CITY OF Santa Fe

Camino Entrada Intersection Improvements

Virtual Public Information Meeting

Tuesday, September 8, 5:30pm

SMA
Souder, Miller & Associates
Engineering • Environmental • Geomatics

AGENDA

Project Team Introductions

Presentation

Public Comments

Summary and Closure

City of Santa Fe

SMA Souder, Miller & Associates Engineering • Environmental • Geomatics

INTRODUCTIONS

John Romero, P.E.
Engineering Division Director

Thaddeus Yazzie, P.E.
Project Engineer

Romella Glorioso-Moss, PhD, ACIP
Project Administrator

Ivan P. Trujillo,
Senior Project Manager

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

Anson Rane,
Facilities Project Administrator

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.

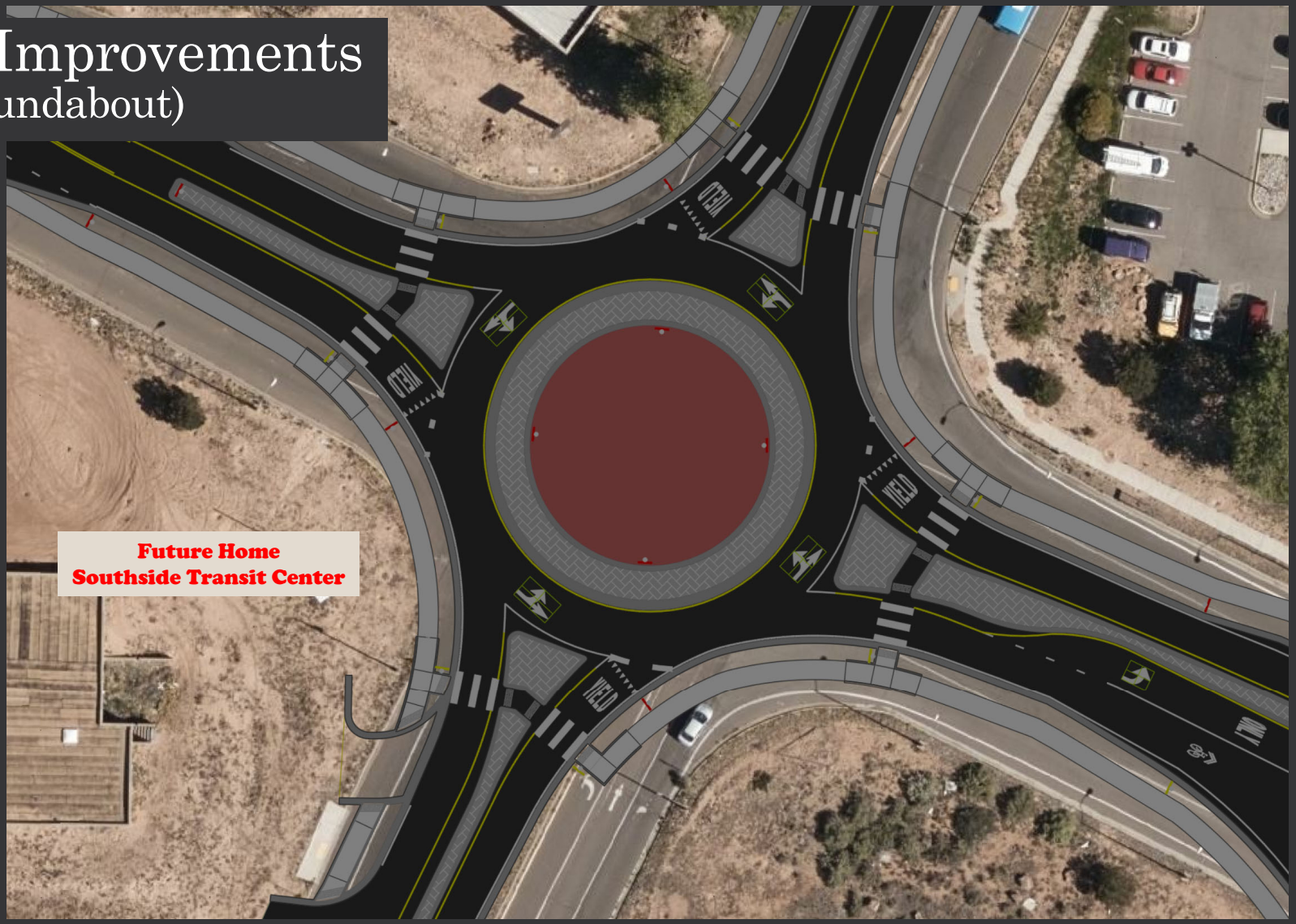
Reduced Footprint: Reduce the footprint size of the intersection by eliminating medians and lanes to provide shorter pedestrian crossing lengths. Two way stop control on the north and south approaches is maintained. Added pedestrian ramps and sidewalks is also included in this option. Under the reduced 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

Proposed Improvements
Overall View

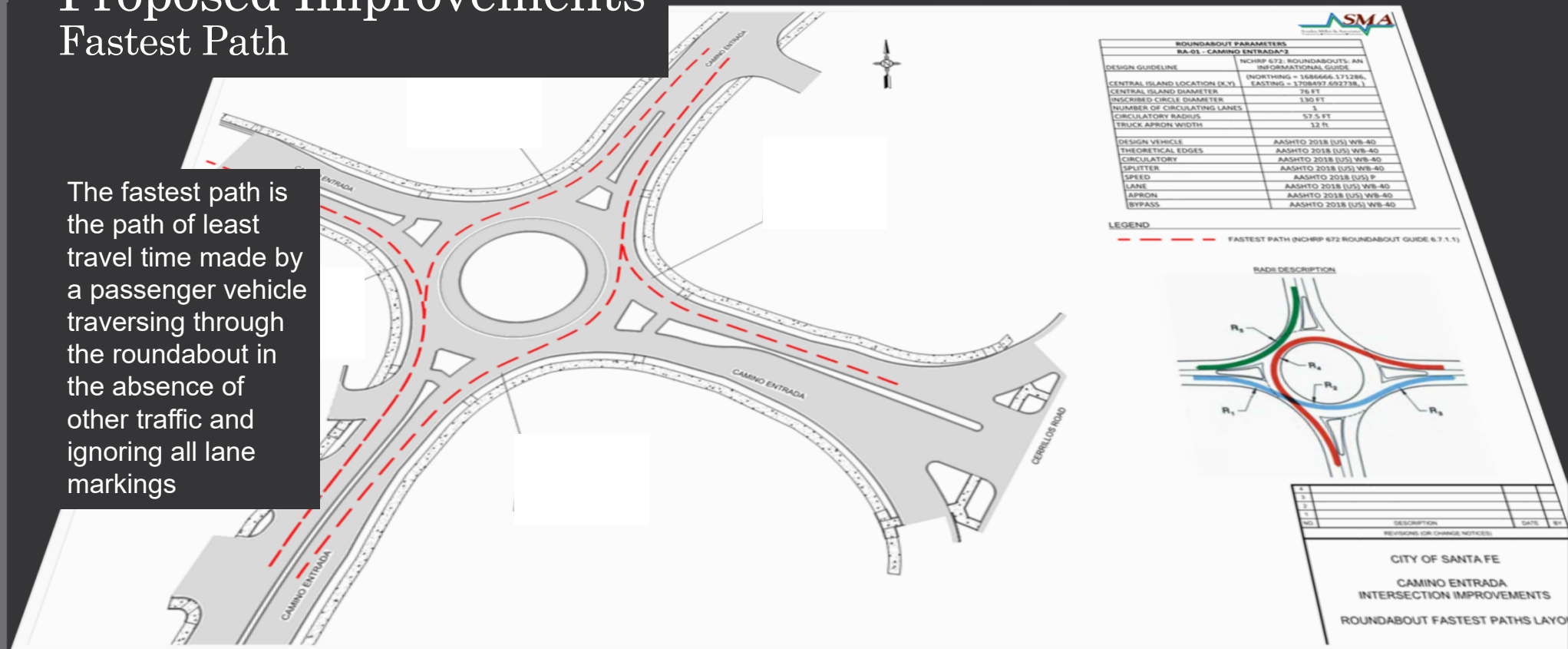
Proposed Improvements
Close-Up (Roundabout)

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



Proposed Improvements
Fastest Path

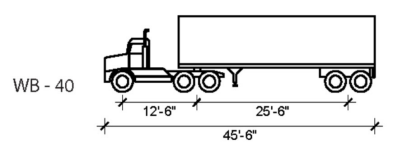
The fastest path is the path of least travel time made by a passenger vehicle traversing through the roundabout in the absence of other traffic and ignoring all lane markings

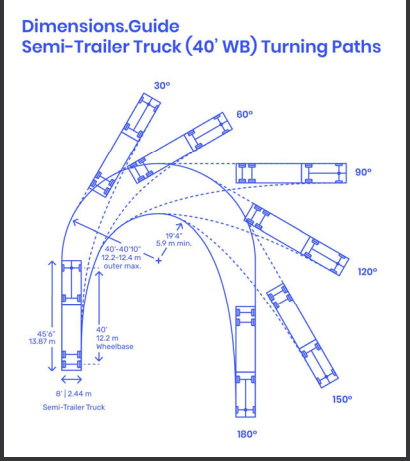


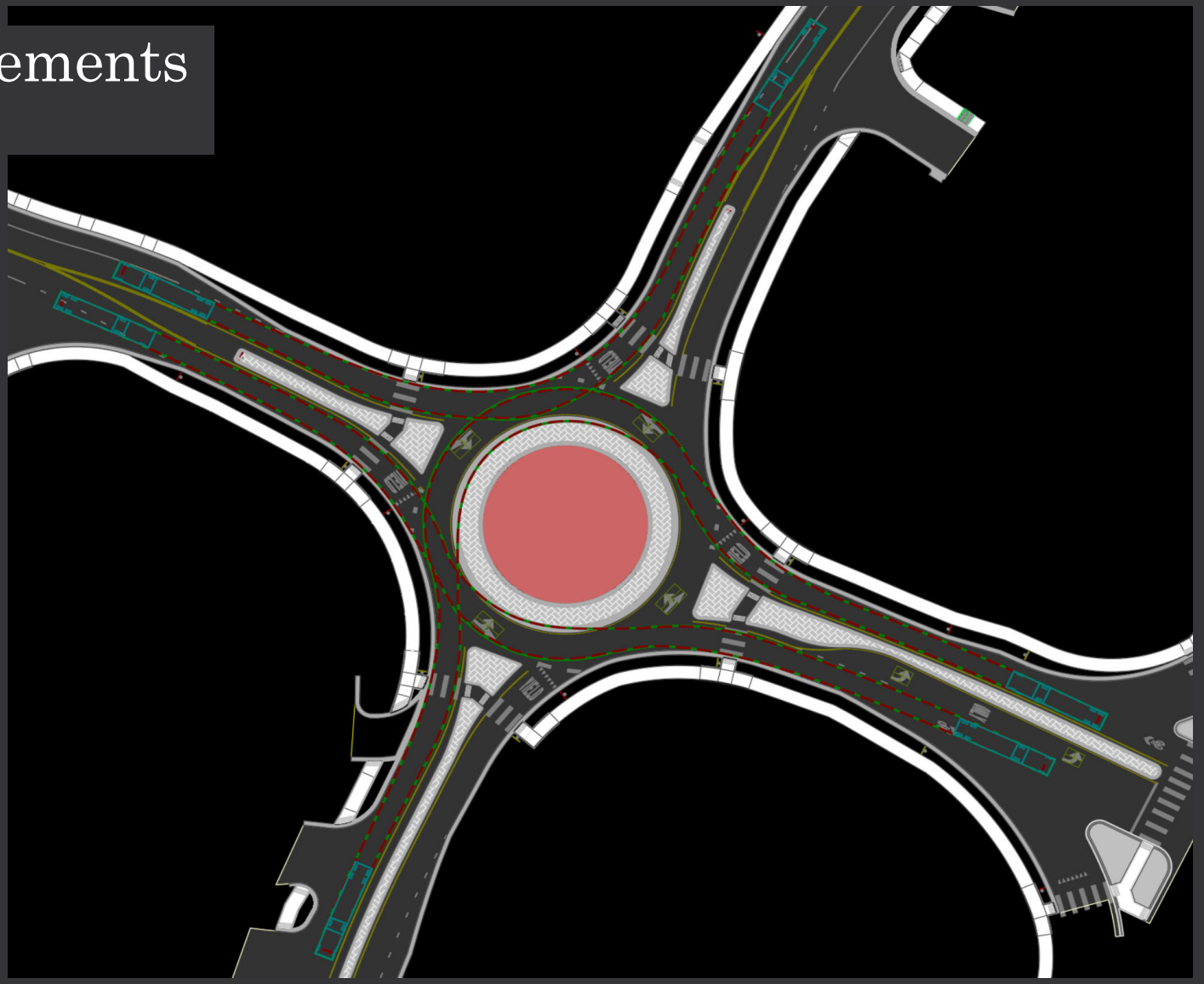
Proposed Improvements
Vehicle Tracking

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