



CITY OF  
Santa Fe

# Camino Entrada Intersection Improvements

Virtual Public Information Meeting

Tuesday, September 8, 5:30pm



# AGENDA



Project Team  
Introductions



Presentation



Public  
Comments



Summary and  
Closure



CITY OF  
Santa Fe



# INTRODUCTIONS



**John Romero, P.E.**  
Engineering Division Director

**Romella Glorioso-Moss, PhD, ACIP**  
Project Administrator

**Tom Graham, AIA, ADAC, CASp, NCARB-ADA**  
ADA Coordinator

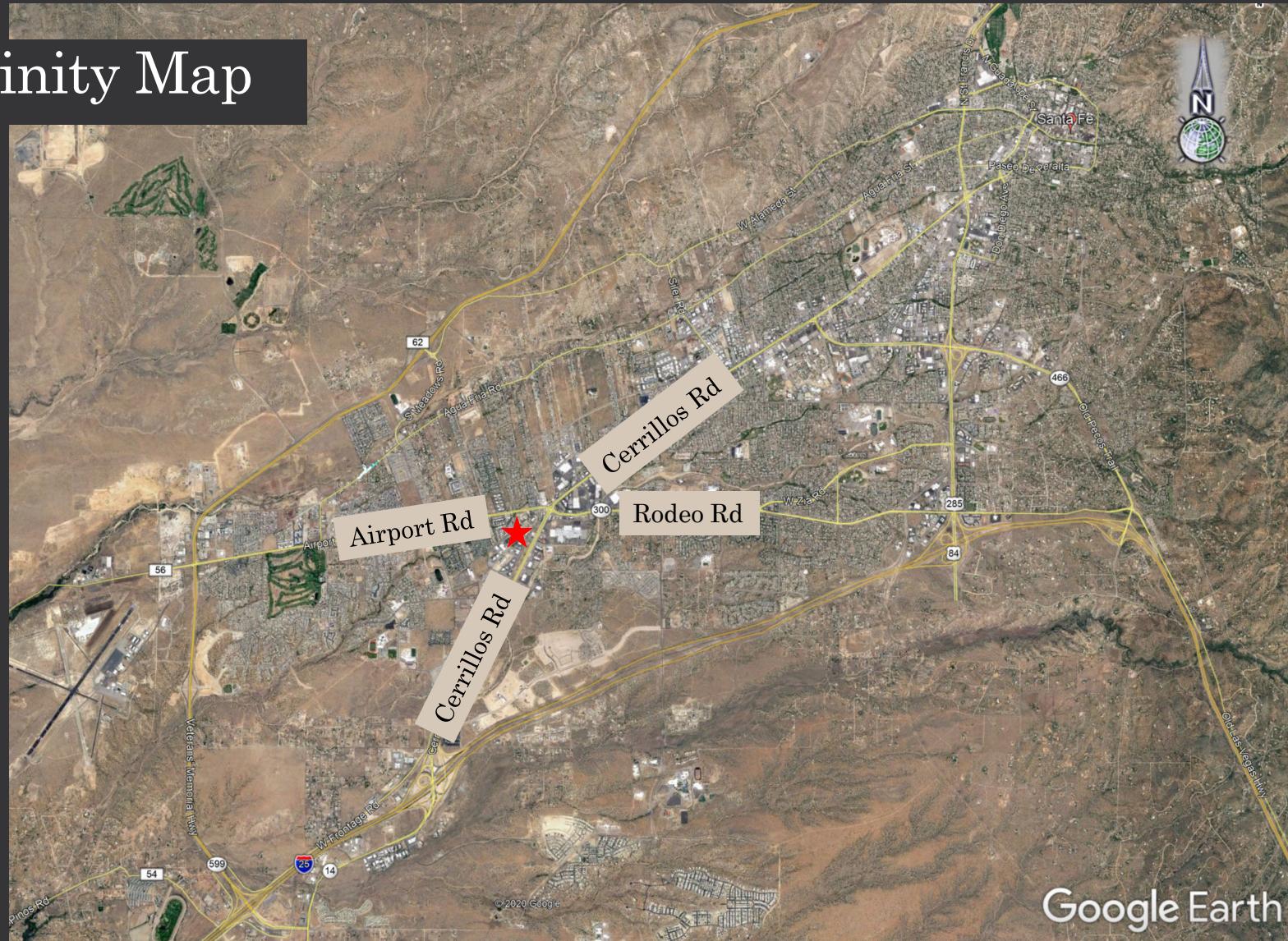
**Anson Rane,**  
Facilities Project Administrator



**Thaddeus Yazzie, P.E.**  
Project Engineer

**Ivan P. Trujillo,**  
Senior Project Manager

# Vicinity Map



## Project Location



# Basis of Design

## Southside Transit Center



# Basis of Design

## Traffic Study

A total of three design options were discussed to addressed increased pedestrian foot traffic to and from the site including:

**Existing Intersection Geometry:** Maintain existing lane geometry and traffic control with added Americans with Disabilities Act (ADA) compliant pedestrian ramps and sidewalks. Under the existing lane geometry, the Camino Entrada (East-West)/ Camino Entrada (North-South) intersection will operate at a **LOS of B** or better. Pedestrian crossing lengths are much longer due to the larger footprint.

**Reduced Footprint:** Reduce the footprint size of the intersection by eliminating medians and lanes to provide shorter pedestrian crossing lengths. Two way stop control on the north and south approaches is maintained. Added pedestrian ramps and sidewalks is also included in this option. Under the reduced footprint option, the Camino Entrada (East-West)/Camino Entrada (North-South) intersection will operate at a LOS of B or better. Pedestrian crossing lengths will be significantly reduced and thus pedestrian safety will be increased.

**Roundabout:** Replace the existing geometry and traffic control with a roundabout as well as pedestrian ramps and sidewalks. The roundabout option operates at LOS A and offers the greatest safety benefits for both pedestrians and vehicles due to a significant reduction in conflict points when compared to a traditional intersection

### ***Southside Transit Center Traffic Study***

***Final Report***

***November 2014***

*Prepared for:*



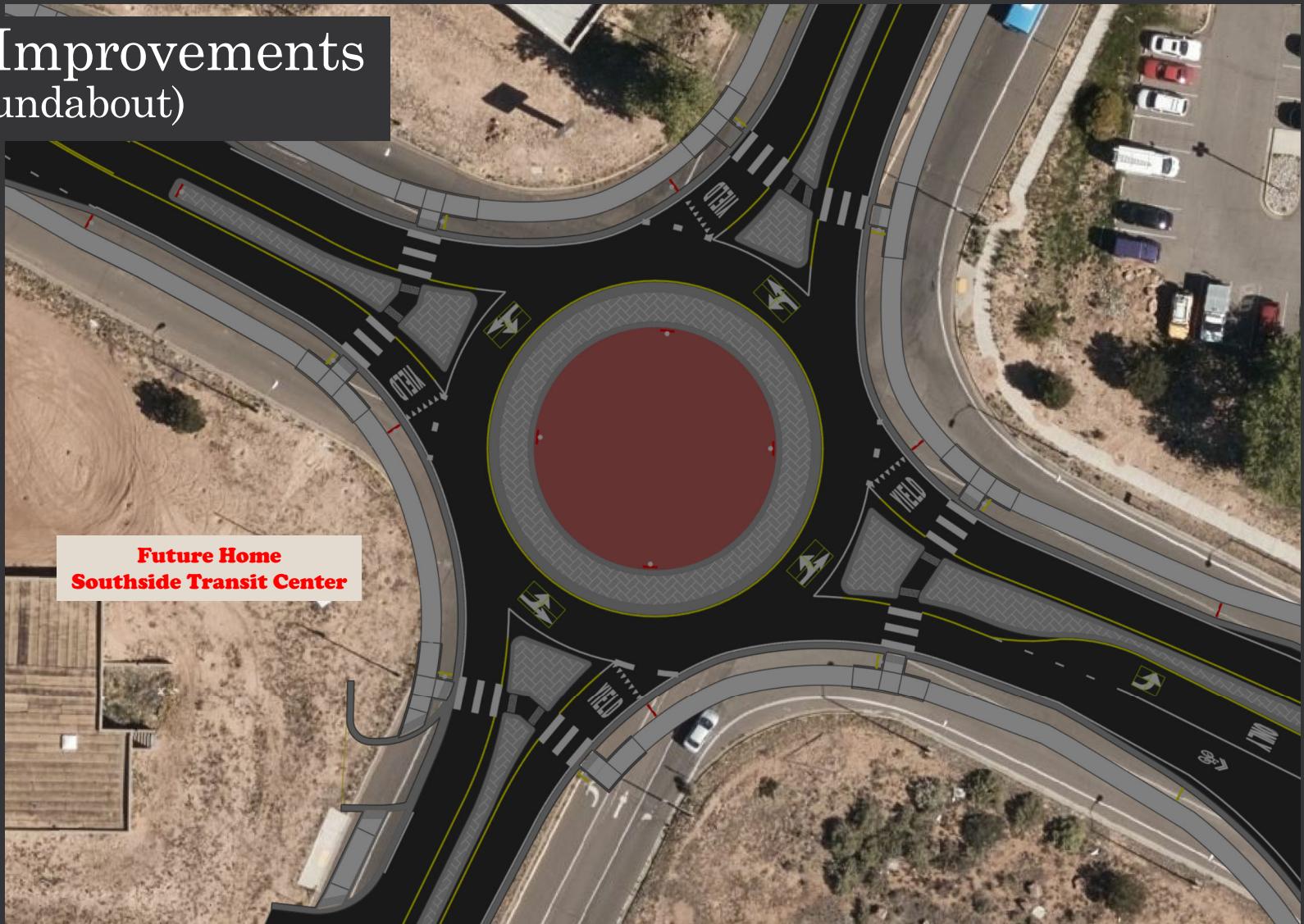
# Proposed Improvements

## Overall View



# Proposed Improvements Close-Up (Roundabout)

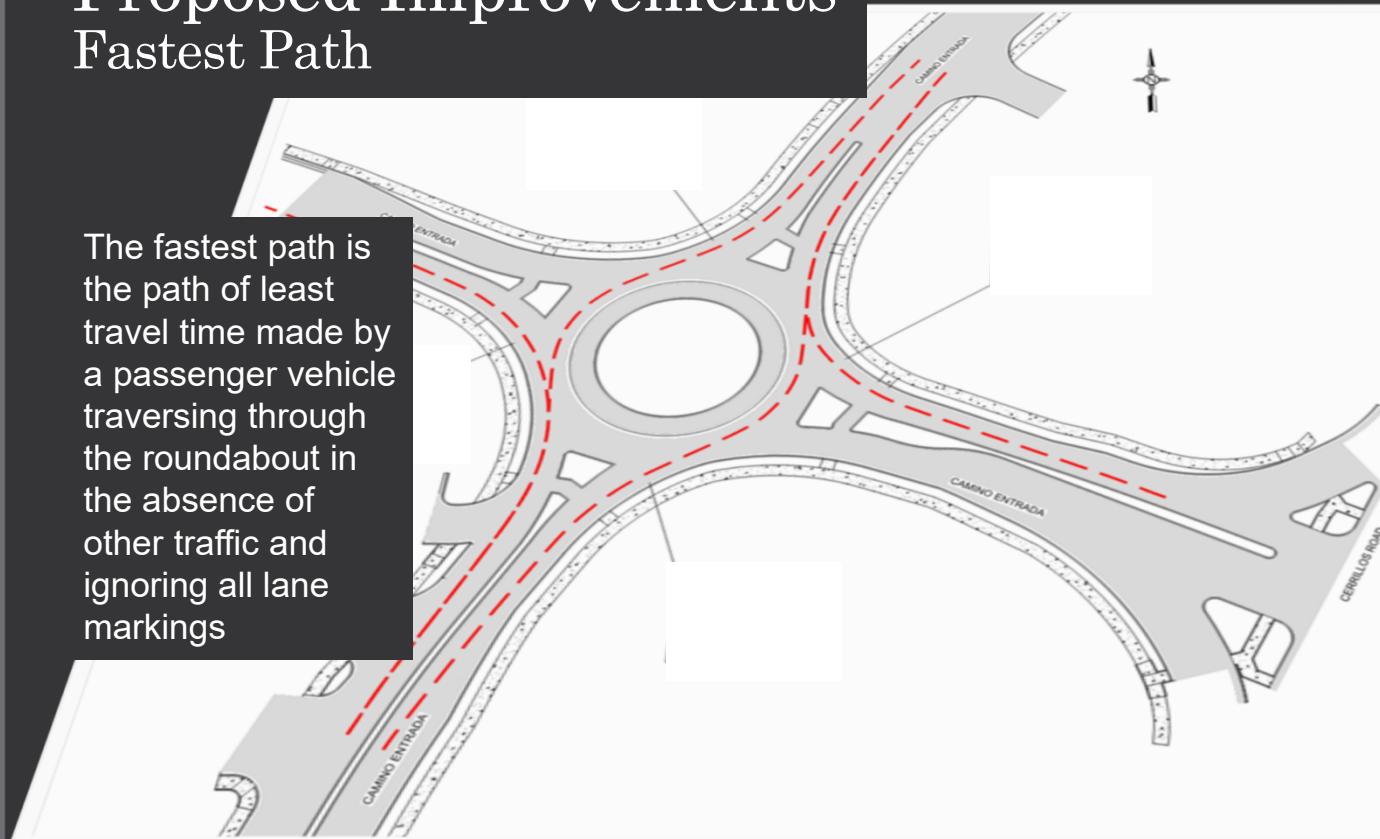
- ✓ Pedestrians (ADA)
- ✓ Cyclists
- ✓ Drainage
- ✓ Lighting
- ✓ Construction



# Proposed Improvements

## Fastest Path

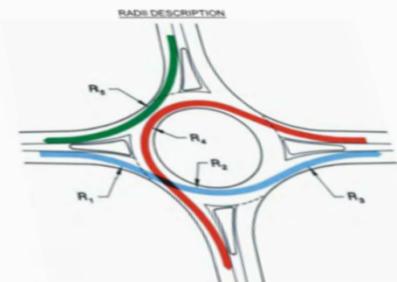
The fastest path is the path of least travel time made by a passenger vehicle traversing through the roundabout in the absence of other traffic and ignoring all lane markings



ROUNDABOUT PARAMETERS	
RA-01 - CAMINO ENTRADA/3	
DESIGN GUIDELINE	NCIRP 672, ROUNDABOUTS: AN INFORMATIONAL GUIDE
CENTRAL ISLAND LOCATION (X,Y)	(NORTHINGS = 5866464.0, EASTINGS = 1300000.0, ZONE = 23S)
CENTRAL ISLAND DIAMETER	76 FT
INSCRIBED CIRCLE DIAMETER	130 FT
NUMBER OF CIRCULATING LANES	3
CIRCULATORY RADIUS	57.5 FT
TRUCK APRON WIDTH	12 FT
DESIGN VEHICLE	AASHTO 2018 (US) WB-40
THEORETICAL EDGES	AASHTO 2018 (US) WB-40
CIRCULATORY	AASHTO 2018 (US) WB-40
SPLITTER	AASHTO 2018 (US) WB-40
SPUR	AASHTO 2018 (US) WB-40
LANE	AASHTO 2018 (US) WB-40
APRON	AASHTO 2018 (US) WB-40
BYPASS	AASHTO 2018 (US) WB-40

## LEGEND

#### FASTEST PATH (NCHRP 672 ROUNDABOUT GUIDE 6.7.1.1)



4			
5			
6			
7			
NO.	DESCRIPTION	DATE	BY
	REVISIONS (OR, CHANGE, NOTICES):		

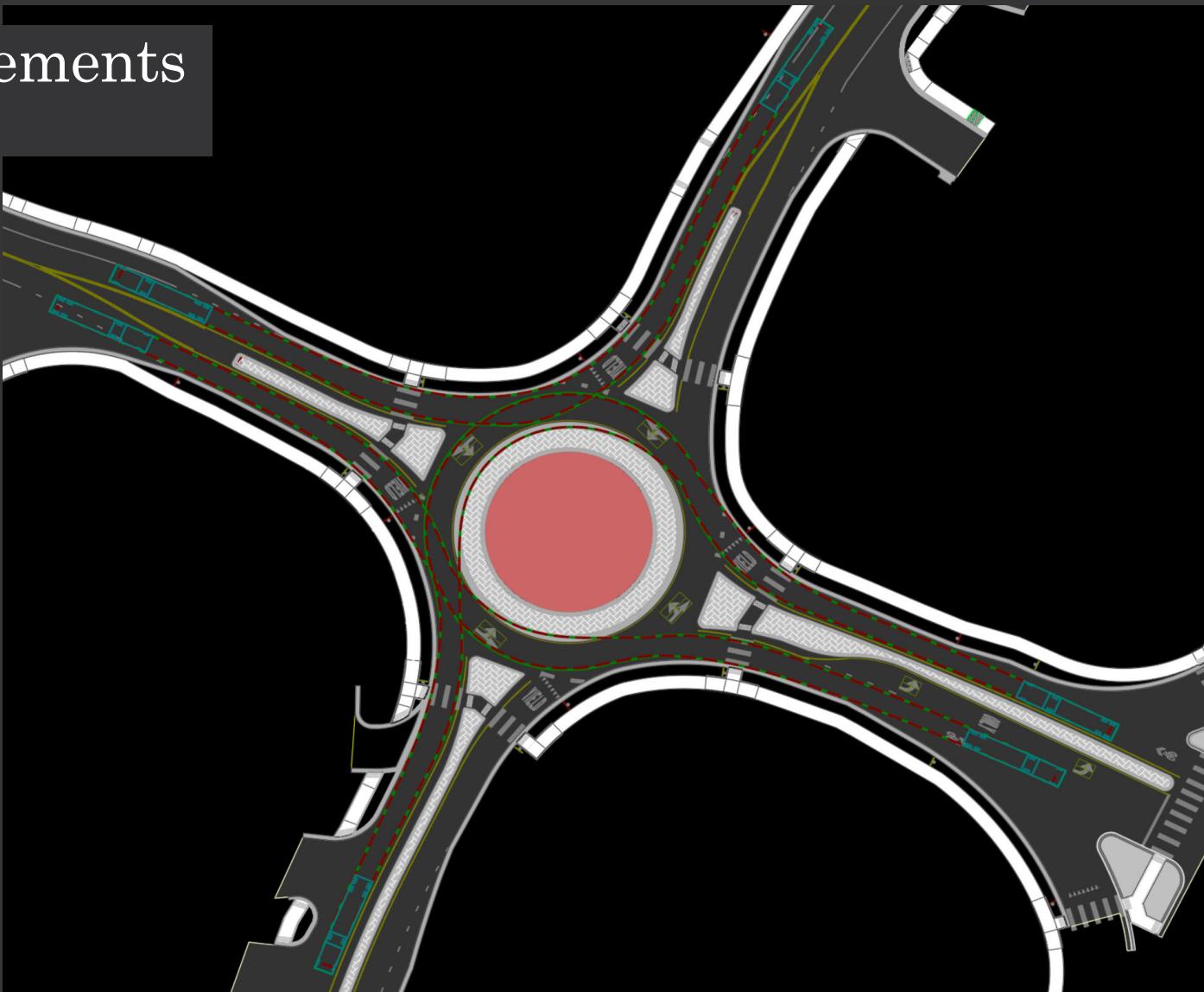
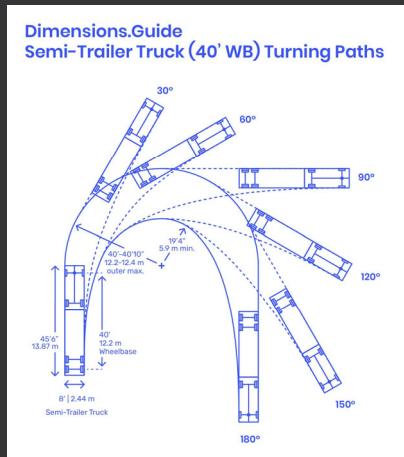
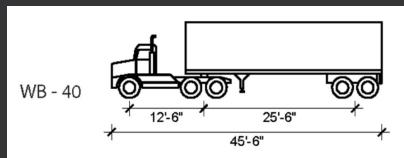
CITY OF SANTA FE  
CAMINO ENTRADA  
INTERSECTION IMPROVEMENTS  
ROUNABOUT FASTEST PATHS LAYO

# Proposed Improvements

## Vehicle Tracking

### Design Vehicle (WB-40)

- Largest commonly used vehicle
- Can navigate without encroachment



# Proposed Improvements 3D Rendering(s)

Aerial view:  
Looking Northeast



# Proposed Improvements 3D Rendering(s)

Aerial view:  
Looking southeast



# Proposed Improvements 3D Rendering(s)

Aerial view:  
Looking southwest



# Proposed Improvements 3D Rendering(s)

Aerial view:  
Looking southwest



# Proposed Improvements

## Fly-by Video

# Anticipated Project Schedule / Next Steps



**FINAL DESIGN**  
Fall / Winter 2020



**ADVERTISE /  
LETTING to  
CONSTRUCTION**  
Spring 2021



**CONSTRUCTION**  
Summer 2021

# Public Comment