) will result from the Arroyo Chamiso crossing -- and the nature and proximity of NMSD to the proposed crossing result in totally different circumstances and threats to student and public safety.

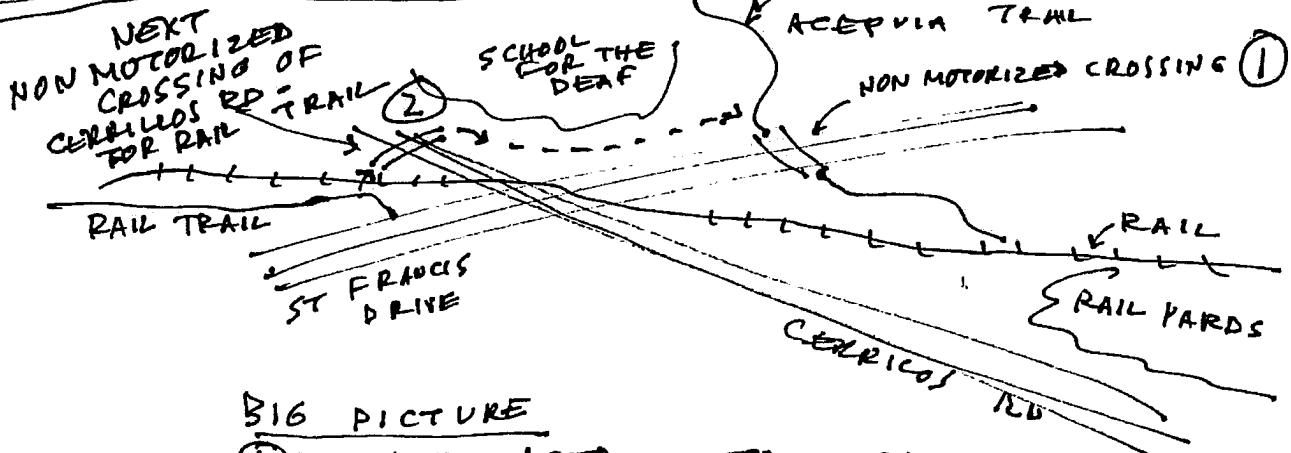
The general public is not aware that people currently **sleep** in the drainage culvert beneath St. Francis Dr. adjacent to our school. People also set up informal camps in the open space behind our campus. We complain to the city, and the police do what they can, but it is an ongoing problem. A **tunnel crossing** will surely aggravate the problem. At this time we clearly state our support for the **bridge** option and **opposition** to the tunnel.

NMSD believes it is essential that our concerns be given weight by the City Public Works Committee because either option -- tunnel or bridge-- will require the city to acquire additional right-of-way from NMSD.

Thank you for your time and attention.

*Ron Ortiz Dinkel*

# CONCEPT 7/18/12 - SVBY BOWDEN + ASSOCIATES



## BIG PICTURE

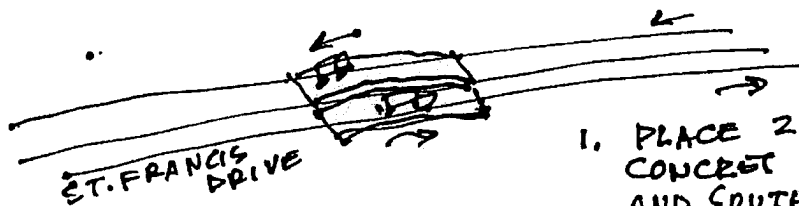
① COMPLETE ACEQUIA TRAIL CROSSING UNDER ST. FRANCIS DRIVE.

THEN → ② INITIATE AND CARRY OUT ② TO PLAN AND TO BUILD A CROSSING UNDER CERRILLOS RD FOR THE RAIL TRAIL, -

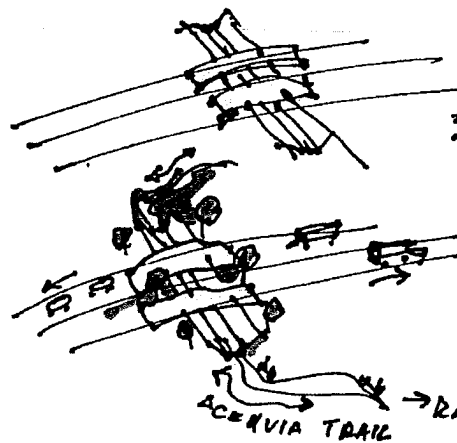
THIS WILL INTERGRATE ALL HIKE AND BIKE TRAILS.

IDEA!

DO NOT BUILD A BRIDGE OR TUNNEL BUT RATHER BUILD A "CHUNNEL" TO COIN THE TERM (ENGLISH CHANNEL TUNNEL WAS FIRST) - I THINK YOU CAN GET 2 FOR THE COST OF 1. PLUS ALMOST NO TRAFFIC DELAYS. (IF PLANNED AND DESIGNED WELL)



1. PLACE 2 PREFABRICATED CONCRETE RAMPS OVER NORTH AND SOUTH BOUND LANES IN ONE LONG WEEKEND (OH, THIS WILL REQUIRE LOGISTICS PLANNING AND STAGING)



2. THEN EXCAVATE A "CHUNNEL" OPEN TO THE SKY (NO BOGEYMEN) NO TUNNEL MACHINES - (MEANWHILE TRAFFIC CONTINUES AS USUAL)

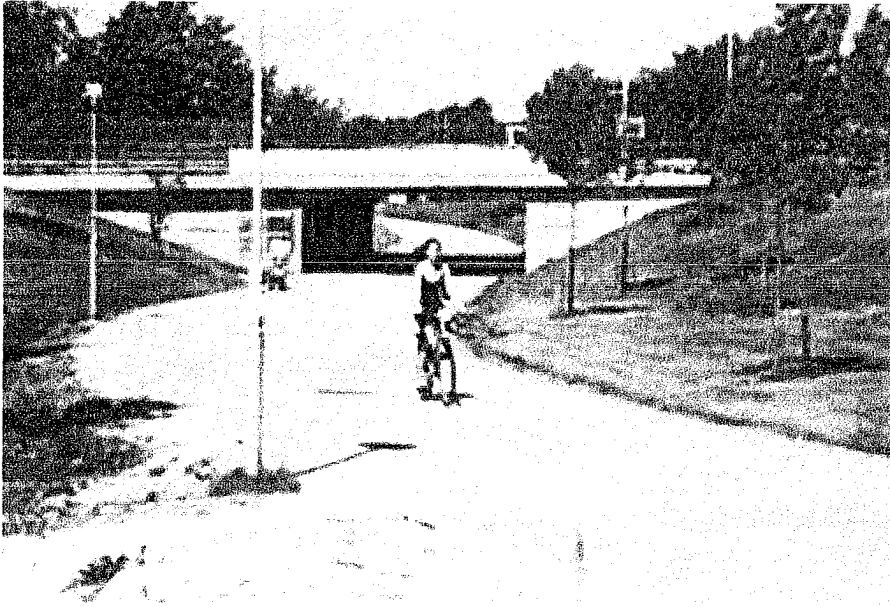
3. LANDSCAPE, LIGHT, AND RIDE! - (SPREAD THE N.E.S LANES A LITTLE IN CENTER)

BIG PICTURE

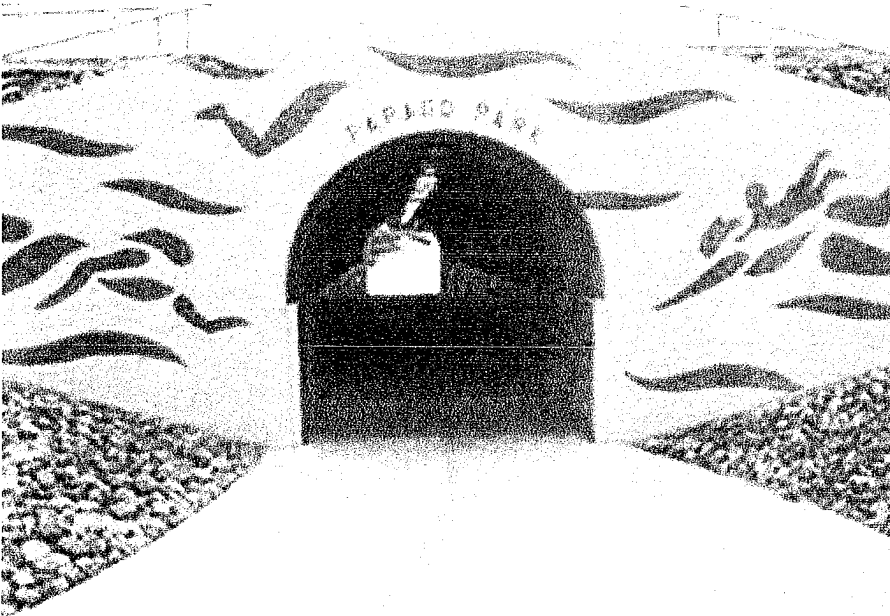
CROSSING CONCEPT

# Underpass good, tunnel bad.

LIKE THIS:



NOT THIS:





# City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909  
www.santafenm.gov

## Arroyo Chamiso/St. Francis Trail & Underpass Trail User Survey

### Survey Summary

Total number of respondents: 78  
Bicyclists: 32 (41%)  
Pedestrians: 46 (59%)

### Dates Conducted

July 12<sup>th</sup> -19<sup>th</sup>, 2012

Thursday: 9:45am – 11:55am

Friday: 9:00am – 10:40am

Monday: 8:20am – 10:15am

Tuesday: 3:00pm – 3:52pm

Wednesday: 11:58am – 12:57pm

Thursday: 8:05 am – 10:16am

### Survey Questions & Results Summary

1. Do you feel safe/comfortable using this tunnel/underpass?

		<u>Bikes/Peds</u>
<input type="checkbox"/> Very Safe	53 (68%)	29/24
<input type="checkbox"/> Moderately Safe	24 (31%)	3/21
<input type="checkbox"/> Not at all	1 (1%)	0/1

2. Do you prefer an alternate route? If yes, what route?

		<u>Bikes/Peds</u>
<input type="checkbox"/> No	71 (91%)	30/41
<input type="checkbox"/> Yes	7 (9%)	2/5

3. In order to cross St. Francis Drive just North of Cerrillos Road, would you prefer to use\*:

		<u>Bikes/Peds</u>
<input type="checkbox"/> A similar tunnel/underpass	34 (44%)	14/20
<input type="checkbox"/> A bridge/overpass	18 (23%)	4/14
<input type="checkbox"/> The existing signalized intersection	12 (15%)	7/5

\*Note: Other responses received but not asked:

Either tunnel or bridge	13 (17%)	6/7
No opinion	1 (1%)	0/1

Arroyo Chamiso/St. Francis Trail & Underpass Trail User Survey								
#	Date	Time	User Type	Question 1 (Safety)	Question 2 (Alternate Route)		Question 3 (St. Francis/Cerrillos Crossing Preference)	Comments
1	07/12/2012	9:45am	Bicyclist	Moderate	No	N/A	Similar tunnel/underpass	East side of tunnel is hard to see oncoming bicyclists that come from left side, suggested a mirror to see those who are approaching.
2	07/12/2012	10:25am	Bicyclist	Very	No	N/A	Either Tunnel or Bridge	
3	07/12/2012	10:50am	Bicyclist	Very	Yes	Like to use Zia at Pedestrian crossing.	Existing signalized intersection	N/A
4	07/12/2012	11:02am	Pedestrian	Moderate	No	N/A	Similar tunnel/underpass	N/A
5	07/12/2012	11:06am	Bicyclist	Very	No	N/A	Either Tunnel or Bridge	Need something similar at Rodeo Rd., it is hard to cross. Would like to get from Richards to Cerrillos Rd. Also, all Llano and Carlos Rey
6	07/12/2012	11:10am	Bicyclist	Very	No	N/A	Existing signalized intersection	
7	07/12/2012	11:16am	Bicyclist	Very	No	N/A	Existing signalized intersection	N/A
8	07/12/2012	11:25am	Bicyclist	Very	No	N/A	Existing signalized intersection	N/A
9	07/12/2012	11:33am	Pedestrian	Moderate	No	N/A	Existing signalized intersection	Call Box on trail for emergency would be great
10	07/12/2012	11:39am	Bicyclist	Very	No	N/A	Existing signalized intersection	Save money and make more bike trails and fix pot holes on trails
11	07/12/2012	11:46am	Pedestrian	Moderate	Yes	Like to also use Llano Rd.	Either Tunnel or Bridge	Don't like the graffiti, maybe add some camera's
12	07/12/2012	11:55am	Bicyclist	Very	No	N/A	Either Tunnel or Bridge	Much Safer

13	07/13/2012	9:00am	Bicyclist	Very	No	N/A	Bridge/Overpass	N/A
14	07/13/2012	9:16am	Pedestrian	Very	No	N/A	Bridge/Overpass	Graffiti proof paint should be used.
15	07/13/2012	9:20am	Bicyclist	Very	No	N/A	Similar tunnel/underpass	N/A
16	07/13/2012	9:24am	Bicyclist	Very	No	N/A	Similar tunnel/underpass	Would be great to have tunnel under St. Mikes
17	07/13/2012	9:29am	Pedestrian	Moderate	No	N/A	No opinion	Need more trash cans and dog bag dispensers along trail
18	07/13/2012	9:33am	Bicyclist	Very	No	N/A	Similar tunnel/underpass	N/A
19	07/13/2012	9:43am	Pedestrian	Moderate	Yes	Use all trails	Bridge/Overpass	Would like to see constructive change is the Santa Fe area, This survey taker would like to see a bridge built in the city that goes over the highway near Cerrillos Rd.
20	07/13/2012	9:47am	Pedestrian	Moderate	No	N/A	Bridge/Overpass	N/A
21	07/13/2012	10:00am	Bicyclist	Very	No	N/A	Similar tunnel/underpass	Very happy, not liking the graffiti
22	07/13/2012	10:03am	Pedestrian	Very	Yes	Not usual route, but he used tunnel a few times now	Bridge/Overpass	N/A
23	07/13/2012	10:35am	Pedestrian	Moderate	No	N/A	Existing signalized intersection	N/A
24	07/13/2012	10:40am	Pedestrian	Very	No	N/A	Similar tunnel/underpass	N/A
25	07/16/2012	8:20am	Pedestrian	Moderate	No	N/A	Either Tunnel or Bridge	N/A
26	07/16/2012	8:24am	Pedestrian	Very	No	N/A	Similar tunnel/underpass	N/A
27	07/16/2012	8:34am	Bicyclist	Very	No	N/A	Either Tunnel or Bridge	N/A
28	07/16/2012	8:36am	Bicyclist	Very	No	N/A	Existing signalized intersection	Happy with bike trails
29	07/16/2012	8:43am	Pedestrian	Moderate	No	N/A	Similar tunnel/underpass	Would like to see camera's put in.
30	07/16/2012	8:48am	Bicyclist	Very	No	N/A	Either Tunnel or Bridge	N/A
31	07/16/2012	8:57am	Pedestrian	Moderate	No	N/A	Bridge/Overpass	Would like camera's to catch people who are vandalizing or attacking people.
32	07/16/2012	8:59am	Pedestrian	Moderate	No	N/A	Bridge/Overpass	N/A

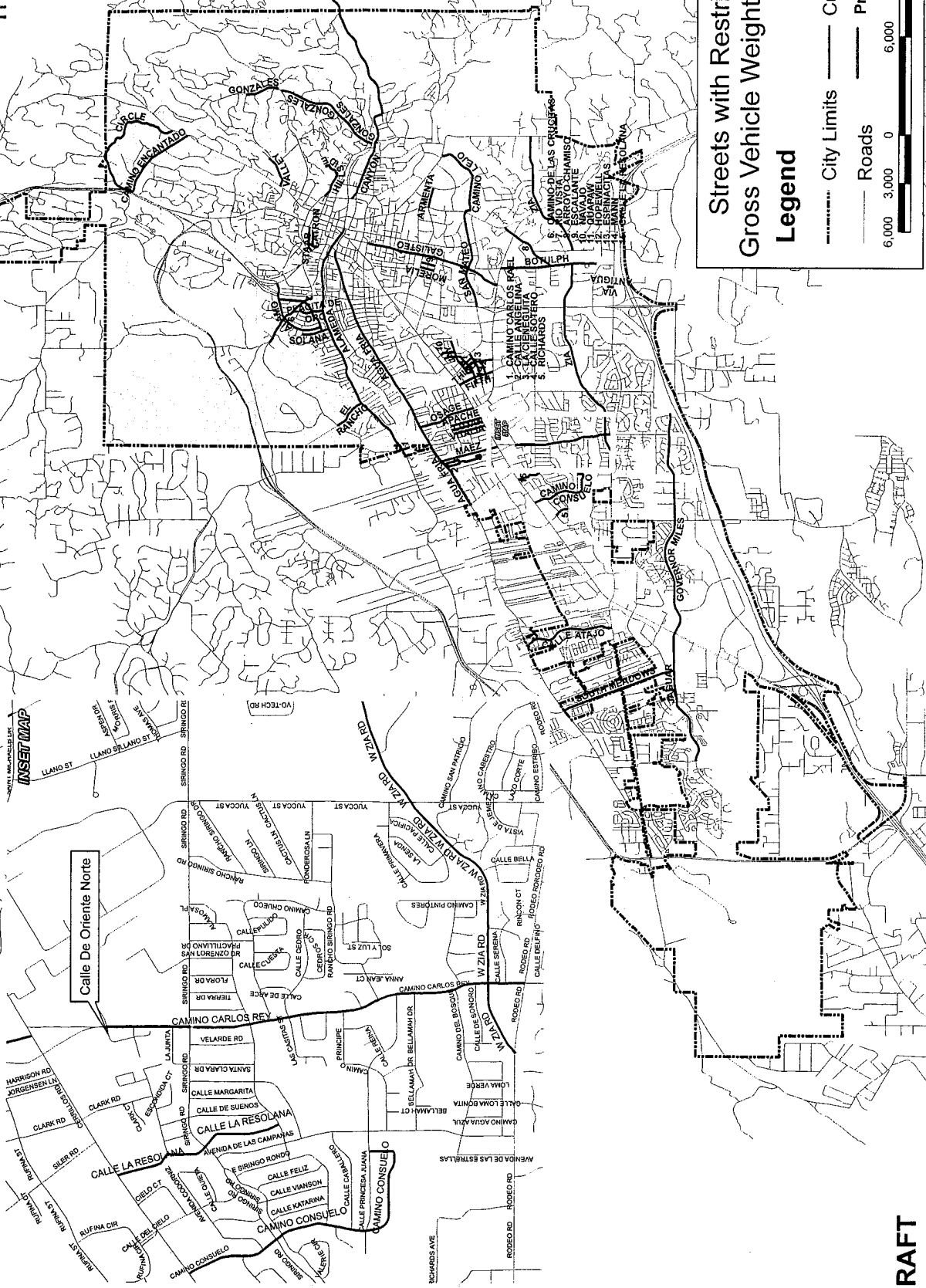
33	07/16/2012	9:02am	Pedestrian	Moderate	No	N/A	Bridge/Overpass	N/A
34	07/16/2012	9:06am	Pedestrian	Very	No	N/A	Similar tunnel/underpass	N/A
35	07/16/2012	9:14am	Bicyclist	Very	No	N/A	Similar tunnel/underpass	N/A
36	07/16/2012	9:20am	Pedestrian	Very	No	N/A	Existing signalized intersection	N/A
37	07/16/2012	9:27am	Pedestrian	Very	No	N/A	Bridge/Overpass	Love all the bike trails
38	07/16/2012	9:31	Pedestrian	Very	No	N/A	Similar tunnel/underpass	N/A
39	07/16/2012	9:38am	Pedestrian	Very	No	N/A	Similar tunnel/underpass	N/A
40	07/16/2012	9:44am	Bicyclist	Very	No	N/A	Bridge/Overpass	N/A
41	07/16/2012	9:47am	Pedestrian	Very	Yes	Arroyo Chamiso trail	Similar tunnel/underpass	Wish that there was a way to prevent graffiti with camera's
42	07/16/2012	10:07am	Bicyclist	Moderate	Yes	Rabbit Rd.	Existing signalized intersection	Would like Rabbit Rd. paved.
43	07/16/2012	10:10am	Pedestrian	Very	No	N/A	Similar tunnel/underpass	N/A
44	07/16/2012	10:15am	Pedestrian	Moderate	No	N/A	Similar tunnel/underpass	N/A
45	07/17/2012	3:00pm	Pedestrian	Moderate	No	N/A	Bridge/Overpass	We love it!!!
46	07/17/2012	3:10pm	Pedestrian	Moderate	No	N/A	Bridge/Overpass	May need striping on trail to separate bike lanes.
47	07/17/2012	3:13pm	Bicyclist	Very	No	N/A	Bridge/Overpass	N/A
48	07/17/2012	3:15pm	Bicyclist	Very	No	N/A	Either Tunnel or Bridge	N/A
49	07/17/2012	3:18pm	Bicyclist	Very	No	N/A	Similar tunnel/underpass	N/A
50	07/17/2012	3:21pm	Bicyclist	Very	No	N/A	Similar tunnel/underpass	N/A
51	07/17/2012	3:37pm	Bicyclist	Moderate	No	N/A	Bridge/Overpass	Great Job
52	07/17/2012	3:52pm	Pedestrian	Very	No	N/A	Existing signalized intersection	N/A
53	07/18/2012	11:58am	Pedestrian	Moderate	No	N/A	Similar tunnel/underpass	Need to fix sidewalks in some areas that have holes. Would like to see enforcement on city ordinances for cell phone usage. Traffic has little regard for people who are walking.
54	07/18/2012	12:17pm	Pedestrian	Very	No	N/A	Similar tunnel/underpass	N/A
55	07/18/2012	12:20pm	Pedestrian	Very	No	N/A	Similar tunnel/underpass	N/A
56	07/18/2012	12:24pm	Pedestrian	Moderate	No	n/a	Either Tunnel or Bridge	N/A
57	07/18/2012	12:24pm	Pedestrian	Very	No	N/A	Either Tunnel or Bridge	N/A
58	07/18/2012	12:24pm	Pedestrian	Very	No	N/A	Either Tunnel or Bridge	Awesome trails
59	07/18/2012	12:24pm	Pedestrian	Moderate	No	N/A	Either Tunnel or Bridge	Love these trails



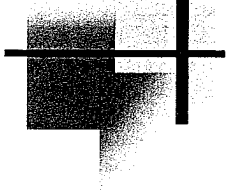
60	07/18/2012	12:44pm	Pedestrian	Very	No	N/A	Bridge/Overpass	N/A
61	07/18/2012	12:48pm	Pedestrian	Moderate	No	N/A	Similar tunnel/underpass	N/A
62	07/18/2012	12:52pm	Bicyclist	Very	No	N/A	Similar tunnel/underpass	N/A
63	07/18/2012	12:54pm	Pedestrian	Very	No	N/A	Bridge/Overpass	N/A
64	07/18/2012	12:57pm	Pedestrian	Very	No	N/A	Similar tunnel/underpass	N/A
65	07/19/2012	8:05am	Bicyclist	Very	No	N/A	Similar tunnel/underpass	N/A
66	07/19/2012	8:10am	Pedestrian	Moderate	No	N/A	Bridge/Overpass	Highly recommend camera's
67	07/19/2012	8:19am	Pedestrian	Very	No	N/A	Similar tunnel/underpass	N/A
68	07/19/2012	8:24am	Bicyclist	Very	No	N/A	Similar tunnel/underpass	N/A
69	07/19/2012	8:33am	Pedestrian	Very	No	N/A	Similar tunnel/underpass	
70	07/19/2012	8:33am	Bicyclist	Very	No	N/A	Bridge/Overpass	
71	07/19/2012	8:47am	Pedestrian	Moderate	No	N/A	Either Tunnel or Bridge	
72	07/19/2012	9:01am	Bicyclist	Very	No	N/A	Similar tunnel/underpass	
73	07/19/2012	9:16am	Pedestrian	Very	No	N/A	Similar tunnel/underpass	Impressive Job! Need a tunnel at St. Michael's
74	07/19/2012	9:16am	Pedestrian	Very	No	N/A	Similar tunnel/underpass	
75	07/19/2012	9:59am	Bicyclist	Very	No	N/A	Similar tunnel/underpass	
76	07/19/2012	10:05am	Bicyclist	Very	No	N/A	Similar tunnel/underpass	Very impressive, improves quality of life. No bridge please, huge eye sore.
77	07/19/2012	10:10am	Pedestrian	Not at all	Yes	Stay on trail from Apt. Complex to go straight to stores	Existing signalized intersection	It is scary to cross in the tunnels
78	07/19/2012	10:16	Pedestrian	Very	No	N/A	Similar tunnel/underpass	N/A

# Camino Carlos Rey Proposed Truck Ban Extension

ITEM # 13



DRAFT



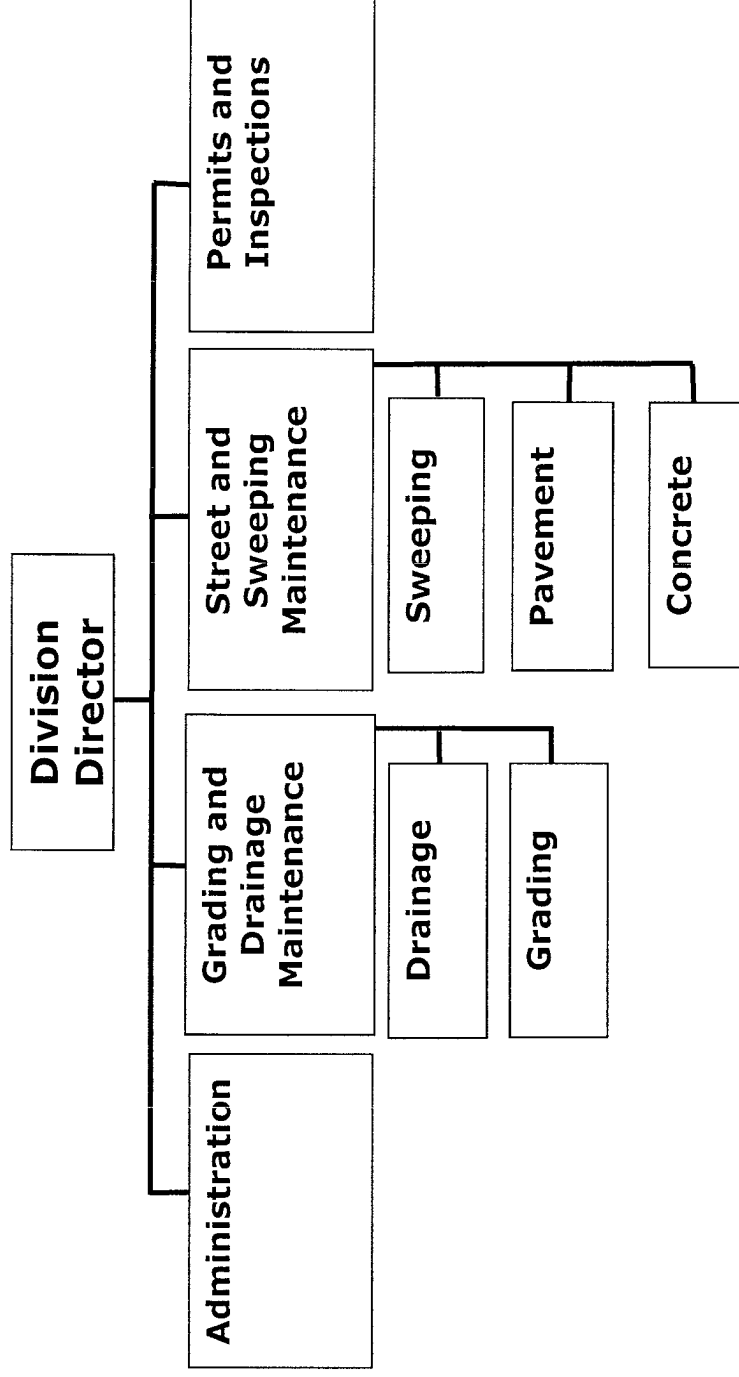
# **Streets & Drainage Maintenance Division**

**David R. Catanach PE,  
Division Director  
1142 Siler Road  
Santa Fe, NM 87505**

# ***Operations and Maintenance/Blue Collar Group***

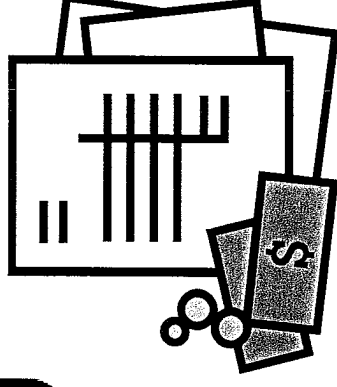
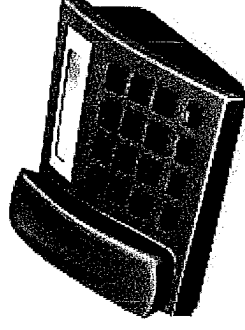
## **4 SECTIONS**

***28 classified and 7 temp employees***



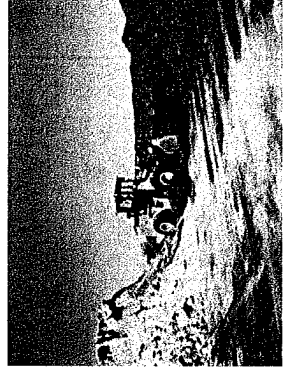
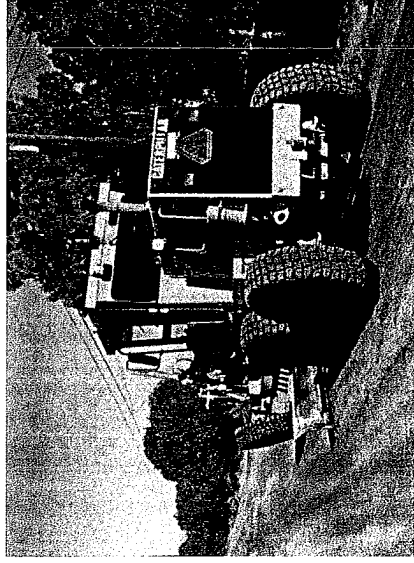
# Administration

- Procurement
- Payroll
- Personnel Issues
- Contracts
- Customer Relations / Complaints
- Data Base Management
- Inventory



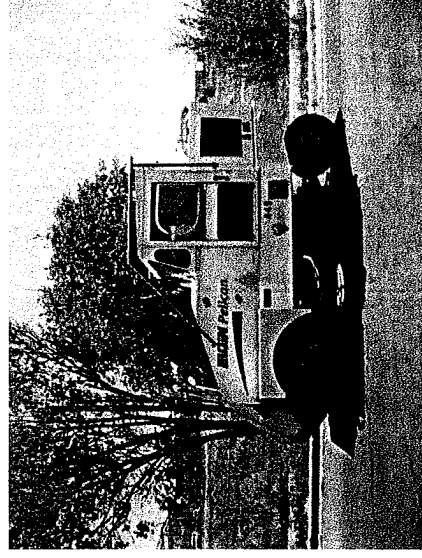
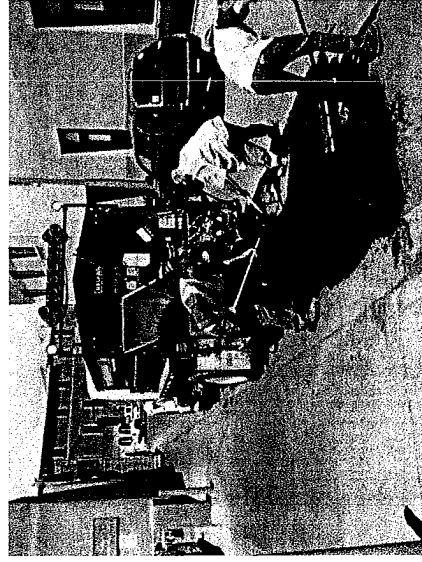
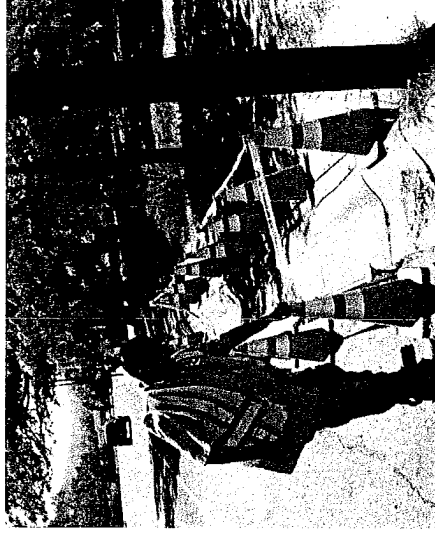
# Grading and Drainage Maintenance

- Grading Maintenance
- Drainage Maintenance
- Snow Removal



# Streets and Sweeping Maintenance

- Pavement Maintenance
- Sweeping Maintenance
- Concrete Construction
- Snow Removal



# Permits, Project Management / Inspection

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- Streets Cut Permits and Inspections
- Project Management - Paved Street Maintenance
- Storm Water Management Inspections and Enforcement
- Sidewalk Warning and Violation Notices
- Snow Removal





# Streets Information

- Number of city streets, 1100
- Area of city streets, 755 lane miles
- Unpaved roadways, 41 miles
- Storm drain inlets, 2200
- Culverts/structures , too many to count
- Major arroyos, 10
- Street cut permits , 850 per year
- Salt/cinders, 2500 cubic yards per year
- Sweeper waste, 4000 tons per year
- Logged complaints, 3000 per year
- Off-hour on-calls , too many to count

# NMDOT Maintained Streets

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- **Cerrillos Rd** - St Francis Dr. to City Limits (West End)
- **St. Michael's Dr.** - Entire Length
- **St. Francis Dr.** - Entire Length
- **Paseo De Peralta** - St Francis Dr to Bishops Lodge
- **Old Pecos Trail** - St. Michaels Dr to Rodeo Rd
- **Bishops Lodge (Washington Ave)** – Paseo De Peralta to Hyde Park Rd
- **Hyde Park Rd** – Entire Length
- **North Guadalupe** - Paseo De Peralta to US 285

# **NMDOT Road Exchange Agreement**

## **NMDOT**

- General Street Maintenance
- Snow Removal

## **City of Santa Fe**

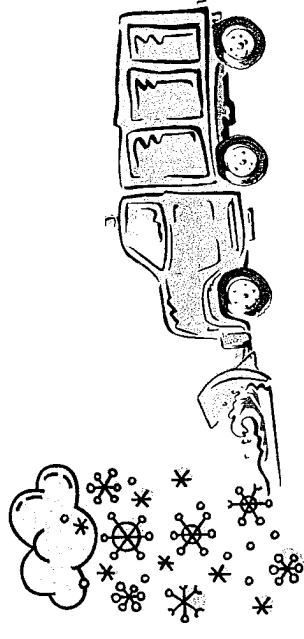
- Oversight of Utility Cuts (Streets)
- Street Sweeping (Streets)
- Median Maintenance (Parks)
- Traffic Lights & Striping (Traffic Operations)

## CIP/GO Bonds – Duration to Fall 2014

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- Base Course / Drainage for Unpaved Roadways.
- Repave and Preservation Maintenance for Paved Streets.
- Arroyo/Watershed Maintenance.

# Snow Removal



- Snow Plan - crews plow streets using a priority plan reviewed and approved by the City Council.
- Priority 1 - streets provide critical access for police, fire and other emergency vehicles
- Once Priority 1 streets are clear, crews move to Priority 2 streets, which consist of commercial and school routes; and then Priority 3 streets, which include some residential streets.
- Once all priority routes have been plowed and stabilized, we will work on all other problem areas (including residential areas) where problems are reported.
- In the event of police, fire, and/or emergency situations, we will treat the streets to assure access to location.
- A map of the priority streets can be found on the city's website at [www.santafenm.gov](http://www.santafenm.gov)



# Storm Water Management

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- **Education** - Public Education on Storm Water Impacts
- **Training** - for Business & Industry
- **Inspections & Enforcement** Issuance of NOV's (Notice of Violations), Illegal Dumping, etc.,
- **Information** - Brochures, Multi-Media, Event Staffing,, School Education program K-12, Storm Drain Marker program, Door Hangers, Web Information pages
- **Involvement** - Ordinances, Grant Applications, Reviews
- **Monitoring** - Vehicle Maintenance program, Routine sweeping, Drainage maintenance.
- **Compliance** – State and Federal environmental regulations

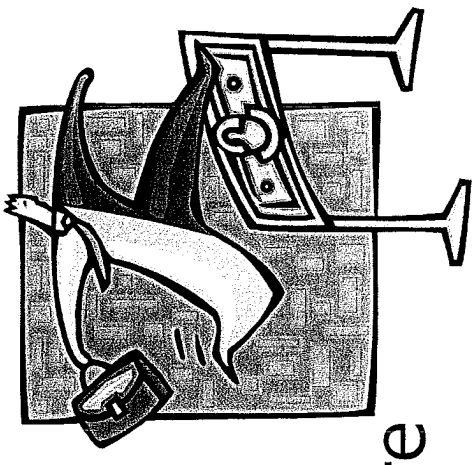
# Stand-By / On-Call/City Events

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- City/Plaza events
- Homeless camps
- Accident Cleanup
- Washout / Flooding / Downed trees, etc.
- Keys / cell phones in storm drain
- Etc.,

# Challenges

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- Aged Equipment / Infrastructure
- Retirement of key employees
- Expanding coverage with smaller work forces for normal maintenance and snow operations.
- Budget



## **Streets & Drainage Maintenance Division**

Catanaach, David - Division Director

### **Administration**

Vargas, Mike-Streets/Drainage Superintendent

Diaz, Lucrecia-Administrative Assistant

Ortiz, Leonard-Equipment Manager

Guiterrez, Michelle, Project Specialist

Pacheco, Louie-Project Administrator. (CIP Funds)

### **Permits and Inspections**

Ortiz, Merlyne-Data Specialist

Montoya, Rick-Project Manager

Pacheco, Mark-Inspection Tech.

Sanchez, Tony-Inspection Tech.

Pike, David, Project Administrator

Montoya, Lucas-Summer Employee (CIP Funds)

### **Street and Sweeping Maintenance**

#### **Pavement**

Sandoval, Michael Lee-Supervisor

Tapia, Leonard-Streets Equipment Operator

Guiterrez, Ray-Streets Equipment Operator

Romero, Gilbert-Streets Equipment Operator – Light Duty

#### **Sweeping**

Montoya, Bryan-Supervisor

Barefoot, Davin-Streets Equipment Operator

Hernandez, Apollo-Streets Equipment Operator

Ortega, John-Streets Equipment Operator

Malczewski, Matthew-Streets Equipment Operator

#### **Construction**

Ramone, Gerald-Supervisor

Kavanaugh, Billy-Streets Maint. Worker Sr.

Sargent, Anthony (CIP Funds)

Ledoux, Joseph-Streets Maint. Worker

### **Grading and Drainage Maintenance**

#### **Grading**

Sanchez, Augustine-Supervisor

Romero, Paul-Streets Equipment Operator

Vigil, Tim-Streets Equipment Operator

Trujillo, Felipe-Streets Equipment Operator

#### **Drainage**

Vacant-Supervisor

Montoya, Paul-Streets Equipment Operator

Gonzales, Baldamar(CIP Funds)

Armijo, Terrance (CIP Funds)

Trujillo, Stevan (CIP Funds)

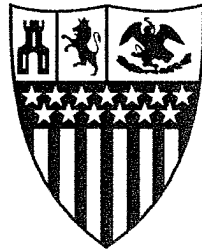
Gallagos, James (CIP Funds)

Ortiz, Estevan, Streets Maintenance Worker Trainee

Kavanaugh, Timothy-Streets Maintenance Worker

# *Snow and Ice Control Plan*

*City Of Santa Fe*



City of Santa Fe

*New Mexico*

Revised July 2012 by:  
David R. Catanach, PE  
Division Director  
Streets & Drainage Maintenance Division

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## **INTRODUCTION**

This Snow and Ice Control Plan delineate responsibilities for planned and orderly winter maintenance of City owned facilities. Street maintenance functions are performed by the Street and Drainage Maintenance Division of the Public Works Department.

Maintenance of sidewalks, pedestrian bridges, and similar facilities in and around City parks are performed by the Parks Division. Maintenance of streets and sidewalks adjacent to the Plaza are also the responsibility of the Parks Division. Maintenance of sidewalks in and around City Hall and other City buildings, including non-fee parking lots, is performed by the Facilities Division. The Fire Department is equipped with small plows and is able to maintain their facilities.

This plan will also provide interested citizens an understanding of the complexity and difficulties of snow and ice control; and will be a summary of procedures, and policies of the City related snow and ice control. Many municipalities have been found liable by the courts for their winter maintenance procedures and policies. A Snow and ice Control Plan adopted by the Council provides for a systematic process for providing safety and mobility of the public, and helps protect the City from unreasonable liability claims.

## **OBJECTIVES**

One of the primary objectives of the City's Street and Drainage Maintenance Division is to provide for safe and orderly movement of vehicular traffic in the City of Santa Fe. This segment of the Snow and Ice Control Plan has been developed to facilitate this objective as it pertains to street maintenance under adverse winter weather condition. The procedures presented in this Plan serve to outline the manner in which the Street and Drainage Maintenance Division directs City crews in attacking the snow and ice control problem under both ordinary and emergency situations. The primary reason for detailing procedures within this plan is so that the problem is attacked in an orderly and efficient manner, whether it is for a routine or a major winter storm. It is recognized that a pre-planned orderly approach can help reduce the costly effects of hurried and inefficient decisions common to stress situations such as emergency snow and ice control operations.

## **PRIORITIES**

Although the City receives several snow falls during a given winter season, we are fortunate that accumulations over 8 inches are infrequent and we are also fortunate to usually have clear skies resulting in melting and natural clearing of most streets within two or three days. For this reason the City has not had in the past or does not presently have the type or quantity of snow removal equipment one would find in a city of comparable size located more in the "snow belt". Occasionally we get snow depths of 8 to 12 inches and, on rare occasions, we get depths of 24 or more inches like the storm of late-December, 2006.

Because it is not economically or physically feasible to maintain all City streets even with moderate snow falls, our policy is to provide maximum service to arterials, collectors and selected streets comprising the basic network needed to safely and orderly move the majority of the City's traffic and to provide access to police, fire stations, hospital and major medical facilities, senior centers, and schools. To provide a

higher level of service on all streets is not economically feasible and would be a major commitment of resources not justified under our historical climatic conditions. The City's priorities for snow and ice control are shown on by geographical area which is included in the Appendix as Exhibit "A" and Exhibit "B".

All other streets not listed are considered Priority 4.

Except for very unusual conditions, all of the priority 1, 2, and 3 streets will be maintained at all times. When this is not possible, priority 3 streets will be dropped first, and if necessary, the priority 2 streets will be dropped next. For the most extreme conditions, we will focus our efforts on keeping the Priority 1 streets in a safe and usable condition as our resources permit.

Priority 4 streets shall not receive regular winter maintenance except for known hazardous spot locations and for those that traverse hilly terrain. If snow accumulation completely blocks traffic movement, Priority 4 streets will be plowed as soon as possible after the storm ends. It is to be emphasized that routine sanding and/or plowing of priority 4 streets (except for hazardous spot locations and hilly terrain) may not occur at all unless the Maintenance Division Director or Streets/Drainage Superintendent determines that maintenance is warranted.

### **PERSONNEL**

A listing of Street and Drainage Maintenance Division personnel is included in the Appendix as Exhibit "E". Depending on the severity of the forthcoming storm, the total available work force will be divided into 3 shifts of 8 hours, or two shifts of 12 hours to have 24 hour coverage. When an impending storm is forecast, a standby work schedule will be utilized when needed.

### **EQUIPMENT**

The Street and Drainage Maintenance Division has ten (10) sanding units, all of which are equipped to operate snow plows. This equipment, together with a 3 yd<sup>3</sup> front-end loader and two (2) motor graders, comprises our main snow maintenance fleet. A tabulation describing this equipment is included in the Appendix as Exhibit "C".

Also, one-ton 4x4 pickup trucks with spreader boxes and plows will be used on known problem areas such as the treacherously steep slopes of the northern portion of the city and at other areas that are difficult to maneuver with the larger dump trucks. These one-ton 4x4 pickup trucks would allow us to keep the larger dump trucks working the higher traffic volume streets while at the same time deal with the higher risk and liability locations using the one-ton 4x4 pickup trucks.

The Maintenance Division also has extra dump trucks which can be used to transport snow to a limited extent if needed. The Division also has (2) two backhoes which can be used to push snow in confined or small areas, although they would not be effective in cleaning major streets. A tabulation describing this additional "supplemental" equipment is also included in the Appendix as Exhibit "C".

In the event of an emergency situation, the City has two other large front-end loaders which can be called upon. The Parks Division and the Water Department each has a front-end loader. These machines could be used to load snow if we have to get into a

large snow and/or removal operation and can also be utilized to support a northern area cinder/salt substation if needed.

### **Independent Contractors**

Independent Contractors may be used for supplement snow removal in addition to City operations in the event city equipment is unavailable or when, in the judgment of Public Works Director, conditions warrant the need for additional capacity. The key to using Independent Contractors would be how quickly we would execute purchase orders and whether our budgets can handle the cost. The process would be similar to our current process used to qualify contractors to obtain permits to conduct street cut operations.

Suggested criteria for Contractor selection

- ✓ Specific equipment needed
- ✓ Rotational basis when all other conditions are equal

Contractor criteria to be retained on availability list

- ✓ Agree to act as independent contractor
- ✓ Agree to fixed hourly rate
- ✓ Work quality
- ✓ Perform work in a timely manner
- ✓ Submit Proof of Insurance
- ✓ Submit billing within 30 days
- ✓ Include date, hours worked and equipment on billing

## **PROCEDURES**

### **Alerting Process**

When storms begin during normal working hours, the Maintenance Division will commence work immediately. During late evening and early morning hours the Maintenance Division has in the past and will continue relying on being alerted by the Police Department. The respective shift supervisors and alternates and their home numbers are included in the Maintenance Division's snow alert roster "Exhibit "E".

Also, depending on the Storm level, a guide that suggests actions to be completed to battle the different storm types, from icy road conditions to 24 inch plus storms. See Exhibit "G" Suggested Actions.

The Police are to call the applicable crew supervisors or alternates and they call the individual crew members. Sufficient lead time is critical in calling for emergency maintenance. Generally it takes about 1 to 1.5 hours to get equipment on the streets once the crew supervisors are called. It also takes at least three (3) hours to achieve reasonable coverage even on the Priority 1 streets. Therefore, in order to accommodate the morning commuting traffic, we need to be called by at least 4:00 a.m., and preferably by 3:00 a.m. Of course there are situations where the storm does not commence until 6:00 or 7:00 a.m. In this case there is little we can do for morning rush hour traffic.

### **Maintenance Level of Service**

Whether a storm commences during normal work hours or whether crews get called for emergency conditions, a decision has to be made as to what kind of maintenance treatment to perform. This decision is made either by the Maintenance Division Director, Street/Drainage Superintendent, or the respective crew supervisors. To aid in making this decision on a fairly consistent basis, the following criteria has been developed.

#### **Snow/Ice Condition Classification (Storm Class):**

<u>Storm Class</u>	<u>Street Conditions</u>
A	Freezing rain, "black ice" or trace of snow with freezing temperature
B	1" to 2" accumulation
C	2" to 12" accumulation
D	12" to 24" accumulation
E	>24" Emergency

#### **Level of Service**

Storm Classification		A	B	C	D	E
Street Priority	Map Line Color					
1	Red	2	3	4	5	5
2	Blue	2	3	4	4	5
3	Green	2	3	4	4	4
4	All Other	1	1	1	1	1

#### **Key for treatment Levels:**

1. Do nothing except for known problem spots, i.e., steep grades, hazardous intersections, hilly terrain, etc. Treatment level is application of cinder/salt mixture on paved streets and grading of graveled surfaced streets.
2. Apply cinder/salt mixture intermittently, covering "hot spots" and major intersections.
3. Apply cinder/salt mixture uniformly.
4. Plow intermittently and apply cinder/salt mixture.
5. Plow repeatedly and apply cinder/salt mixture.

Figure 1: Determining the Proposed Level of Service on each street by priority.

## **Areas**

The City has been divided into four geographical areas (Exhibit A) to facilitate an orderly approach to accomplishing the work. Under ideal conditions, when all equipment is up and running, two (2) sanding units will be assigned to each Area. Sanding or plowing when applicable will be done in order of priority, i.e., Priority 1 through 3. Typically, we would expect to have some down equipment since some of the units are old and in poor condition. At a minimum we would expect to have one (1) unit in each District and have two (2) or three (3) units as backups and to take care of hot spots.

## **Plowing**

When plowing is necessary, care will be exercised in minimizing the covering of sidewalks and blocking of driveways. To this end, streets with medians or continuous left turn lanes will be plowed toward the middle. When this is done major intersections (generally those with traffic signals) will be opened while plowing. Median openings for less important intersections, and especially those providing only property access, will be opened as the work load permits. It must be recognized that plowing certain arterials toward the middle will result in snow on the medians that often cannot easily be removed due to landscaping. It also will result in snow-melt draining across the roadway for extended periods. This is believed to be a lesser problem than blockage of almost an infinite number of business entrances on certain arterials.

Plowing of other types of streets will be done to the outside, as will be the case where rural type streets (no curb and gutter) are graded (generally in portions of the City with rolling terrain). In these situations blockage of driveways will result when snow depths are considerable. An important policy decision is that individual driveway openings will not be cleared if it requires separate passes of the plowing or grading equipment. This policy is critical in order to accomplish the desired coverage. Another important policy is that sidewalks are the responsibility of the property owner (City Ordinance provides this). Sidewalks adjacent to City property are a City responsibility and will be cleared by Parks and/or Property Control personnel as applicable.

The Parks Division will plow city streets and sidewalks in and around the Central Business District (CBD) area which is defined as the Plaza and two (2) or three (3) blocks in all directions. Salt will not be used in and around the CBD. Snow will be stockpiled at predetermined open space areas such as Palace Avenue in front of the Palace of the Governors. Removal of snow with trucks will only be done when windrows or piles of snow cause traffic operational problems. In the CBD area, snow removal would be done at night to the extent possible. In addition to the regular Snow/Ice control problem there is periodic routine ice removal needed on downtown streets. Exhibit "D" indicates CBD streets where ice removal will take place.

Residents and non-governmental organizations are responsible for the snow removal in driveways and maintenance of sidewalks adjacent to their properties. There is no formal organization to assist people with these responsibilities. The City would like to encourage everyone to be a good neighbor. Think about neighbors and friends who do not have the ability to shovel snow from their own walks and drives. Let neighbors know ahead of time if you are willing to help.



### **Scoria (Lava Rock) and Rock Salt**

We currently stockpile scoria (lava rock) and rock salt at the Siler Rd Maintenance Yard. A combination of scoria (lava rock) and rock salt is mixed at a 4-1 ratio, four parts scoria to one part rock salt.

If needed we could establish a second stockpile location closer to the northern portion of the city in order to substantially reduce the cycle time it currently takes to reload and empty a truck from the Siler Rd. Yard

### **New Mexico Department of Transportation Coordination**

The New Mexico Department of Transportation (NMDOT) District 5 is headquartered on Cerrillos Road south of the City. One maintenance patrol operates out of the District Headquarters. This patrol covers 1-25 from Glorieta to the bottom of La Bajada Hill, along with other State routes within the Santa Fe City limits.

#### **Streets Maintained By the NMDOT.**

Cerrillos Rd	St. Francis Dr.	to	City Limits (West End)
St. Michael's Dr.	Cerrillos Rd	to	Old Pecos Trail
St. Francis Dr.	Interstate 25	to	US 285
Paseo De Peralta	St Francis Dr	to	Bishops Lodge
Old Pecos Trail	St. Michaels Dr	to	Rodeo Rd
Hyde Park Rd	Bishops Lodge	to	City Limits
North Guadalupe	Paseo De Peralta	to	US 285

NMDOT helps in Santa Fe when they can, however it must be understood that they too have priorities. Often when we get an early morning storm the State Highway Department will not have touched these streets by the morning commute. Consequently, if they haven't covered those streets by approximately 6:00 am we have little choice but to give them highest priority. Our experience is that when St. Francis, for example, doesn't get properly cared for, the City, more than the State Highway Department gets the public criticism.

### **Snow Emergency Routes & Parking**

When falling or blowing snow indicates a need to plow or remove snow from major streets, the Public Works Director may declare a "Snow Emergency." Emergency Snow Routes will include Priority 1, Priority 2, and Priority 3 routes; however the downtown area will be the most affected.

During a "Snow Emergency" parking is banned on Emergency Snow Routes. Snow routes must remain open for emergency vehicles. Consequently, these streets receive top priority in the plowing operation. Discretion will be used in all cases in plowing of snow, especially when extreme conditions prevail; to insure that the most cost effective and efficient snow removal operations are achieved.

A parking ban in the Downtown area during snow removal operations would facilitate pickup and hauling of snow to alleviate icing problems in our downtown area. Removal operations are generally scheduled to begin at midnight in the downtown area.

All streets designated as Emergency Snow Routes are to be marked with a sign stating some type of no-parking.

### **EQUIPMENT READINESS**

This plan cannot be carried out effectively without all available equipment being ready at all times. Some of the cinder spreaders and dump trucks are old and in poor condition. Equipment regardless of condition is always subject to breakdowns. Sometimes these repairs are as simple as replacing batteries or fixing a minor electrical problem. At other times, the problems are broken conveyor chains, hydraulic malfunctions or other problems that are more difficult to fix. Regardless of the problem, whenever a piece of snow maintenance equipment breaks down, it must be given the highest priority for repair by the Fleet Maintenance Division.

## **APPENDICES**

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Exhibit "A"	Priorities by Geographical Area
Exhibit "B"	Snow Removal Areas - Map
Exhibit "C"	Snow and Ice Control Equipment
Exhibit "D"	Streets Designated For Ice Removal
Exhibit "E"	Streets and Drainage Maintenance Division's Snow Alert Roster
Exhibit "F"	Time Line Schedule
Exhibit "G"	Plan Of Action
Exhibit "H"	School Routes

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# Area One

# Exhibit "A" Area One

Unit Number \_\_\_\_\_

Operator \_\_\_\_\_

Assistant \_\_\_\_\_

Date \_\_\_\_\_

Time Left Yard \_\_\_\_\_

Street Priorities Listed Below

Priority	Map Line Color	Roadway	From	To	Sanded	Plowed
<b>Priority One</b>						
1	Red	Cerrillos Rd <sup>NMDOT</sup>	Siler Rd	St. Francis Dr	_____	_____
2	Red	Cordova Rd	St. Francis Dr	Cerrillos Rd	_____	_____
3	Red	Agua Fria	St. Francis Dr	Henry Lynch Rd	_____	_____
4	Red	Camino Alire	Agua Fria	Alameda	_____	_____
5	Red	W. Alameda St.	St. Francis Dr	City Limits	_____	_____
6	Red	Cerrillos Rd <sup>NMDOT</sup>	Siler Rd	City Limits	_____	_____
7	Red	Airport Rd	Cerrillos Rd	Calle Debra (West of 599)	_____	_____
<b>Priority Two</b>						
1	Blue	Paseo Del Sol	Airport Rd	Capital High School	_____	_____
2	Blue	Jaguar Drive	Cerrillos Rd	Paseo del Sol	_____	_____
3	Blue	S. Meadows Rd	Airport Rd	Jaguar Dr	_____	_____
4	Blue	Rufina St	Calle Atajo	Siler Rd	_____	_____
5	Blue	Siler Rd	Cerrillos Rd	Agua Fria	_____	_____
6	Blue	Maez Rd	Agua Fria	Cerrillos Rd	_____	_____
7	Blue	Osage Ave	Cerrillos Rd	Agua Fria	_____	_____
8	Blue	Ave. Cristobal Colon	Cam La Canada	Baca St	_____	_____
9	Blue	Baca St	Cerrillos Rd	Hickox	_____	_____
10	Blue	Hickox St	Agua Fria	St. Francis	_____	_____
11	Blue	Alta Vista	St. Francis	Cerrillos Rd	_____	_____
12	Blue	Zafarano Dr	Rodeo Rd	Rufina St.	_____	_____
<b>Priority Three</b>						
1	Green	Pacheco St	Alta Vista	St. Michaels	_____	_____
2	Green	Calle Lorca	San Mateo	St. Michaels	_____	_____
3	Green	2nd / San Mateo	St. Francis	Cerrillos Rd	_____	_____
4	Green	Fifth Street	St. Michael's	Cerrillos Rd	_____	_____
5	Green	Rincon Del Torreon	Alameda	Paseo de Vistas	_____	_____
6	Green	La Madera	Alto St	Agua Fria	_____	_____
7	Green	Alto St	Camino Alire	La Madera	_____	_____
8	Green	Cam. De Las Crucitas	St. Francis	Paseo De Vistas	_____	_____
9	Green	Calle Mejia	Alamo Dr	North Teminus 84/285	_____	_____
10	Green	Richards Ave	Cerrillos Rd	Rufina	_____	_____
11	Green	Airport Rd (access rd)	Airport Rd	Airport Parking	_____	_____
12	Green	N & S Ridge Top / Ave Rincon		Entire Loop	_____	_____
13	Green	Calle Nopal	W Alameda	Paseo De Vistas	_____	_____
14	Green	Monterey	Cerrillos Rd	Kaune School	_____	_____
15	Green	Apache Ave/Rosina St	Osage Ave	Salazar School	_____	_____

## Area Two

## Exhibit "A" Area Two

Unit Number \_\_\_\_\_ Operator \_\_\_\_\_ Assistant \_\_\_\_\_

Date \_\_\_\_\_ Time Left Yard \_\_\_\_\_

### Street Priorities Listed Below

<i>Priority</i>	<i>Map Line Color</i>	<i>Roadway</i>	<i>From</i>	<i>To</i>	<i>Sanded</i>	<i>Plowed</i>
<b><u>Priority One Streets</u></b>						
1	Red	Old Taos Hwy	Paseo de Peralta	North End (US285)	_____	_____
2	Red	Camino Encantado	Bishop's Lodge	US84/285	_____	_____
3	Red	Bishop's Lodge Rd	Paseo de Peralta	city limits	_____	_____
4	Red	S. Federal Place	All connections		_____	_____
5	Red	Paseo de Peralta	Washington	Alameda	_____	_____
6	Red	Guadalupe	Alameda	Paseo de Peralta	_____	_____
7	Red	Alamo Dr <sup>NMDOT</sup>	Guadalupe	St. Francis Dr	_____	_____
8	Red	Alameda	St. Francis	Paseo de Peralta	_____	_____
9	Red	N Guadalupe <sup>NMDOT</sup>	Paseo de Peralta	US 84/285	_____	_____
10	Red	St. Francis Dr <sup>NMDOT</sup>	W. Alameda	Alamo	_____	_____
11	Red	Artist *	Bishop's Lodge	Otero	_____	_____
12	Red	Paseo De Peralta	Washington Ave	St. Francis Dr	_____	_____
<b><u>Priority Two Streets - DOWNTOWN STREETS (North of River)</u></b>						
1	Blue	Washington Ave	Entire Length		_____	_____
2	Blue	Lincoln Ave	Entire Length		_____	_____
3	Blue	Grant Ave	Entire Length		_____	_____
4	Blue	Sheridan Ave	Entire Length		_____	_____
5	Blue	Sandoval St	Entire Length		_____	_____
6	Blue	Otero St	Entire Length		_____	_____
7	Blue	Marcy St	Entire Length		_____	_____
8	Blue	Nusbaum	Entire Length		_____	_____
9	Blue	Griffin St	Entire Length		_____	_____
10	Blue	Johnson St	Entire Length		_____	_____
11	Blue	San Francisco St	Entire Length		_____	_____
12	Blue	Water St	Entire Length		_____	_____
13	Blue	Galisteo St	San Francisco St	Alameda St	_____	_____
14	Blue	Don Gaspar Ave	San Francisco St	Alameda St	_____	_____
15	Blue	Ortiz St	Entire Length		_____	_____
16	Blue	Shelby St	Entire Length		_____	_____
17	Blue	Kearny Rd	Washington	Otero St	_____	_____
18	Blue	Cathedral Place	Entire Length		_____	_____
<b><u>Priority Three Streets</u></b>						
1	Green	Murales Rd	Bishop's Lodge	Old Taos Hwy	_____	_____
2	Green	Cerro Gordo	Palace Ave	End of Pavement	_____	_____
3	Green	Sierra Del Norte	Hyde Park	Paseo Del Sur	_____	_____
4	Green	Gonzales Rd	E Alameda	Hyde Park Rd	_____	_____
5	Green	Cerro Colorados	Hyde Park Rd	Senda De Daniel	_____	_____
6	Green	Camino Cabra	Canyon Rd	Atalaya School	_____	_____
7	Green	Sierra Pinon	Paseo Del Sur	Piedra Ronda to Sierra del Norte	_____	_____

**Area Three****Exhibit "A" Area Three**

Unit Number \_\_\_\_\_ Operator \_\_\_\_\_ Assistant \_\_\_\_\_

Date \_\_\_\_\_ Time Left Yard \_\_\_\_\_

Street Priorities Listed Below.

<b>Priority</b>	<b>Map Line Color</b>	<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Sanded</b>	<b>Plowed</b>
<b><u>Priority One Streets</u></b>						
1	Red	Cerrillos Rd	St. Francis Dr	Montezuma	_____	_____
2	Red	Paseo de Peralta	Guadalupe St	E. Alameda (S Loop)	_____	_____
3	Red	Guadalupe St	Cerrillos Rd	E. Alameda	_____	_____
4	Red	Old Santa Fe Trail	E. Alameda	Old Pecos Trail	_____	_____
5	Red	Old Pecos Trail	Old SF Trail (wye)	St. Michael's Dr.	_____	_____
6	Red	Old Pecos Trail <sup>NMDOT</sup>	St. Michael's Dr.	Rodeo Rd	_____	_____
7	Red	Arroyo Chamiso	St. Michaels Dr	Old Pecos Trail	_____	_____
8	Red	Cordova Rd	St. Francis Dr	Old Pecos Trail	_____	_____
<b><u>Priority Two Streets</u></b>						
1	Blue	Hospital Dr	Galisteo St	St. Michael's	_____	_____
2	Blue	Galisteo St	St. Michael's	Alameda	_____	_____
3	Blue	Sandoval	Cerrillos Rd	Alameda	_____	_____
4	Blue	Don Gaspar	Alameda	Cordova	_____	_____
5	Blue	Manhattan	Cerrillos Rd	Paseo de Peralta	_____	_____
6	Blue	Paseo de Peralta	Guadalupe	St. Francis	_____	_____
7	Blue	Agua Fria	St. Francis	Guadalupe	_____	_____
<b><u>Priority Three Streets</u></b>						
1	Green	Old Santa Fe Trail	Old Pecos Trail	Zia Rd	_____	_____
2	Green	Zia Road	Old Santa Fe Trail	Old Pecos Trail	_____	_____
3	Green	Cam Del Monte Sol	Old Santa Fe Trail	Canyon Rd	_____	_____
4	Green	Cam Cruz Blanca	Cam Monte Sol	Canyon Rd	_____	_____
5	Green	Canyon Rd	Paseo de Peralta	Cerro Gordo	_____	_____
6	Green	Garcia St	Cam Monte Sol	Canyon Rd	_____	_____
7	Green	Camino Corrales	Garcia St	Armenta	_____	_____
8	Green	Alta Vista	Galisteo	St. Francis Dr	_____	_____
9	Green	Luisa/Columbia	St. Francis Dr	Cordova Rd	_____	_____
10	Green	Don Diego	Cerrillos Rd	Cordova Rd	_____	_____
11	Green	San Mateo	St. Francis Dr	Old Pecos Trail	_____	_____
13	Green	Apodaca Hill	Entire Length	To Canyon Rd	_____	_____
14	Green	Calle Medico	Old Pecos Trail	Arroyo Chamiso	_____	_____
15	Green	Acequia Madre	Paseo De Peralta	Acequia Madre School	_____	_____
16	Green	Webber St	Paseo De Peralta	Wood Gormley School	_____	_____

**Area Four****Exhibit "A" Area Four**

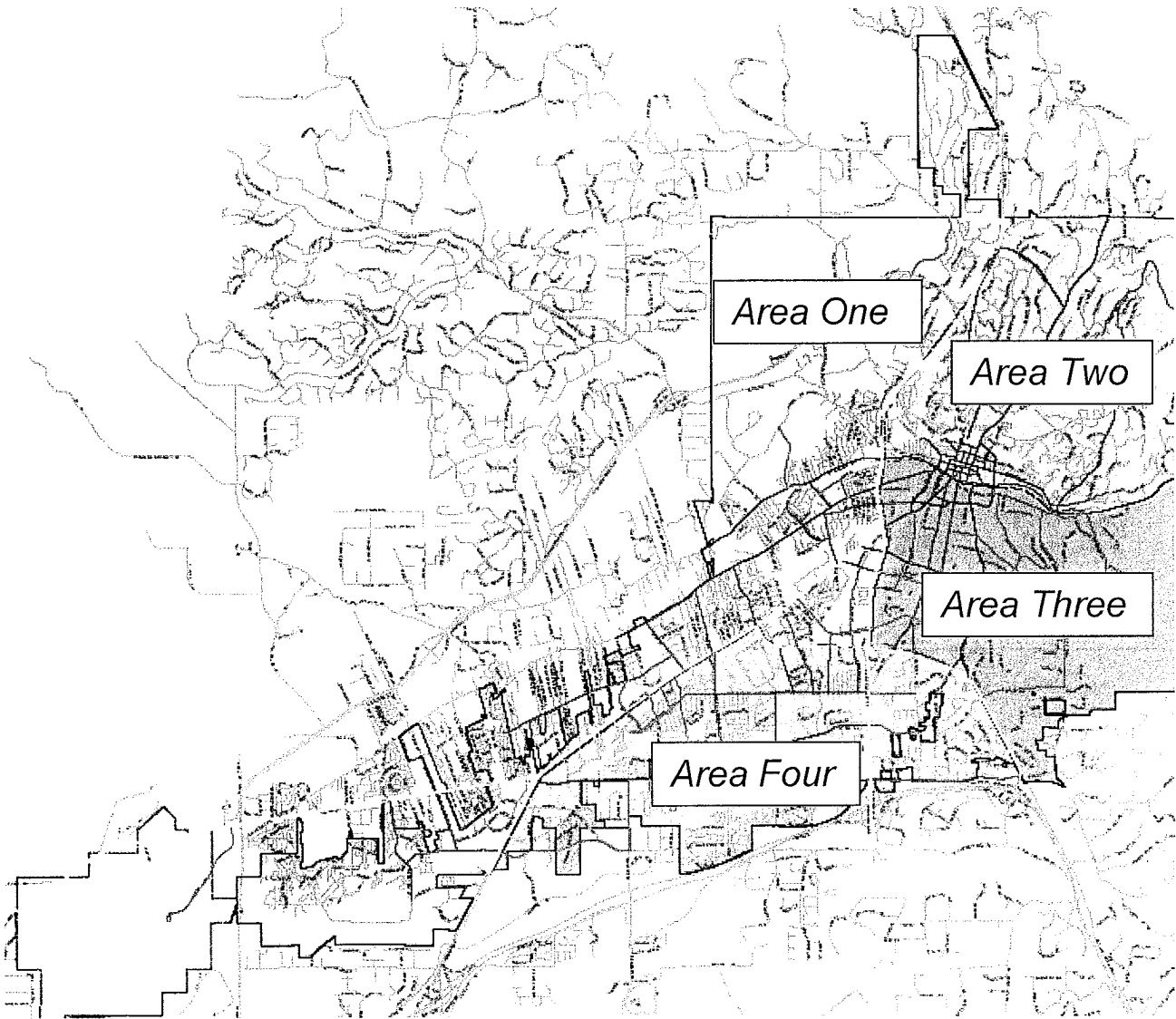
Unit Number \_\_\_\_\_ Operator \_\_\_\_\_ Assistant \_\_\_\_\_

Date \_\_\_\_\_ Time Left Yard \_\_\_\_\_

Street Priorities Listed Below




<b>Priority</b>	<b>Map Line Color</b>	<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Sanded</b>	<b>Plowed</b>
<b><u>Priority One</u></b>						
1	Red	St. Michaels <sup>NMDOT</sup>	Cerrillos Rd	Old Pecos Trail	_____	_____
2	Red	Zia Rd	St. Francis Dr	Rodeo Rd	_____	_____
3	Red	Rodeo Rd	Sawmill	Airport Rd/Cerrillos	_____	_____
4	Red	Sawmill Rd	Rodeo Rd	St Francis	_____	_____
<b><u>Priority Two</u></b>						
1	Blue	Siringo Rd	St. Francis Dr	Carlos Rey	_____	_____
2	Blue	Carlos Rey	Rodeo Rd	Cerrillos Rd	_____	_____
3	Blue	Yucca St	Siringo Rd	South End	_____	_____
4	Blue	Llano	Siringo Rd	St. Michael's	_____	_____
5	Blue	Fifth Street	Siringo Rd	St. Michael's	_____	_____
6	Blue	Calle Lorca	St. Michael's	Siringo Rd	_____	_____
7	Blue	Pacheco St	Siringo Rd	St. Michael's	_____	_____
8	Blue	Rodeo Rd	Sawmill Rd	Old Pecos Trail	_____	_____
<b><u>Priority Three</u></b>						
1	Green	Siringo Rd	Botulph Rd	St. Francis	_____	_____
2	Green	Zia Rd	St. Francis Dr	Botulph Rd	_____	_____
3	Green	Siringo Rd	Carlos Rey	Richards Ave	_____	_____
4	Green	Calle la Resolana	Siringo Rd	Cerrillos Rd	_____	_____
5	Green	Calle de Cielo	Cerrillos Rd	Siringo Rd	_____	_____
6	Green	Richards Ave	Siringo Rd	Cerrillos Rd	_____	_____
7	Green	Camino Consuelo	Cerrillos Rd	Siringo Rondo	_____	_____
8	Green	Ave las Companas	Siringo Rd	Rodeo Rd	_____	_____
9	Green	Paseo de los Pueblos	Rodeo Rd	Rodeo (Loop)	_____	_____
10	Green	Cam. de los Caballos	Ave San Marcos	Pinon School	_____	_____
11	Green	Richards Ave	Rodeo Rd	Governor Miles	_____	_____
12	Green	Governor Miles	Richards Ave.	Cerrillos Road	_____	_____
13	Green	Dancing Ground	Governor Miles	Walking Rain Rd	_____	_____
14	Green	Walking Rain Rd	Dancing Ground	Monte Del sol School	_____	_____
15	Green	Camino Del Prado	Rodeo Rd	Richards Ave	_____	_____
16	Green	Avenida Chaparral	Zia Rd	Chaparral School	_____	_____

Snow Removal Areas



**Legend**

**Priority Roads**

- NMDOT
-  1st Priority Roads
  -  2nd Priority Roads
  -  3rd Priority Roads



## Exhibit "C" Equipment

### Equipment Used for Snow Ice Control

<i>Unit Number</i>	<i>Year</i>	<i>Type</i>	<i>Plow Equipment</i>	<i>Spreader Box</i>
<b><u>Pickups</u></b>				
1	400	1998 ½ Ton Pickup - Dodge 1500 PU 4x4	Yes	No
2	401	2008 1-Ton Pickup Ford F-350 4x4	Yes	Yes
3	402	2008 1-Ton Pickup Ford F-350 4x4	Yes	Yes
4	404	2006 ½ Ton Pickup – Ford F-150 4x4	Yes	No
5	407	2007 ¾ Ton Pickup Ford F-250 4x4	Yes	No
6	410	2006 ½ Ton Pickup – Ford F150 4x4	Yes	No
7	462	2004 ½ Ton Pickup - Chevy	Yes	No
<b><u>Dump Trucks</u></b>				
1	414	1996 International Tandem Spreader Box & Plow	Yes	Yes
2	415	1992 L-9000 Tandem Spreader Box & Plow	Yes	Yes
3	416	1992 L-900 Tandem Spreader Box & Plow	Yes	Yes
4	417	1992 F800 Tandem Spreader Box & Plow	Yes	Yes
5	418	1994 Ford Bobtail Spreader Box & Plow	Yes	Yes
6	419	1991 GMC Bobtail Spreader Box & Plow	Yes	Yes
7	423	1994 Ford F-400 Spreader Box & Plow	Yes	Yes
8	425	1990 GMC Bobtail Spreader Box & Plow	Yes	Yes
9	432	1994 Ford Bobtail Spreader Box & Plow	Yes	Yes
10	445	1993 Ford Bobtail Spreader Box & Plow	Yes	Yes
<b><u>Support &amp; Backup Equipment</u></b>				
1	432	2006 GMC Water Truck with Plow	Yes	No
2	455	1995 John Deere Loader	N/A	N/A
3	435	2008 John Deere Loader	N/A	N/A
4	453	1987 Caterpillar - Grader	N/A	N/A
5	457	2000 Caterpillar - Grader	N/A	N/A
6	431	1989 Case - Backhoe	N/A	N/A
7	441	1996 John Deere – Backhoe Loader	N/A	N/A
<b><u>Other Divisions</u></b>				
		Fire Department has 2 Plows on small trucks	Yes	No
		Parks Department has 4 Plows on small trucks	Yes	No

## Streets Designated For Ice Removal

### Central Business District (CBC)

STREET NAME		LIMITS	
1. Palace Ave	Paseo De Peralta	to	Sandoval
2. Lincoln Ave	Federal	to	Palace Ave
3. Sheridan Ave	Marcy Ave	to	Palace Ave
4. Washington Ave	Paseo De Peralta	to	Palace Ave
5. San Francisco St	Sandoval	to	Cathedral Pl
6. Cathedral P1	Palace Ave	to	East Alameda
7. Water St	Sandoval	to	Cathedral P1
8. De Vargas St	Galisteo	to	Paseo De Peralta
9. Manhattan Ave	Cerrillos Rd	to	Paseo De Peralta
10. Garfield	Guadalupe	to	Sandoval
11. Aztec St	Guadalupe	to	Sandoval
12. Galisteo	San Francisco	to	E Alameda
13. Don Gaspar Ave	San Francisco	to	Alameda
14. Marcy St	Grant Ave	to	Hillside Ave
15. Grant Ave	Sandoval	to	Paseo De Peralta
16. Old Santa Fe Trail	Water St	to	Palace Ave
17. Canyon Rd	Paseo Dc Peralta	to	Camino Del Monte Sol
18. Johnson St	Guadalupe	to	Grant Ave
19. Kearny	Entire Length		
20. Nusbaum	Washington	to	Otero

# Exhibit "E" Snow Alert Roster

## Streets and Drainage Maintenance Division- Snow Alert Roster as of July 2012

Position	Name	Area	Home	Cell
Division Director	David Catanach	Santa Fe		
Equipment Manager	Leonard Ortiz	Rowe		
Equipment Operator	Davin Barefoot	Santa Fe		
Equipment Operator	Tim Vigil	Santa Fe		
Equipment Operator	Paul Montoya	Santa Fe		
Equipment Operator	Tony Gutierrez	Rio Rancho		
Equipment Operator	Felipe Trujillo	Espanola		
Equipment Operator	Leonard Tapia	Pecos		
Equipment Operator	Matthew Malczewski	Santa Fe		
Equipment Operator	John Ortega	Santa Fe		
Equipment Operator	Gilbert Romero	Santa Fe		
Equipment Operator	Paul Romero	Pecos		
Equipment Operator	Apollo Hernandez	Espanola		
Maintenance Worker	Tim Kavanaugh	Santa Fe		
Maintenance Worker Sr.	Joe Ledoux	Santa Fe		
Maintenance Worker Sr.	Billy Kavanaugh	Santa Fe		
Superintendent.	Vacant			
Superintendent	Michael Vargas	Santa Fe		
Supervisor	Bryan Montoya	Santa Fe		
Supervisor	Vacant			
Supervisor	Michael Sandoval	Pecos		
Supervisor	Augustine Sanchez	Santa Fe		
Supervisor	Gerald Ramone	Rio Rancho		
Support Staff	Tony Sanchez	Espanola		
Support Staff	Rick Montoya	Santa Fe		
Support Staff	Merlyne Ortiz	Santa Fe		
Support Staff	Lucrecia Ortiz	Santa Fe		
Support Staff	Mark Pacheco	Santa Fe		

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## Time Line Schedule

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### **AUGUST**

Order Rock Salt, Sand (Scoria)  
Confirm Inventory of Equipment and Supplies for Snow Removal  
Confirm Bid Contracts and Purchase Orders for Snow Removal items

### **SEPTEMBER**

Pre - Snow Emergency Department / Division Meeting  
Prepare Draft of Snow Emergency Plan  
Confirm valid CDL list  
Confirm Snow Removal Routes  
Confirm Status of Fleet Vehicles

### **OCTOBER - NOVEMBER**

Verification of Snow Emergency Contact Phone List  
Verification Fleet Vehicle & CDL Drivers readiness  
Verification of Snow Removal Routes, Locations, and Staff  
Submit Snow Emergency Plan  
Tour Siler Road Facilities  
Conduct a practice run of the snow and ice plan.  
Review the plan, train employees, and incorporate new streets,  
Locate snow plow obstacles and hazards within their routes.

### **DECEMBER**

As conditions dictate - Snow Command Meeting & Debriefing

### **JANUARY**

As conditions dictate - Snow Command Meeting & Debriefing

### **FEBRUARY**

As conditions dictate - Snow Command Meeting & Debriefing

### **MARCH – APRIL**

Final Snow Emergency Meeting & Debriefing

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## **Plan of Action**

### **Storm Class A & B 0" to 2"**

When a severe storm is forecast, and at least one to two inches of snow or severe frost are projected with temperatures below 25 degrees. The following steps are implemented:

- ✓ Division supervisors are alerted.
- ✓ Each area is checked for snow or freezing conditions.
- ✓ Crews prepare equipment for mobilization to begin snow and ice maintenance operations.
- ✓ Supervisor schedules part of the crew to initiate maintenance on previously established priority routes.
- ✓ Crews are on 8-hour shifts during this Phase. They may be required to work more hours if the Phase changes or conditions warrant.

### **Storm Class C 2" to 12"**

When snow or freezing conditions have occurred and roads are extremely hazardous due to icing with accumulations of approximately two inches to one foot of snow. The following steps are implemented during this Phase:

- ✓ Pavement and Drainage Maintenance Superintendent is alerted.
- ✓ All crews are divided into two 12-hour shifts to provide 24-hour coverage.
- ✓ Special Operations crews are dispatched as necessary to provide support and expertise.
- ✓ Crews are assigned specific areas within each service area and provide maintenance and support to the established priority routes within those specific areas.
- ✓ All personnel keep detailed records of the lane miles sanded/plowed and the tons of sand and salt used.
- ✓ Removal of snow operations in the downtown area will commence once area is clear of obstacles (park cars, etc...)

## **Plan of Action**

### **Storm Class A & B 0" to 2"**

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- ✓ Crews are assigned specific areas within each service area and provide maintenance and support to the established priority routes within those specific areas.
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- ✓ Removal of snow operations in the downtown area will commence once area is clear of obstacles (park cars, etc...)

# Exhibit "H"

School Routes

## Santa Fe School Routes

School	Street	Snow Map Area
Acequia Madre Elementary	Acequia Madre	Area 3
Aspen Vista School	La Madera	Area 1
Alvord Elementary	Alarid Street	Area 3
Atalaya Elementary	Camino Cabra	Area 3
Academy	Cerrillos Road	Area 4
Capital High School	Paseo del Sol	Area 1
Capshaw Middle School	W. Zia Road	Area 4
Carlos Gilbert Elementary	Griffin Street	Area 2
Cesar Chavez Elementary	Jaguar Drive	Area 1
Chaparral Elementary	Avenida Chaparral	Area 4
College Of Santa Fe	St Michaels Dr / Siringo Rd	Area 4
De Vargas Middle School	Llano Road	Area 4
Desert Academy	Camino Alire	Area 1
E.J. Martinez Elementary	W. San Mateo	Area 3
Gonzales Elementary	West Alameda	Area 1
Kearny Elementary	Avenida de las Campanas	Area 4
Monte Del Sol	Walking Rain Road	Area 4
Nava Elementary School	Siringo Road	Area 4
NM School for the Deaf	Cerrillos Road	Area 1
Ortiz Middle School	South Meadows	Area 1
Pinon Elementary School	Camino Los Caballos	Area 4
Ramirez Thomas Elementary	Rufina	Area 1
Salazar Elementary School	Apache Ave/Rosina St	Area 1
Santa Fe High School	Yucca Road	Area 4
Santa Fe Indian School	Cerrillos Road	Area 1
St Michaels High School	Siringo Road	Area 4
Sweeney Elementary School	Airport Road	Area 1
Wood Gormley Elementary	E Booth Street	Area 2