City of Santa Fe

AGENDA

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
MARCH 09, 2023
5:30 PM
ROUNDHOUSE ROOM, MARKET STATION
500 MARKET STREET, SUITE 200

PROCEDURES FOR BICYCLE AND PEDESTRIANS ADVISORY COMMITTEE MEETING

Written Public Comment: Members of the public may submit written comments on legislation by clicking on the comment bubble to the right of the meeting on the public portal at https://santafe.primegov.com/public/portal three hours prior to the start of the meeting.

The agenda and packet for the meeting will be posted at https://santafe.primegov.com/public/portal.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF AGENDA**
4. **APPROVAL OF MINUTES**

a. February 9, 2023 Regular Meeting

5. **COMMUNICATIONS FROM THE PUBLIC (maximum 2 minutes)**

a. From: Bob Novak <bobnovak74@alumni.nd.edu>
Sent: Thursday, February 16, 2023 8:44 AM
To: GLORIOSO-MOSS , ROMELLA S. <rsglorioso-moss@santafenm.gov>
Subject: Re: Ebikes on City Trails

b. **From:** Tim Rogers <tim@sfct.org>
Sent: Wednesday, March 1, 2023 11:35 AM
To: dayan.hockman-vigil@nmlegis.gov; hgarciad69@gmail.com; c.brown.nm55@gmail.com; micaela.cadena@nmlegis.gov; art.delacruz@nmlegis.gov; JasonHarperNM@gmail.com; Jenifer.Jones@nmlegis.gov; patricia.lundstrom@nmlegis.gov; willie.madrid@nmlegis.gov
Cc: Info <info@sfct.org>; GLORIOSO-MOSS , ROMELLA S. <rsglorioso-moss@santafenm.gov>
Subject: Please Table House Bill 408: Protected Bike Lanes

6. **COMMUNICATIONS FROM OTHER AGENCIES (maximum 5 minutes)**

a. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, SFMPO Officer)

b. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)

c. Public Safety Committee (Khalil Spencer, BPAC Vice-Chair)

7. **DISCUSSION AND POSSIBLE ACTION ITEMS**

a. Bicycle Master Plan and Metropolitan Transportation Plan Project Update (Leah Yngve, MSPH, SFMPO Senior Transportation Planner)

b. A Resolution: Maintenance and Installation of On-Road

Bicycle/Pedestrian Facilities (Judith Gabriele, BPAC Member)

c. Discussion on the following Bills (Steve Pilcher, BPAC Member)
a) Senate Bill 69: Electric-Assisted Bicycle
b) House Bill 328: Motor Vehicle Vision Zero Plan
c) Senate Bill 343: E-Bike “instant rebate”
d) House Bill 408: Protected Bike Lanes

d. Letter of Support for Safe Route to School Application for Transportation Alternative Program (Tim Rogers, Santa Fe SRTS Coordinator)

e. Public Works Roadway and Trails Capital Projects Update (Romella Glorioso-Moss, BPAC Staff Liaison)

8. **SUBCOMMITTEE COMMUNICATIONS**

a. Promotions, Education and Programming (Judith Gabriele, Chair)

b. Technical Review Subcommittee (Ben Pingilley, Chair)
a) Bishop’s Lodge Rd Reconstruction Conceptual Plan
b) El Camino Real Academy Trail 60% Design Plan
c) Paseo Del Sol Extension Conceptual Plan

9. **MATTERS FROM STAFF**

10. **MATTERS FROM THE COMMITTEE**

11. **MATTERS FROM THE CHAIR**

12. **NEXT MEETING: Thursday, April 13, 2023**

13. **ADJOURN**

Persons with disabilities in need of accommodations, contact the City Clerk’s office at 955-6521, five (5) working days prior to meeting date.

City of Santa Fe

MINUTES

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
FEBRUARY 09, 2023
5:30 PM
ROUNDHOUSE CONFERENCE ROOM, 500 MARKET ST. SUITE 200, SANTA FE

1. CALL TO ORDER

The meeting was called to order by Chair Garcia at 5:00 pm.

2. ROLL CALL

Members Present:
Chair Michael Garcia
Member Erik Aaboe
Member Yolanda Eisenstein
Member Judith Gabriele
Member Tony Gerlicz
Member Steve Pilcher

Members Excused:
Member Ben Pingilley
Member Paloma Sanchez
Member Khal Spencer

Others Attending:
Romella Glorioso-Moss, Staff Liaison

3. APPROVAL OF AGENDA

MOTION: Chair Garcia moved, seconded by Member Aaboe, to approve the Agenda as amended.

VOTE: The motion was approved on the following Roll Call vote:

For: Chair Garcia, Member Aaboe, Member Eisenstein, Member Gabriele, Member Gerlicz, and Member Pilcher.

Against: None

Abstain: None

Remove Agenda Item 6.c.

4. **APPROVAL OF MINUTES**

a. December 8, 2022 minutes

MOTION: Member Aaboe moved, seconded by Member Gerlicz, to approve the minutes as presented.

VOTE: The motion was approved on the following Roll Call vote:

For: Chair Garcia, Member Aaboe, Member Eisenstein, Member Gabriele, Member Gerlicz, and Member Pilcher.

Against: None

Abstain: None

5. **COMMUNICATIONS FROM THE PUBLIC**

Mr. Hubert Van Hecke talked about his dissatisfaction of the proposed design of the Cerrillos Rd. project by NMDOT. He thinks it is not a good design for bicyclists. He is advocating for adding rumble strips but NMDOT Consultants are not listening. He asked what BPAC is doing. Leah Yngve, Senior Transportation Planner said that SFMPO and Public Works have met with them a couple of times and were able to persuade them to change some design aspects but not all. Tim Rogers mentioned that Cerrillos Rd will always be a busy road so for bicyclists it is safer to use the Acequia Trail. Jennifer Webber said there is really no bicycle lane on Cerrillos Rd. Bike signage and striping

should be improved. Member Judith Gabriele said that all alternative bike routes to main arterial roads should be publicized.

6. **COMMUNICATIONS FROM OTHER AGENCIES**

a. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, SFMPO Officer)

Mr. Erick Aune, SFMPO Officer reported that there is a remarkable increase in complaints about speeding. They are undertaking a public perception survey and received under 300 responses. There were 2-3 open-ended questions in the survey. Purpose of the survey is to make our streets and roads safer by design. SFMPO is also involved with Land Use Code rewrite. Leah Yngve reported about SFMPO Newsletter featuring Complete Streets Resolution and completing the Transportation Comic Book project titled, *Discovering Paths Today and Tomorrow: An Illustrated Vision of the Acequia/River Trail Cottonwood Loop in Oga Po'geh (Santa Fe).*

b. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)

Mr. Tim Rogers reported on the accomplishments of SFCT such as volunteer work done on the Galisteo Basin and Santa Fe Canyon Reserve. He also mentioned about Vamanos Program and they will meet on February 28. Everyone is welcome to attend. SFCT is gearing up for the Bike Month and if the Phase A of the Wayfinding Signage project is implemented/completed they will conduct a Wayfinding bicycle tour.

7. **DISCUSSION AND POSSIBLE ACTION ITEMS**

a. Safe Route to School Action Plan (Tim Rogers, SRTS Program Coordinator and SFCT Trails Program Manager)

Member Eisenstein asked how can BPAC help. Mr. Rogers said "by showing up at 7:30 am at Safe Route to Schools events. Member Gabriele aske if Mr. Rogers would need Letter of Support. Mr. Rogers

said that eventually, he might need BPAC to recommend the Plan for City approval. Member Gerlicz thanked Mr. Rogers for the plan and for all the work he had done. Member Pilcher asked if there are surveys conducted why parents drive their children to school. Mr. Rogers answered "safety".

b. BPAC Strategic Plan FY2023-2033 Implementation (Yolanda Eisenstein, Policy, Planning & Law Subcommittee Chair)
- Amendments
- BPAC subcommittee priorities & responsibilities
- Land Development Code review
- Traffic Calming Program
- Proposed sidewalk bill – Government responsible for sidewalk maintenance, not NM homeowners

Member Eisenstein reviewed the Action Plan with the whole Committee and asked subcommittee chairs what has been done with each action item. She also requested Staff Liaison to update all contact information in the Action Plan. She also discussed the City of Santa Fe Ebike Bill and Senate Bill 69 and concluded that there are no conflicts if Senate Bill 69 passes. She also requested information how can Policy, Planning and Law participate in the Code Rewrite.

c. BPAC Promotional Activities (Judith Gabriele, Promotions, Education & Programming Chair)

Member Gabriele asked for ideas for promotional items to purchase. She will meet with City Graphic Designer to design BPAC Banner.

d. New Mexico E-Bike Definition (SB-69) (Khalil Spencer, BPAC Vice Chair)

Member Eisenstein discussed this item in the context of BPAC Strategic Plan.

e. Staff Liaison Report (Romella Glorioso-Moss)
- Technical Review Subcommittee Procedural Change
- League of American Bicyclists Membership Renewal Update

- Complete Streets Projects Update (i.e. Arroyo Chamisos Crossing, Wayfinding, TAP grant applications)

MOTION: Chair Garcia moved, seconded by Member Pilcher, to approve that the Technical Review (TR) Subcommittee joins the City Staff plan reviews (conceptual design, 30% and 90%) and TR Chair reports back to the Committee and make recommendations as appropriate.

VOTE: The motion was on the following Roll Call vote:

For: Chair Garcia, Member Aaboe, Member Eisenstein, Member Gabriele, Member Gerlicz, and Member Pilcher.

Against: None

Abstain: None

8. **MATTERS FROM STAFF**

Can the Chair look out for the $1,000 BPAC budget to remain in Complete Streets FY24 Budget?

9. **MATTERS FROM THE COMMITTEE**

10. **MATTERS FROM THE CHAIR**

Chair Garcia thanked everyone for all the hard work they have done on the E-bike Bill.

11. **NEXT MEETING: March 09 2023**

12. **ADJOURN** 7:43 pm.

City of Santa Fe

MINUTES

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
FEBRUARY 09, 2023
5:30 PM
ROUNDHOUSE CONFERENCE ROOM, 500 MARKET ST. SUITE 200, SANTA FE

Romella Glorioso-Moss
_____
Liaison

_____
Chair

From: Bob Novak <bobnovak74@alumni.nd.edu>
Sent: Thursday, February 2, 2023 12:27 AM
To: GLORIOSO-MOSS , ROMELLA S. <rsglorioso-moss@santafenm.gov>
Subject: Ebikes on City Trails

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Can you tell me if ebikes are permitted on city trails?

And Is there a city ordinance the deals with ebikes?
Thx

Sent from my iPad

From: Tim Rogers <tim@sfct.org>
Sent: Wednesday, March 1, 2023 11:35 AM
To: dayan.hockman-vigil@nmlegis.gov; hgarciad69@gmail.com; c.brown.nm55@gmail.com; micaela.cadena@nmlegis.gov; art.delacruz@nmlegis.gov; JasonHarperNM@gmail.com; Jenifer.Jones@nmlegis.gov; patricia.lundstrom@nmlegis.gov; willie.madrid@nmlegis.gov
Cc: Info <info@sfct.org>; GLORIOSO-MOSS , ROMELLA S. <rsglorioso-moss@santafenm.gov>
Subject: Please Table House Bill 408: Protected Bike Lanes

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear members of the House Transportation, Public Works & Capital Improvements Committee:

Thank you for not advancing House Bill 408: Protected Bike Lanes. I have worked in bicycle and pedestrian planning in New Mexico for 20 years, I have enjoyed protected bike lanes elsewhere in the country, and I am all for the development of protected bike lanes in our state. This legislation mandating protected bike lanes is not how it will happen. We first need good models in the best locations, where investment in construction and maintenance of these facilities is most justifiable, and then we can determine how to replicate successes.

This bill does not sufficiently consider the value of simple striped bike lanes and striped shoulders for bicycle use, nor how they actually come into being in the world of transportation planning, design, and construction in our state. It does not consider type of road to be treated, and it appears to encourage development of trails along roads (side paths) instead of bike lanes, which is an approach that can create "operational difficulties" (per AASHTO), and in all but the best cases can be counter-productive and actually hazardous to users.

If passed, this bill would in fact lead to fewer bike lanes overall, and possibly more side paths, which are listed as an alternate way to comply. It is effectively an anti-bike-lane proposal. It creates huge disincentives for agencies to convert paved shoulders to bike lanes routed through intersections, to decide that borderline roads (e.g., collectors) should merit bike lanes, or to do any bike lane retrofits using existing road width through restriping.

Thank you in advance for tabling this bill. I am happy to communicate with any of its proponents on how we might more effectively encourage the development of protected bike lanes in our state in the future.

Thank you for your service for our state's transportation system. Regards,

Tim Rogers

Trails Program Manager
Santa Fe Conservation Trust

tim@sfct.org
www.sfct.org

P.O. Box 23985
Santa Fe, NM 87502

505.989.7019 o
505.988.1455 f

The Land Beneath Our Feet, the Skies Above, and the Trails that Connect Our Communities.

Please consider the environment before printing this e-mail.

Bicycle Master Plan & Metropolitan Transportation Plan Updates

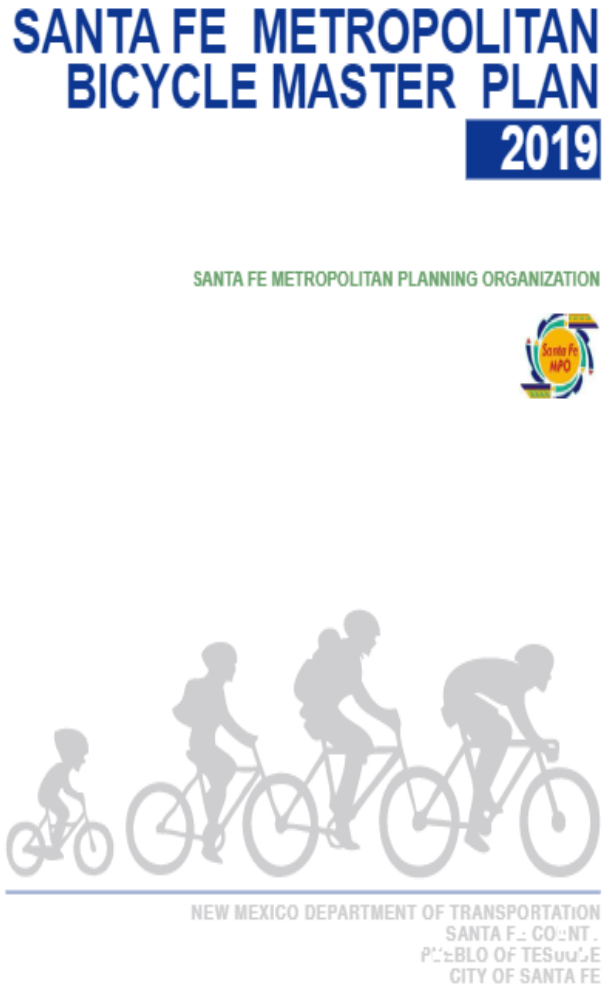
Leah Yngve, Metropolitan Planning Organization

BPAC 3/9/23

Transportation plans refresher



=MTP



=BMP

→ Guides transportation funding, especially federal and state grants

Fully Funded & In Progress
Completed
Proposed

Planners, stakeholders and the public can interact with existing and proposed bicycle facility improvements, including recommendations outlined in the **Metropolitan Bicycle Master Plan page**.

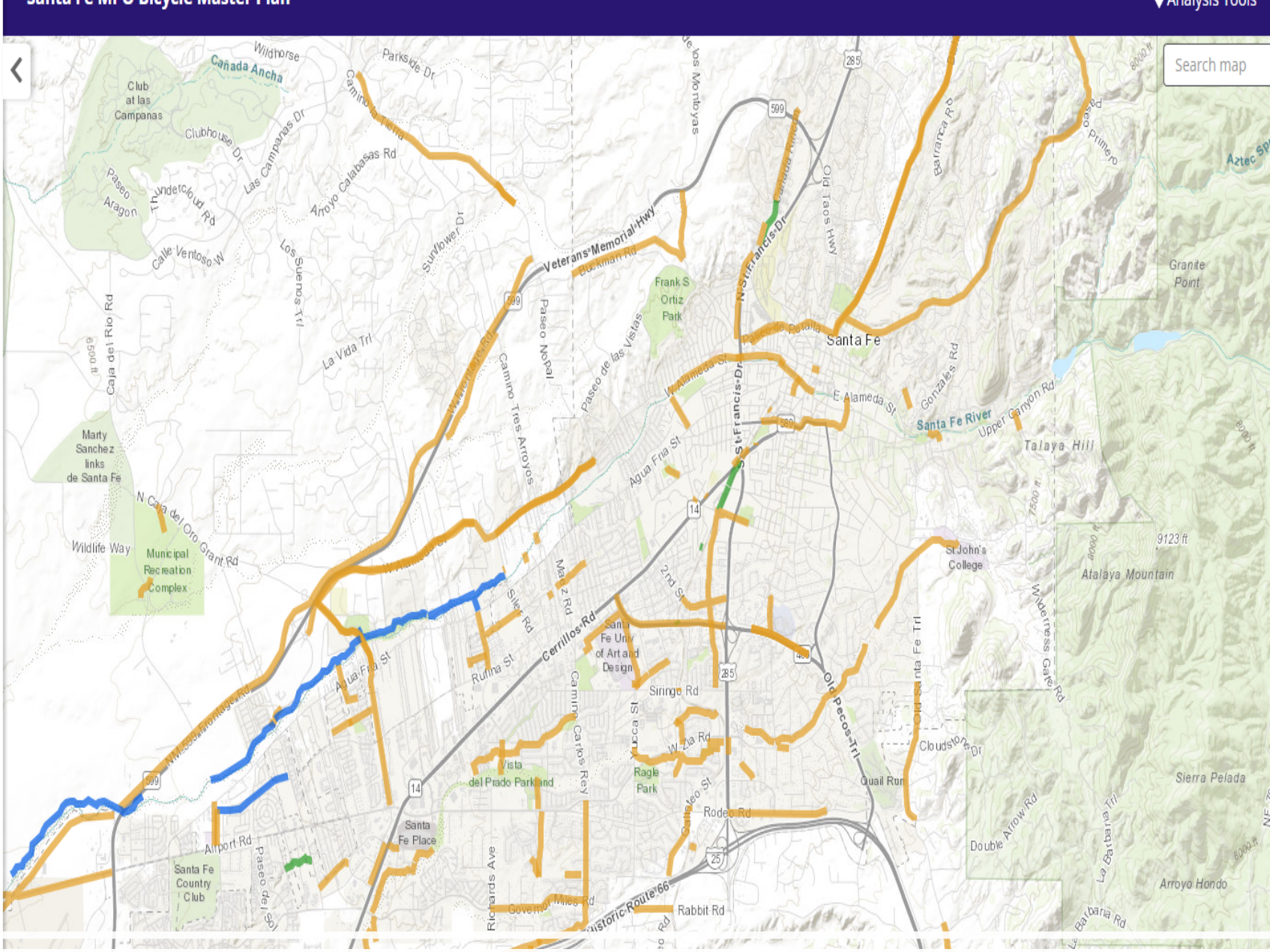
2019 Improvements

- [x] Phase A Projects, 2019-2024
  (Short term prioritized projects)
  All Phase A Improvements
- [x] Phase B Projects, 2025-2030
  (Mid term prioritized projects)
  All Phase B Improvements
- [x] Phase C Projects, 2030-2040
  (Long term prioritized projects)
  All Phase C Improvements

Hide Improvements

Existing Conditions

- Trail System Existing
- Onroad Bikeways Existing



BMP Project list: bike.santafempo.org/!

BMP and MTP Amendments

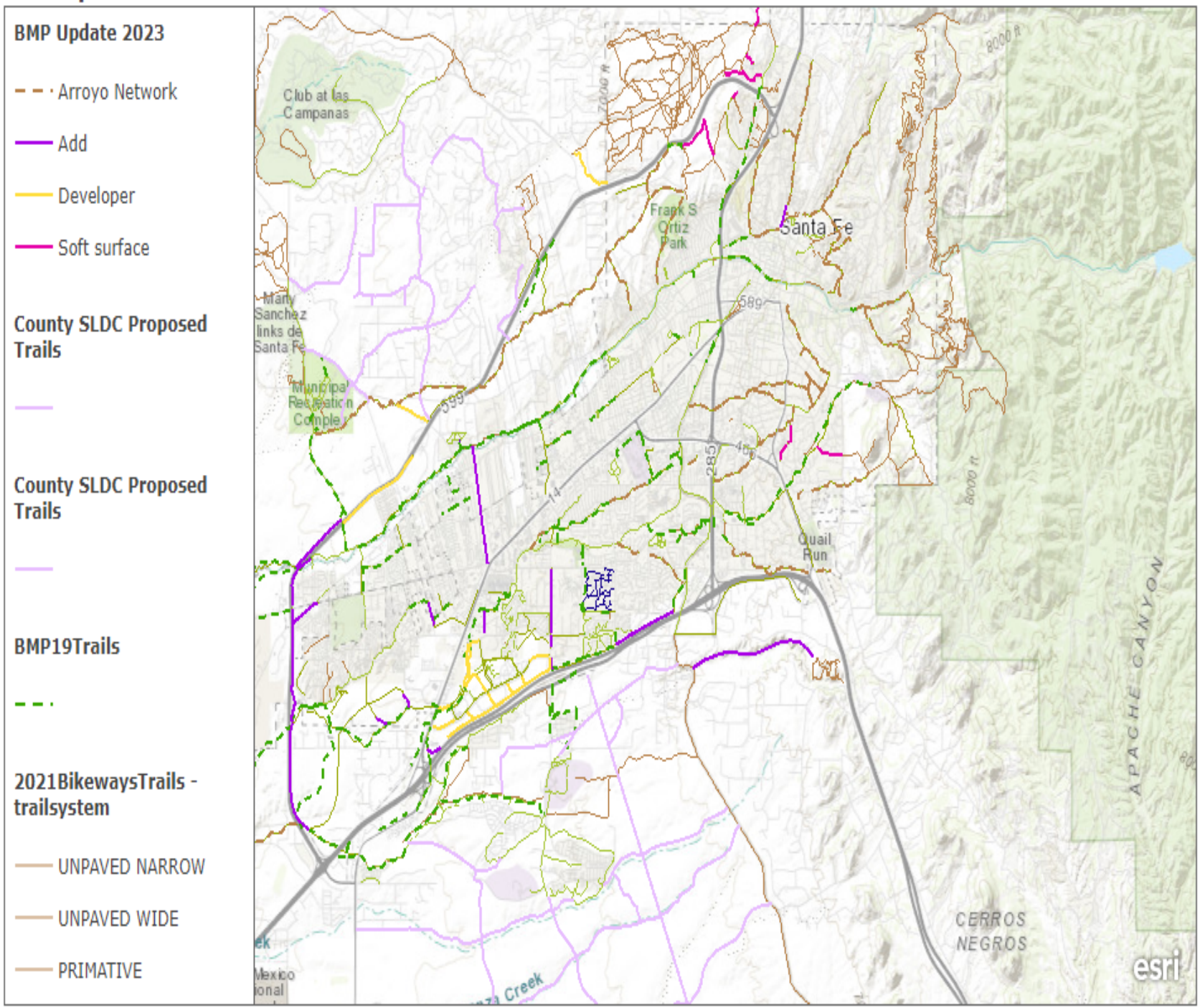
The amendment process is outlined in our Public Participation Plan

- SFMPO – TCC Amendment Review 2/20/2023
- SFMPO – Release for Public Review 2/23/2023
- SFMPO – Close of 30 Day Public Review 3/24/2023
- SFMPO – TCC Review and Public Comment and Recommendation 4/24/2023
- SFMPO – TPB Public Hearing and Approval 4/27/2023

TCC= MPO Technical Coordinating Committee

TPB= MPO Transportation Policy Board

BMP Update 2023 https://arcg.is/19G8yj1 ← interactive map



Old proposed trails and 2019 BMP trails

City of Santa Fe, Bureau of Land Management, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

MTP Project List Update:

Rank	Project	Agency	Cost	Score	Multimodal	Public Health	Equity
18	San Isidro All-Weather Crossing (Bridge): Construction of a bridge, two roundabouts, river maintenance, and River Trail interface	Santa Fe County	$8,700,000	130	walk, bike	Yes	yes
19	Agua Fria safety improvements: Osage to Siler	City of Santa Fe	TBD	125	walk, bike	Yes	no
20	Arroyo de los Chamisos Crossing: Richards to Richards bridge and roundabout construction	City of Santa Fe	$20,640,000	115	walk, bike	Yes	no

Key links:

- Metropolitan Transportation Plan: https://santafempo.org/plans/metropolitan-transportation-plan/
- Bicycle Master Plan: https://santafempo.org/plans/bicycle-master-plan/
- Current BMP Interactive Project Map: https://bike.santafempo.org/
- BMP Amendment Project Map: https://arcg.is/19G8yj1

Questions and Discussion

Public comments can be emailed to Leah at lxyngve@santafenm.gov

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2022-__

INTRODUCED BY:

Councilor Michael Garcia

A RESOLUTION

MAINTENANCE AND INSTALLATION OF ON-ROAD BICYCLE/PEDESTRIAN FACILITIES

WHEREAS, one of the duties and responsibilities of the BPAC is to assist in the prioritization of bicycle and pedestrian infrastructure projects to be completed using city, state, and federal funds, through the development of the Santa Fe Metropolitan Planning Organization ("SFMPO") Bicycle Master Plan and the SFMPO Pedestrian Master Plan; and,

WHEREAS, in 2007, the SFMPO Policy Board, of which the City of Santa Fe is a member, adopted a Complete Streets Policy, directing transportation planners and engineers to routinely plan, design, construct, operate, and maintain the entire right-of-way for safe access of all users, including pedestrians, bicyclists, motorists, and transit riders regardless of age, ability, and mode of transportation; and,

WHEREAS, pavement markings delineating pedestrian crossings, bicycle

DRAFT

roadway lanes, travel transitions, sharrows, green lane markings and other delineators are essential elements of transportation infrastructure with critical impacts on safety and mobility; and

WHEREAS, these pavement markings provide all road users with the necessary information to adjust driving, bicycling, and walking behavior or make calculated decisions about traveling, the visibility of pavement markings for all users can be the difference between a safe trip and a disastrous collision; and

WHEREAS, wayfinding and signage programs for all roadway users support more efficient and safer travel patterns, alert roadway users of the presence of other modes of transportation and foster a sense of community with shared interests; and

WHEREAS, annual and routine maintenance of pavement markings and wayfinding and signage programs are critical to support a safe and effective transportation network and meet the transportation goals of the City of Santa Fe; and,

WHEREAS, the purpose of the Bicycling and Pedestrian Advisory Committee is to work with city and MPO staff and provide input and advice to the Governing Body that supports the ongoing development and maintenance of a transportation infrastructure that makes bicycling and walking in the City of Santa Fe safe, viable, and comfortable modes of transportation, commuting, and recreation, the following policy recommendations are presented for approval and implementation by the City of Santa Fe.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE

1. Establish a regular inspection schedule to assess the condition of the city's bicycle and pedestrian infrastructure.

DRAFT

2. Develop and maintain a Geographic Information system (GIS) based inventory of the physical condition of each element of the city's bicycle and pedestrian infrastructure. The list will be used to prioritize maintenance and repairs and ensure that infrastructure remains safe and functional, including but not limited to: returning the infrastructure to its original condition (or better), especially after any planned road or infrastructure maintenance that impacts bike-ped infrastructure (e.g., if roads with sharrows get patched, sharrows are replaced). Criteria may include, but are not limited to:

A. The condition of the infrastructure from the inventory list described above.

B. Equitable distribution of city resources to support bicycle and pedestrian infrastructure throughout the city.

C. BPAC recommendations, public input, and constituent requests.

3. Establish an annual fund with a consistent source(s) of funds to support the development and ongoing maintenance of bicycle and pedestrian infrastructure within the city limits.

4. Designate the appropriate entities and departments within the city's government to implement the policies and manage the budget, and ensure that bicycle and pedestrian infrastructure is treated as both transportation and recreation with appropriate engineering, design, and funding resources.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2022.

_____

DRAFT

ALAN WEBBER, MAYOR

ATTEST:

_____

KRISTINE MIHELCIC, CITY CLERK

APPROVED AS TO FORM:

_____

ERIN K. McSHERRY, CITY ATTORNEY

DRAFT

Legislation/2021/Resolutions/

HOUSE BILL 408

56TH LEGISLATURE - STATE OF NEW MEXICO - FIRST SESSION, 2023

INTRODUCED BY

Dayan Hochman-Vigil and Elizabeth "Liz" Stefanics

AN ACT

RELATING TO ROADWAYS; REQUIRING A PROTECTED BICYCLE LANE BE INCORPORATED WHEN MAKING A ROADWAY IMPROVEMENT WITHIN THE LIMITS OF A MUNICIPALITY WITH A POPULATION OF AT LEAST TEN THOUSAND; PROVIDING EXCEPTIONS; MAKING AN APPROPRIATION.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF NEW MEXICO:

SECTION 1. [NEW MATERIAL] PROTECTED BICYCLE LANES--ROADWAY IMPROVEMENTS.--

A. As used in this section:

(1) "permanent non-physical barriers" includes buffer space, parking spaces and street markings;

(2) "permanent physical barriers" includes concrete, granite, raised curbs, bollards, flexible delineator posts, trees or vegetation;

(3) "protected bicycle lane" means a bicycle

underscored material = new
[~~bracketed material~~] = delete

lane adjacent to a roadway and separated from motor vehicle traffic by a barrier that remains in place year-round and includes permanent physical barriers, permanent non-physical barriers and temporary physical barriers;

(4) "roadway" means that portion of a street or highway improved, designed or ordinarily used for vehicular travel, exclusive of the berm or shoulder. When a highway includes two or more separate roadways, "roadway" refers to each roadway separately but not to all of the roadways collectively;

(5) "roadway improvement" means the construction of a new road or intersection and the reconstruction, rebuilding, expanding or alteration of an existing road or intersection, excluding routine maintenance, repairs, preservation and restriping;

(6) "secretary" means the secretary of transportation; and

(7) "temporary physical barriers" includes traffic cones, traffic barrels and non-permanent posts.

B. When a roadway improvement is made within the limits of a municipality with a population of at least ten thousand according to the most recent federal decennial census, a protected bicycle lane with permanent physical barriers shall be incorporated into the roadway, unless:

(1) the department of transportation district

underscored material = new
[~~bracketed material~~] = delete

engineer of the district in which the improvement is being made approves the use of permanent non-physical or temporary physical barriers; or

(2) the secretary or the secretary's designee approves a municipality's or county's written analysis demonstrating that it is impractical to incorporate a protected bicycle lane due to:

(a) the existence of a bicycle lane, pedestrian facility or alternative on or near the roadway that is sufficient to provide a protected lane for bicyclists, including a shared-use path or multi-use trail;

(b) the unique characteristics, physical features or usage of a roadway or neighborhood;

(c) prohibitive financial constraints, including that the incorporation of a protected bicycle lane would require condemnation or moving a utility line; or

(d) environmental or cultural resources.

C. A protected bicycle lane built pursuant to this section need not provide separation between the bicycle lane and motor vehicle traffic when accommodating intersections, crosswalks, accessible parking and accessible loading.

D. For work done to a roadway that is not a roadway improvement, such as routine maintenance, repairs, preservation or restriping, any existing bicycle lanes shall remain unaffected. If it is impracticable or unfeasible to perform

underscored material = new
[~~bracketed material~~] = delete

the roadway work without affecting a bicycle lane, the bicycle lane shall be restored or improved immediately after the work is complete.

E. The secretary shall promulgate rules and procedures to implement the provisions of Subsection B of this section.

SECTION 2. APPROPRIATION.--Five million dollars ($5,000,000) is appropriated from the general fund to the local government division of the department of finance and administration for expenditure in fiscal year 2024 and subsequent fiscal years for the construction of protected bicycle lanes in municipalities. Any unexpended or unencumbered balance remaining at the end of a fiscal year shall not revert to the general fund.

SECTION 3. APPLICABILITY.--The provisions of this act apply to roadway improvements that begin on or after January 1, 2024.

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SENATE BILL 343

56TH LEGISLATURE - STATE OF NEW MEXICO - FIRST SESSION, 2023

INTRODUCED BY

Jeff Steinborn and Antoinette Sedillo Lopez and Tara L. Lujan

AN ACT

MAKING AN APPROPRIATION TO THE DEPARTMENT OF FINANCE AND ADMINISTRATION TO PROVIDE REBATES TO CERTAIN RETAILERS THAT SELL E-BIKES TO LOW-INCOME RESIDENTS.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF NEW MEXICO:

SECTION 1. APPROPRIATION--E-BIKE REBATES.--

A. Six million dollars ($6,000,000) is appropriated from the general fund to the department of finance and administration for expenditure in fiscal years 2024 and 2025 to provide rebates as provided by this section. Any unexpended or unencumbered balance remaining at the end of fiscal year 2025 shall revert to the general fund.

B. A participating dealer that sells a new e-bike and a bicycle helmet to a low-income resident on or after July 1, 2023 may apply for a rebate to the department of finance and

underscored material = new
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administration on forms in an amount equal to one thousand two hundred dollars ($1,200) or the price paid by the low-income resident for the new e-bike and bicycle helmet, whichever is less; provided that the low-income resident provides the participating dealer with the certificate required by Subsection D of this section; and provided further that the participating dealer provides safety information to the low-income resident at the time of sale.

C. To be eligible to receive a rebate provided by this section, a participating dealer shall apply to the department of finance and administration on forms and in a manner determined by the department, including the evidence necessary to prove the retailer is a participating dealer pursuant to this section.

D. A low-income resident who wishes to purchase a new e-bike from a participating dealer may apply for certification from the department of finance and administration on forms and in a manner determined by the department, including the evidence necessary to prove the resident is a low-income resident. Applications for certification shall be considered in the order received by the department; provided that the department shall ensure geographic dispersion of the certificates. If the low-income resident meets the requirements of this section, the department shall issue a dated and numbered certificate of eligibility to the low-income

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[~~bracketed material~~] = delete

resident and provide the low-income resident with a list of participating dealers. The department shall provide only one certificate per low-income resident and shall not issue a certificate if the amount appropriated pursuant to Subsection A of this section has been exhausted.

E. If a low-income resident returns the new e-bike to the participating dealer, the participating dealer shall return any amount of rebate received for that new e-bike to the department of finance and administration.

F. The department of finance and administration may deduct from the appropriation provided pursuant to Subsection A of this section a fee in an amount equal to the reasonable costs to administer the certification and approval and distribution of rebates provided by this section.

G. As used in this section:

(1) "e-bike" means a vehicle that travels on not more than three wheels in contact with the ground and is equipped with:

(a) pedals that allow propulsion by human power;

(b) a seat for the use of the rider; and

(c) an electric motor with an input of no more than seven hundred fifty watts;

(2) "low-income resident" means a person who lives in and is domiciled in New Mexico and whose annual

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household income in the previous calendar year does not exceed two hundred percent of the federal poverty level guidelines published by the United States department of health and human services; and

(3) "participating dealer" means a retailer in the business of selling e-bikes that has a primary place of business in New Mexico and is registered as a taxpayer for New Mexico tax programs that require registration.

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HOUSE BILL 328

56TH LEGISLATURE - STATE OF NEW MEXICO - FIRST SESSION, 2023

INTRODUCED BY

Art De La Cruz

AN ACT

RELATING TO MOTOR VEHICLES; ENACTING A NEW SECTION OF CHAPTER 67 NMSA 1978; REQUIRING THE DEVELOPMENT OF A VISION ZERO PLAN; REQUIRING REPORTS; CREATING THE POSITION OF VISION ZERO COORDINATOR; PROVIDING DUTIES; PROVIDING A DEFINITION.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF NEW MEXICO:

SECTION 1. A new section Chapter 67 NMSA 1978 is enacted to read:

"[NEW MATERIAL] VISION ZERO--PLAN--REPORTS--COORDINATOR--DUTIES.--

A. The secretary shall develop a vision zero plan for roadways in New Mexico that will aim to achieve an annual traffic safety record with zero vehicle-related deaths or serious injuries by the end of calendar year 2030. The vision zero plan shall include:

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[~~bracketed material~~] = delete

(1) a roadway design plan that is capable of achieving annual traffic safety records with zero vehicle-related deaths or serious injuries;

(2) a projected budget for implementing the roadway design plan, including a budget for the vision zero coordinator's position, staff and expenses;

(3) recommendations for amendments to the Motor Vehicle Code or other laws in order to achieve the vision zero goals; and

(4) an evaluation framework that measures the effectiveness of vision zero efforts, including transportation projects intended to reduce traffic fatalities and serious injuries.

B. On or before October 31, 2023, the secretary shall present the vision zero plan to the appropriate interim legislative committee concerning transportation, the legislative finance committee and the governor, and on or before October 31 in each subsequent year through 2030, the secretary shall present vision zero plan updates to those legislative committees and the governor. The secretary shall publish the vision zero plan and updates to the plan on the department's website by December 1 each year.

C. The position of "vision zero coordinator" is created within the department. The vision zero coordinator shall be appointed by the secretary and shall have the

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following minimum qualifications:

(1) a master's or equivalent degree in roadway engineering or design, traffic engineering, road traffic control, traffic safety, urban or regional planning or similar degree; and

(2) ten years of experience in the fields of regional or urban planning, traffic control, traffic design or traffic safety, including at least five years' experience managing a county, municipal, state or tribal traffic safety program.

D. The vision zero coordinator shall:

(1) coordinate the department's implementation of the vision zero plan;

(2) provide planning and technical assistance to county, municipal and tribal governments to develop local vision zero or similar traffic safety plans; and

(3) coordinate state vision zero plan implementation actions with any county, municipal or tribal vision zero plan actions.

E. As used in this section, "vision zero" means a program for planning and developing a roadway system that has no vehicle-related deaths or serious injuries."

SECTION 2. EFFECTIVE DATE.--The effective date of the provisions of this act is July 1, 2023.

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SENATE BILL 69

56TH LEGISLATURE - STATE OF NEW MEXICO - FIRST SESSION, 2023

INTRODUCED BY

Antoinette Sedillo Lopez and Jeff Steinborn and Joy Garratt and Janelle Anyanonu

AN ACT

RELATING TO TRANSPORTATION; AMENDING THE CHILD HELMET SAFETY ACT; DEFINING "ELECTRIC-ASSISTED BICYCLE"; PROVIDING STANDARDS FOR THE REGULATION AND USE OF ELECTRIC-ASSISTED BICYCLES; AMENDING AND ENACTING SECTIONS OF THE MOTOR VEHICLE CODE.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF NEW MEXICO:

SECTION 1. Section 32A-24-2 NMSA 1978 (being Laws 2007, Chapter 66, Section 2) is amended to read:

"32A-24-2. DEFINITIONS.--As used in the Child Helmet Safety Act:

A. "bicycle" means a human-powered vehicle with two wheels in tandem designed to transport, by the act of pedaling, one or more persons seated on one or more saddle seats on its frame and includes an electric-assisted bicycle and a human-powered vehicle designed to transport by the act of pedaling,

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which has more than two wheels when the vehicle is used on a public roadway, public bicycle path or other public road or right of way, including a tricycle;

B. "electric-assisted bicycle" means a bicycle with fully operable pedals and an electric motor not exceeding seven hundred fifty watts of power;

[~~B.~~] C. "minor" means a person under eighteen years of age;

[~~C.~~] D. "operator" means a person under eighteen years of age who travels on a bicycle seated on a saddle seat from which that person is intended to and can pedal the bicycle, or who propels [~~himself~~] the person's self by way of using inline skates, roller skates, a skateboard or a scooter;

[~~D.~~] E. "passenger" means a person under eighteen years of age who travels on a bicycle or scooter in any manner except as an operator;

[~~E.~~] F. "protective helmet" means a piece of headgear that meets or exceeds the impact standard for protective helmets set by the United States consumer product safety commission federal safety standard and those standards developed by the American national standards institute, the Snell memorial foundation or the American society for testing and materials;

[~~F.~~] G. "public bicycle path" means a right of way under the jurisdiction and control of the state or a local

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political subdivision for use primarily by bicyclists and pedestrians;

[~~G.~~] H. "public roadway" means a right of way under the jurisdiction and control of the state or a local political subdivision for use primarily by motor vehicular traffic;

[~~H.~~] I. "public skateboard park" means an area of public property set aside, designed and maintained for recreation by persons using bicycles, scooters, skateboards or skates;

[~~I.~~] J. "scooter" means a wheeled vehicle, regardless of the number or placement of those wheels, that has handlebars, designed to be stood on by the operator or passenger and used to glide or propel the operator or passenger over the ground;

[~~J.~~] K. "skateboard" means a set of wheels attached to a platform or flat surface, regardless of the number or placement of those wheels, and used to glide or propel the operator over the ground; and

[~~K.~~] L. "skates" means a pair of devices worn on the feet with a set of wheels attached and used to glide or propel the user over the ground and may be either inline or roller, but "skates" does not include a pair of devices, similar to a pair of common shoes, that has one or more wheels embedded in the sole of each device."

SECTION 2. Section 66-1-4.5 NMSA 1978 (being Laws 1990,

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Chapter 120, Section 6, as amended) is amended to read:

"66-1-4.5. DEFINITIONS.--As used in the Motor Vehicle Code:

A. "electric-assisted bicycle" means a vehicle having two or three wheels, fully operable pedals and an electric motor not exceeding seven hundred fifty watts of power. Electric-assisted bicycles are further required to conform to one of three classes as follows:

(1) "class 1 electric-assisted bicycle" means an electric-assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour;

(2) "class 2 electric-assisted bicycle" means an electric-assisted bicycle equipped with a motor that provides assistance regardless of whether the rider is pedaling but ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour; and

(3) "class 3 electric-assisted bicycle" means an electric-assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty-eight miles per hour;

[~~A.~~] B. "electric personal assistive mobility device" means a self-balancing device having two nontandem

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wheels designed to transport a single person by means of an electric propulsion system with an average power of one horsepower and with a maximum speed on a paved level surface of less than twenty miles per hour when powered solely by its propulsion system and while being ridden by an operator who weighs one hundred seventy pounds;

[~~B.~~] C. "essential parts" means all integral and body parts of a vehicle of a type required to be registered by the provisions of the Motor Vehicle Code, the removal, alteration or substitution of which would tend to conceal the identity of the vehicle or substantially alter its appearance, model, type or mode of operation;

[~~C.~~] D. "established place of business", for a dealer or auto recycler, means a place:

(1) devoted exclusively to the business for which the dealer or auto recycler is licensed and related business;

(2) identified by a prominently displayed sign giving the dealer's or auto recycler's trade name used by the business;

(3) of sufficient size or space to permit the display of one or more vehicles or to permit the parking or storing of vehicles to be dismantled or wrecked for recycling;

(4) on which there is located an enclosed building on a permanent foundation, which building meets the

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building requirements of the community and is large enough to accommodate the office or offices of the dealer or auto recycler and large enough to provide a safe place to keep the books and records of the dealer or auto recycler;

(5) where the principal portion of the business of the dealer or auto recycler is conducted and where the books and records of the business are kept and maintained; and

(6) where vehicle sales are of new vehicles only, such as a department store or a franchisee of a department store, as long as the department store or franchisee keeps the books and records of its vehicle business in a general office location at its place of business; as used in this paragraph, "department store" means a business that offers a variety of merchandise other than vehicles, and sales of the merchandise other than vehicles constitute at least eighty percent of the gross sales of the business; and

[~~D.~~] E. "explosives" means any chemical compound or mechanical mixture that is commonly used or intended for the purpose of producing an explosion and that contains any oxidizing and combustive units or other ingredients in such proportions, quantities or packing that an ignition by fire, friction, concussion, percussion or detonator of any part of the compound or mixture may cause such a sudden generation of highly heated gases that the resultant gaseous pressures are

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capable of producing destructive effects on contiguous objects or of destroying life or limb."

SECTION 3. Section 66-1-4.11 NMSA 1978 (being Laws 1990, Chapter 120, Section 12, as amended) is amended to read:

"66-1-4.11. DEFINITIONS.--As used in the Motor Vehicle Code:

A. "mail" means any item properly addressed with postage prepaid delivered by the United States postal service or any other public or private enterprise primarily engaged in the transport and delivery of letters, packages and other parcels;

B. "manufactured home" means a movable or portable housing structure that exceeds either a width of eight feet or a length of forty feet, constructed to be towed on its own chassis and designed to be installed with or without a permanent foundation for human occupancy;

C. "manufacturer" means every person engaged in the business of constructing or assembling vehicles of a type required to be registered under the Motor Vehicle Code;

D. "manufacturer's certificate of origin" means a certification, on a form supplied by or approved by the department, signed by the manufacturer that the new vehicle or boat described in the certificate has been transferred to the New Mexico dealer or distributor named in the certificate or to a dealer duly licensed or recognized as such in another state,

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territory or possession of the United States and that such transfer is the first transfer of the vehicle or boat in ordinary trade and commerce;

E. "moped" means a two-wheeled or three-wheeled vehicle with an automatic transmission and a motor having a piston displacement of less than fifty cubic centimeters, that is capable of propelling the vehicle at a maximum speed of not more than thirty miles an hour on level ground, at sea level;

F. "motorcycle" means every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, including autocycles and excluding an electric-assisted bicycle and a tractor;

G. "motor home" means a camping body built on a self-propelled motor vehicle chassis so designed that seating for driver and passengers is within the body itself;

H. "motor vehicle" means every vehicle that is self-propelled and every vehicle that is propelled by electric power obtained from batteries or from overhead trolley wires, but not operated upon rails, but does not include an electric-assisted bicycle; but for the purposes of the Mandatory Financial Responsibility Act, "motor vehicle" does not include "special mobile equipment"; and

I. "motor vehicle insurance policy" means a policy of vehicle insurance that covers self-propelled vehicles of a

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kind required to be registered pursuant to New Mexico law for use on the public streets and highways. A "motor vehicle insurance policy":

(1) shall include:

(a) motor vehicle bodily injury and property damage liability coverages in compliance with the Mandatory Financial Responsibility Act; and

(b) uninsured motorist coverage, subject to the provisions of Section 66-5-301 NMSA 1978 permitting the insured to reject such coverage; and

(2) may include:

(a) physical damage coverage;

(b) medical payments coverage; and

(c) other coverages that the insured and the insurer agree to include within the policy."

SECTION 4. Section 66-1-4.13 NMSA 1978 (being Laws 1990, Chapter 120, Section 14, as amended) is amended to read:

"66-1-4.13. DEFINITIONS.--As used in the Motor Vehicle Code:

A. "odometer" means a device for recording the total mileage traveled by a vehicle from the vehicle's manufacture and for so long as the vehicle is operable on the highways;

B. "off-highway motor vehicle" means any motor vehicle operated or used exclusively off the highways of this

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state and that is not legally equipped for operation on the highways of this state, but does not include an electric-assisted bicycle;

C. "official printout" means any record supplied by the division or a similar agency or government entity that indicates the lienholders of record or owners of record of a vehicle or motor vehicle registered within that government's jurisdiction or indicates information about a driver's license or identification card, including traffic violation history or status;

D. "official traffic-control devices" means all signs, signals, markings and devices consistent with the Motor Vehicle Code placed or erected, by authority of a public body or official having jurisdiction, for the purpose of regulating, warning or guiding traffic;

E. "operational design domain" means the specific conditions under which a given automated driving system or feature of the system is designed to function;

F. "operator" means driver, as defined in Section 66-1-4.4 NMSA 1978; and

G. "owner" means a person who holds the legal title of a vehicle and may include a conservator, guardian, personal representative, executor or similar fiduciary, or, in the event that a vehicle is the subject of an agreement for conditional sale or lease with the right of purchase upon performance of

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the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee, or, in the event that a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor."

SECTION 5. Section 66-3-1 NMSA 1978 (being Laws 1978, Chapter 35, Section 21, as amended) is amended to read:

"66-3-1. VEHICLES SUBJECT TO REGISTRATION--EXCEPTIONS.--

A. With the exception of vehicles identified in Subsection B of this section, every motor vehicle, manufactured home, trailer, semitrailer and pole trailer when driven or moved upon a highway and every off-highway motor vehicle is subject to the registration and certificate of title provisions of the Motor Vehicle Code except:

(1) any such vehicle driven or moved upon a highway in conformance with the provisions of the Motor Vehicle Code relating to manufacturers, dealers, lien-holders or nonresidents;

(2) any such vehicle that is driven or moved upon a highway only for the purpose of crossing the highway from one property to another;

(3) an implement of husbandry that is only incidentally operated or moved upon a highway;

(4) special mobile equipment;

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(5) a vehicle that is propelled exclusively by electric power obtained from overhead trolley wires though not operated upon rails;

(6) a freight trailer if it is:

(a) properly registered in another state;

(b) identified by a proper base registration plate that is properly displayed; and

(c) identified by other registration documents that are in the possession of the operator and exhibited at the request of a police officer;

(7) a freight trailer or utility trailer owned and used by:

(a) a nonresident solely for the transportation of farm products purchased by the nonresident from growers or producers of the farm products and transported in the trailer out of the state;

(b) a farmer or a rancher who transports to market only the produce, animals or fowl produced by that farmer or rancher or who transports back to the farm or ranch supplies for use thereon; or

(c) a person who transports animals to and from fairs, rodeos or other places, except racetracks, where the animals are exhibited or otherwise take part in performances, in trailers drawn by a motor vehicle or truck of

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less than ten thousand pounds gross vehicle weight rating bearing a proper registration plate, but in no case shall the owner of an unregistered trailer described in this paragraph perform such uses for hire;

(8) a moped;

(9) an electric personal assistive mobility device;

(10) a vehicle moved on a highway by a towing service as defined in Section 59A-50-2 NMSA 1978; [~~and~~]

(11) an off-highway motor vehicle exempted pursuant to Section 66-3-1005 NMSA 1978; and

(12) an electric-assisted bicycle.

B. A certificate of title required pursuant to Subsection A of this section is not required for a vehicle of a type subject to registration owned by:

(1) the government of the United States; or

(2) a carrier that is from a jurisdiction that is not a participant in the International Fuel Tax Agreement, that is authorized by the United States government or an agency of the United States government to conduct cross-border operations beyond the commercial border zone pursuant to the provisions of the North American Free Trade Agreement and that identifies New Mexico as the carrier's base jurisdiction.

C. A person who violates the provisions of this section is guilty of a penalty assessment misdemeanor. A

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person charged with violating this section shall not be convicted if the person produces, in court, evidence of compliance valid at the time of issuance of the citation."

SECTION 6. A new section of the Motor Vehicle Code, Section 66-3-708 NMSA 1978, is enacted to read:

"66-3-708. [NEW MATERIAL] ELECTRIC-ASSISTED BICYCLES--LABELS--STANDARDS.--

A. Every manufacturer or distributor of new electric-assisted bicycles intended for sale or distribution in New Mexico shall permanently affix to each electric-assisted bicycle, in a prominent location, a label that contains the classification number, top assisted speed and motor wattage of the electric-assisted bicycle. The label shall be printed in arial font in at least nine-point type.

B. A person shall not knowingly modify an electric-assisted bicycle so as to change the speed capability or motor engagement of the electric-assisted bicycle without also appropriately replacing, or causing to be replaced, the label indicating the classification required by Subsection A of this section.

C. An electric-assisted bicycle shall comply with the equipment and manufacturing requirements for bicycles adopted by the United States consumer product safety commission and codified at 16 CFR 1512 or its successor regulation.

D. A class 2 electric-assisted bicycle shall

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operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied. Class 1 and class 3 electric-assisted bicycles shall be equipped with a mechanism or circuit that cannot be bypassed and that causes the electric motor to disengage or cease to function when the rider stops pedaling.

E. A class 3 electric-assisted bicycle shall be equipped with a speedometer that displays, in miles per hour, the speed that the electric-assisted bicycle is traveling."

SECTION 7. A new section of the Motor Vehicle Code, Section 66-3-709 NMSA 1978, is enacted to read:

"66-3-709. [NEW MATERIAL] OPERATION OF ELECTRIC-ASSISTED BICYCLES.--

A. A person may ride a class 1 or class 2 electric-assisted bicycle on a bicycle or pedestrian path where bicycles are authorized to travel; provided that a political subdivision of the state may prohibit the operation of a class 1 or class 2 electric-assisted bicycle on a bicycle or pedestrian path within its jurisdiction.

B. A person shall not ride a class 3 electric-assisted bicycle on a bicycle or pedestrian path unless:

(1) the path is within a street or highway; or

(2) a political subdivision of the state permits the operation of a class 3 electric-assisted bicycle on a path under its jurisdiction.

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C. A person under sixteen years of age shall not operate a class 3 electric-assisted bicycle upon any street, highway or bicycle or pedestrian path, except that a person under sixteen years of age may ride as a passenger on a class 3 electric-assisted bicycle that is designed to accommodate passengers."

SECTION 8. EFFECTIVE DATE.--The effective date of the provisions of this act is July 1, 2023.

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TAP Selection Committee
c/o NMDOT Planning Division
P.O. Box 1149
Santa Fe, NM 87504-1149

Dear FFY2024 TAP Selection Committee:

The Santa Fe Bicycle and Pedestrian Advisory Committee is sending this letter in support of Santa Fe Public School's application for federal Transportation Alternatives Program (TAP) funding for a Safe Routes to School (SRTS) Coordinator and program budget in 2024-25.

BPAC advises the City's Public Works Dept. and other city departments and divisions on how to improve walking and bicycling in our city. Our members and public works staff have participated as partners in the Santa Fe Safe Routes to School Coalition since 2021, and in this time have seen the development of robust pilot activities and a detailed, near-final SRTS Action Plan that reflects a consensus that Santa Fe Public Schools is in an excellent position to carry on the SRTS program in the coming years.

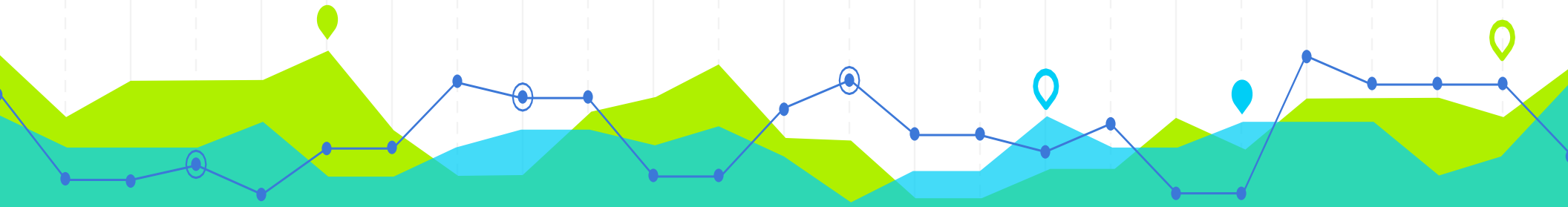
Working with the SRTS Coordinator under contract with the City, we have included specific proposed SRTS projects in our own strategic plan and we anticipate approving the SRTS Action Plan on its way to City Council this Spring. BPAC, the City of Santa Fe, and other partners in the SFSRTS Coalition stand ready to assist SFPS as we all move forward with this important initiative to promote walking and bicycling to school. For these reasons, we urge the Committee to select this proposal for the full amount of proposed TAP funding.

Sincerely,

Councilor Michael Garcia, Chair

City of Santa Fe Bicycle and Pedestrian Advisory Committee

Roadway and Trails Capital Projects Status Report



Romella Glorioso-Moss

Capital Projects Manager

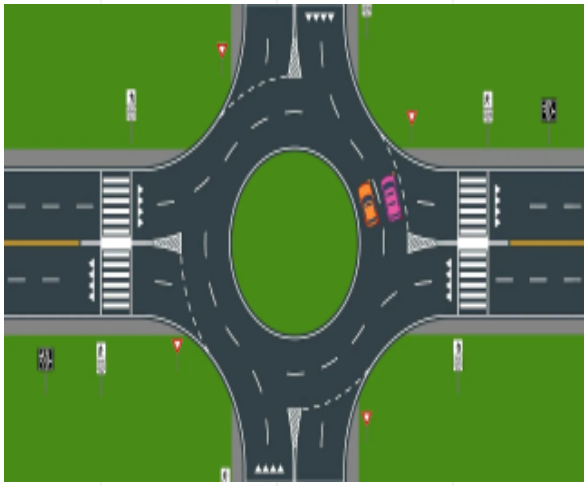
Public Works Department – Complete Streets

19

ROADWAY & TRAILS PROJECTS



12 ROADWAY PROJECTS



3 INTERSECTION IMPROVEMENTS PROJECTS



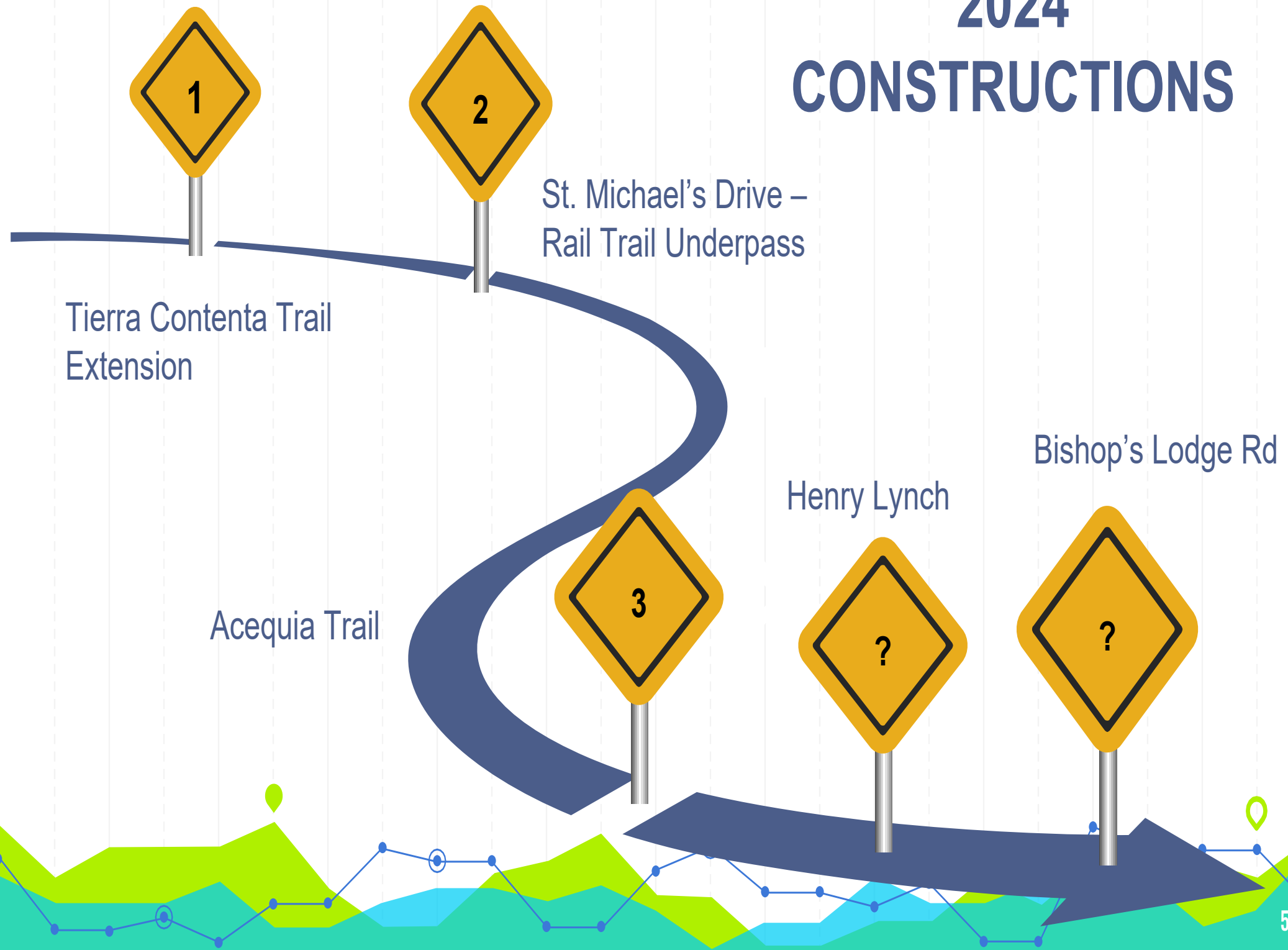
4 TRAILS PROJECTS

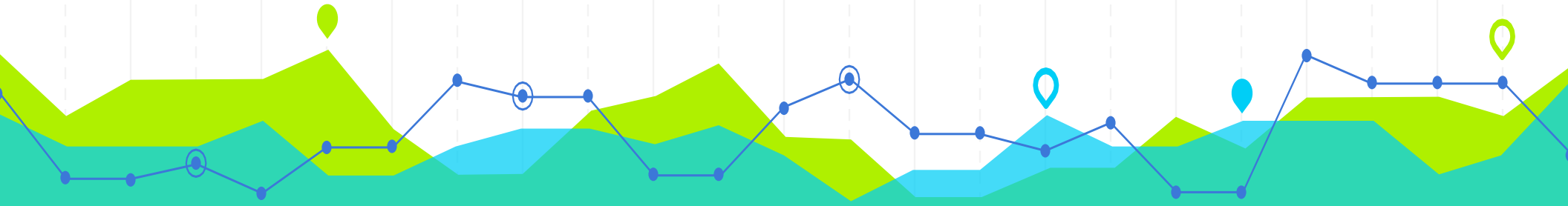
2023 CONSTRUCTIONS



$22M

2024 CONSTRUCTIONS

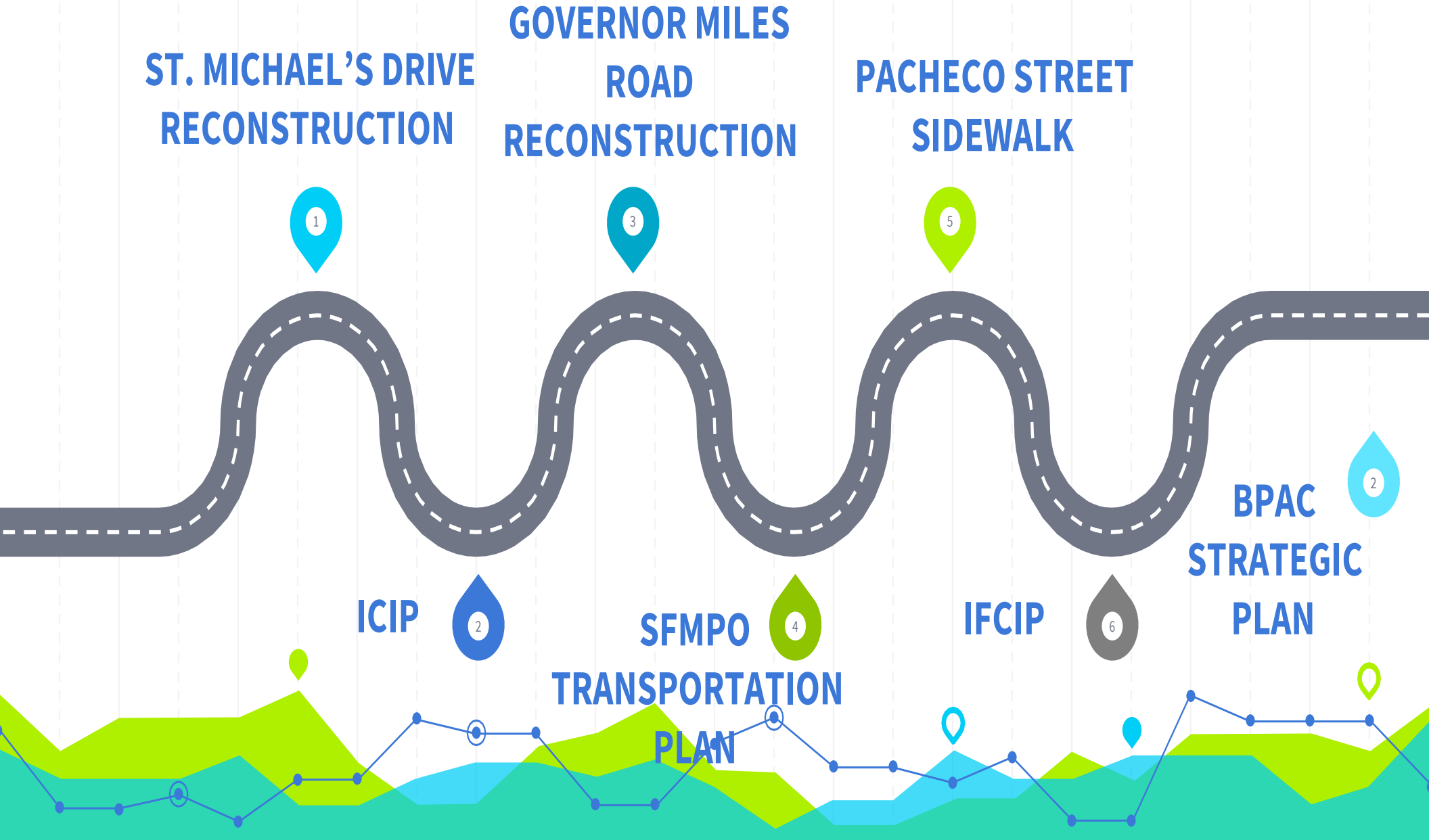




$105,000,000

SAFETY, EQUITY, CONVENIENCE, ECONOMIC DEVELOPMENT, HEALTHIER ENVIRONMENT AND BETTER QUALITY OF LIFE

OTHER PROJECTS



FUNDING APPLICATIONS (2023)

TAPS

Acequia Trail

(March 6 – SFMPO)

LGRF

Henry Lynch

(March 15)

MAP

Henry Lynch

(March 15)

FUNDING APPLICATIONS (2023)

TAP

Paseo Del Sol West/Henry Lynch/Bishop's Lodge (TBD)

SS4A

Bishop's Lodge

OUR PARTNERS

SANTA FE METROPOLITAN PLANNING ORGANIZATION

BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE

NEW MEXICO DEPARTMENT OF TRANSPORTATION

OTHER CITY DEPARTMENTS/ DIVISIONS
Land Use
Affordable Housing

THANK YOU!

Any questions?

rsglorioso-moss@santafenm.gov

rawheeler@santafenm.gov

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

Tierra Contenta Phase 3A – Paseo del Sol Infrastructure Design
Project Team Meeting – Summary Notes

Date: February 9, 2023
Time: 3:30 pm
Attendees: Romella Glorioso-Moss, Project Administrator, Public Works Department
Alexandra Ladd, Tierra Contenta Corporation
Oralynn Guerrerortiz, CE, Design Enginuity
Jennifer Jenkins, Principal, JenkinsGavin, Inc.
Lisa Gavioli, Senior Project Manager, JenkinsGavin, Inc.
Regina Wheeler, Public Works Department Director
Leah Yvgne, SF MPO
Hannah Burnbaum, SF MPO
Erick Aune, SF MPO
Tim Rogers, SF Conservation Trust / BTAC Technical Review Committee
Ben Pingilley, BTAC Technical Review Committee

- Updated topo survey draft received.
- Review process overview:
  - Reviewing preliminary schematic plans today
  - Next review will be at 30%, when we also plan to submit the Preliminary Subdivision Plat application to the Planning and Land Use Department (PLU)
  - DRT review will take place amidst the plat review with PLU
- Review of Schematic Plans:
  - Section A:
    - Tim suggests widening the north sidewalk to 8-10 feet so that it can serve as a trail connection with surrounding trails and can operate as a Safe Route to Schools connection.
    - 10-ft travel lanes are also discussed as a way to grab more space for the north sidewalk, along with a 3-ft median
  - Section B:
    - Hannah suggests reducing the travel lanes to 10-ft throughout the road design as a means to slow traffic, as well as adding a 1-ft buffer between the travel lane and the bike lane.
  - Section C:
    - Reduce travel lanes to 10-ft. Widen bike lanes to 5-ft.
    - Erick asked about the parking protected bike lane that was discussed as a condition of approval for the Master Plan Amendment. Jennifer let him know that we presented this to BPAC, who elected/advised against this design option.
  - Section D:
    - Reduce travel lanes to 10-ft. Widen bike lanes to 5-ft.
  - Section E:
    - Reduce travel lanes to 10-ft. Widen bike lanes to 5-ft.
    - Erick expresses safety concerns and advises limiting speed limit to 30mph (designed to 25mph).

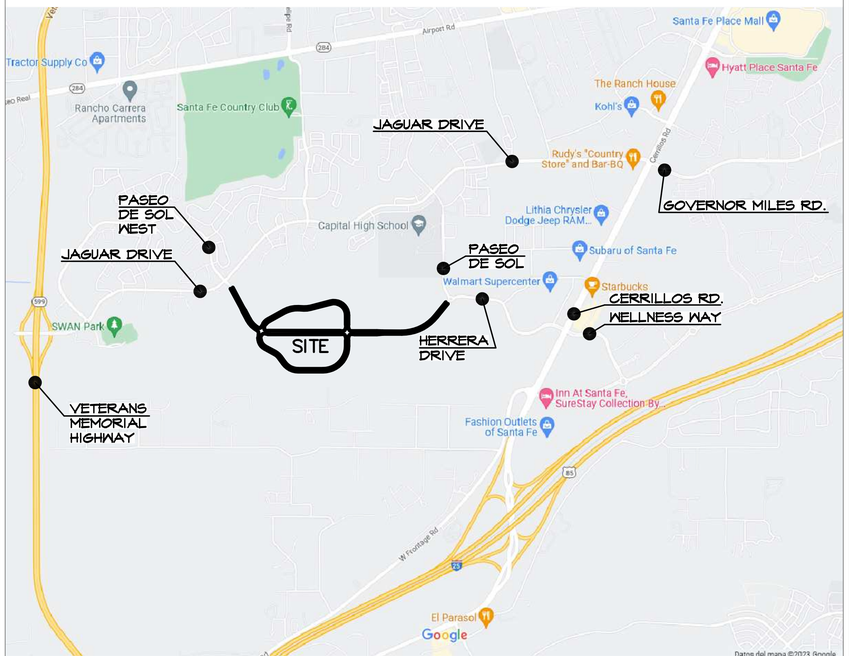
        - Oralynn suggests the possibility of speed tables in this segment but will have to review this with Fire.
        - Hannah asks about the possibility of a pedestrian crossing at the end of the TCC-owned land so that pedestrians can cross to the north sidewalk when the south sidewalk ends. Suggests a raised pedestrian crossing, which would also have to be reviewed with Fire.
        - Ben asks if a sharper turn (S curve?) could be incorporated as a means to slow down traffic. Oralynn respods that the ROW is already dedicated, but we could explore altering this if desired.
    - Loop Road Section:
        - Widen ROW to 62-ft so that 5-ft bike lanes can be accommodated.
    - Roundabouts:
        - Tim points out that where the bike lane merges into the travel lane at the roundabouts, the travel lane should remain narrow. The schematic plan shows 16-ft in the roundabout, where this should be no more than 12-ft. Oralynn will need to discuss this with Fire, but agrees.
        - Discussion of spacing of parking from roundabout: 50 ft is enough distance as drawn.
    - ADA Ramps at Sidewalks:
        - Tim suggests keeping the ramps perpendicular to the roadways rather than placing them at the corners.

<u>Action Items:</u>

- Archaeology survey in progress
- Revise the preliminary schematic plans and review a few design elements with Fire.

TIERRA CONTENTA PHASE 3 A SCHEMATIC ROAD DESIGN

SANTA FE, NM 87507
SECTION 13 & 14, T 16 N, R 8 E, N.M.P.M.



VICINITY MAP
NOT TO SCALE

NORTH
D.E.

SHEET LIST

	COVER
1	PROPOSED INTERSECTION LOCATIONS
2	ROAD SECTIONS
3	WEST TRAFFIC CIRCLE
4	EAST TRAFFIC CIRCLE
5	ROAD DETAILS
6	PARKING COUNT

OWNERS:

Tierra Contenta
TIERRA CONTENTA CORPORATION
PMB #220 369 MONTEZUMA
SANTA FE, NEW MEXICO 87501

PLANNER:

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT
Ph. 505.820.7444, Fax 505.820.7445

CIVIL ENGINEERING:

DESIGN ENGINUITY
1421 LUISA STREET, SUITE E
Santa Fe, New Mexico 87505
(505) 984-3551

SURVEYING:

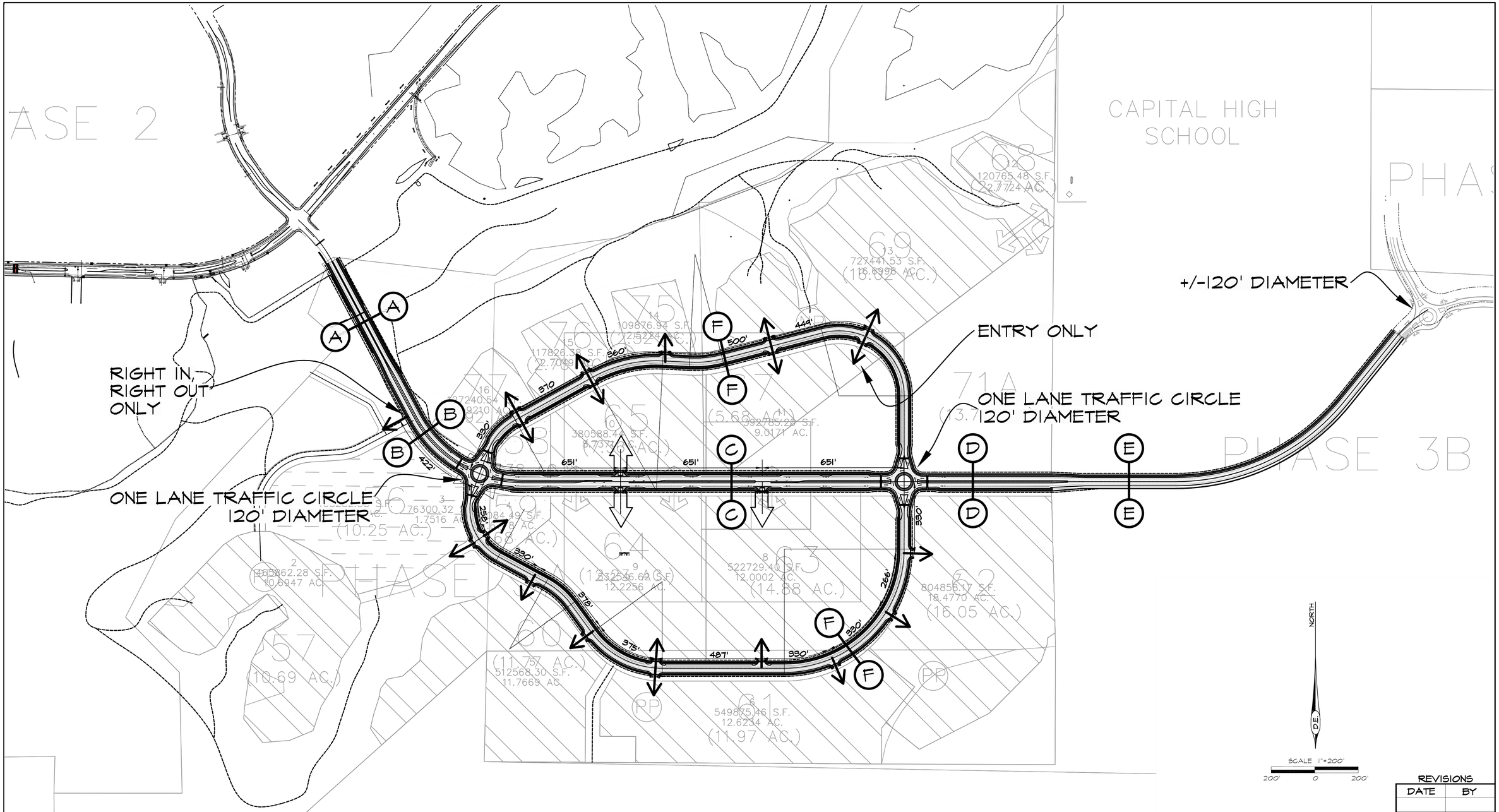
SANTA FE SURVEYING COMPANY	
P.O. BOX 2919, SANTA FE, N.M. 87504,	1210 LUISA ST. SUITE 8
PHONE (505)-992-3211, MOBILE (505)-660-2659, FAX (505)-992-9905	

JANUARY 26, 2023
REVISIONS

DATE	BY	DATE	BY

TIERRA CONTENTA PHASE 3A - SCHEMATIC ROAD DESIGN

F:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2023-01-26 TCC PHASE 3.dwg, COVER, 1/26/2023 3:39:40 PM



SAMM: RECOMMENDED INTERSECTION SPACING, UNSIGNALIZED
UMA: <30-50 MPH - 660 FEET WITH MEDIAN
UCOL: <30 MPH - 330 FEET

PROPOSED UMA INTERSECTION

PROPOSED UCOL INTERSECTION

NOTE:
PROJECT PERIMETER, LOT AREAS AND LOT NUMBERS SHOWN HEREON ARE FROM THE MASTER PLAN AMENDMENT 'TIERRA CONTENTA PHASE 3A' SHEET 7B

REVISIONS

DATE	BY

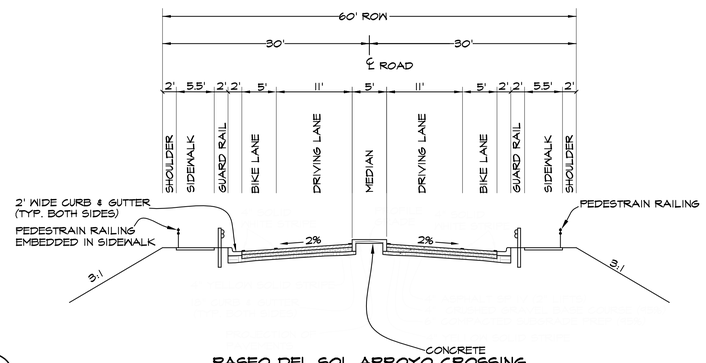
DESIGN ENGINUITY
1421 LUISA STREET, SUITE E
SANTA FE, NEW MEXICO 87505
(505) 984-3951

TIERRA CONTENTA PHASE 3A

PROPOSED INTERSECTION LOCATIONS

SCALE	DWG NO.	DATE
1"=200'		01/22/23
		SHEET NO. 1

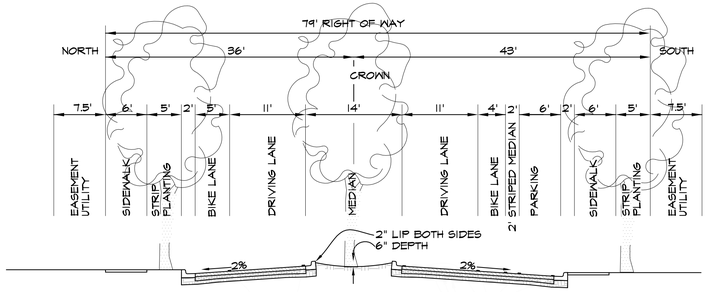
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A

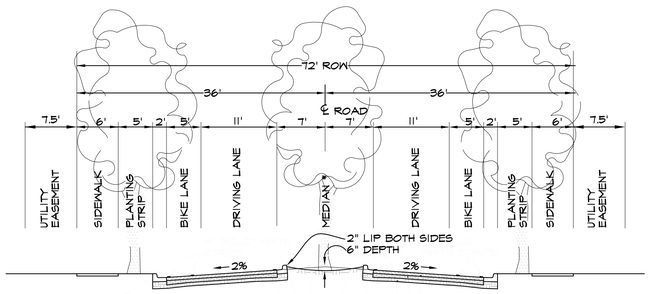
PASEO DEL SOL ARROYO CROSSING

NOTE:
DRY UTILITY MAINS WILL BE UNDER SIDEWALK.



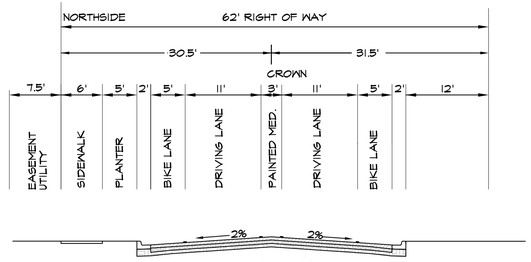
D

PASEO DEL SOL (WITH PARKING ONE SIDE)



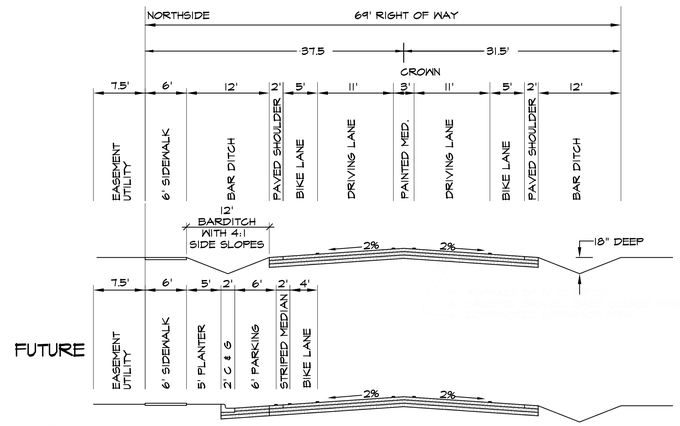
B

PASEO DEL SOL (WITHOUT PARKING)



E

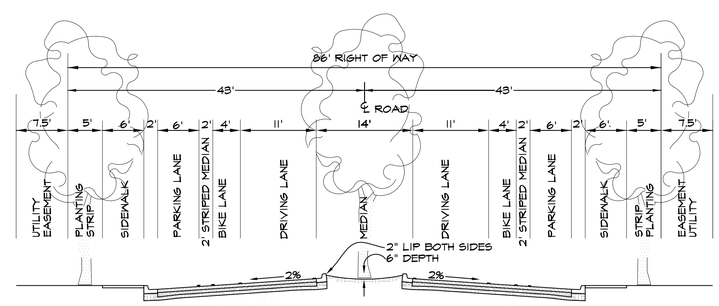
PASEO DEL SOL (NO DEVELOPMENT PLANNED NMSD PROPERTY)



E ALT

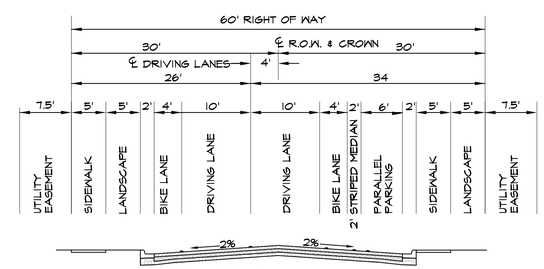
BID ALTERNATIVE PASEO DEL SOL

(NO DEVELOPMENT PLANNED NMSD PROPERTY)



C

PASEO DEL SOL (WITH ON-STREET PARKING)



F

LOOP ROAD SECTION (PARKING ON ONE SIDE)

REVISIONS

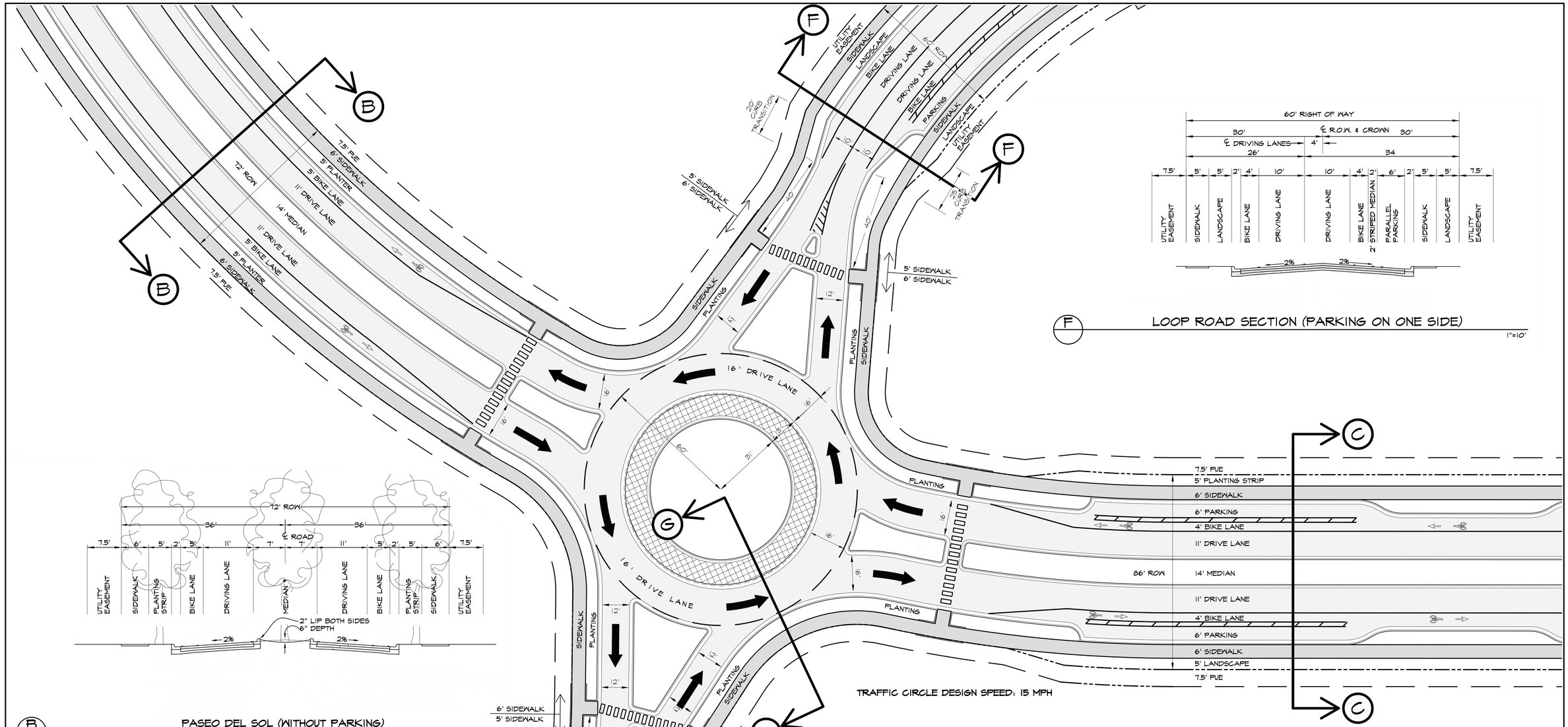
DATE	BY

DESIGN ENGINUITY
1421 LUISA STREET, SUITE E
SANTA FE, NEW MEXICO 87505
(505) 984-3957

TIERRA CONTENTA PHASE 3A

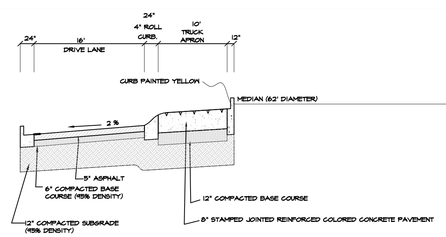
ROAD SECTIONS

SCALE	DWG NO.	DATE
N/A		01/22/23
		SHEET NO. 2

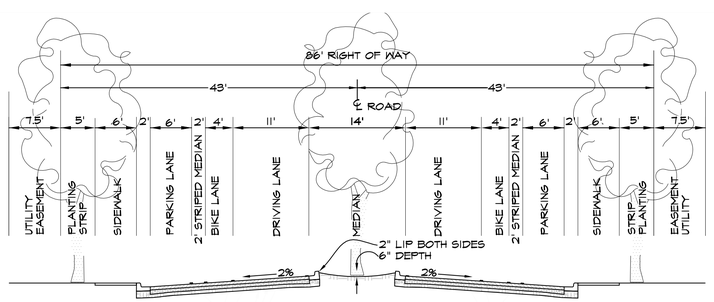


F — LOOP ROAD SECTION (PARKING ON ONE SIDE)
1"=10'

B — PASEO DEL SOL (WITHOUT PARKING)
1"=10'



G — TRAFFIC CIRCLE SECTION
N.T.S.



C — PASEO DEL SOL (WITH ON-STREET PARKING)
1"=10'

REVISIONS

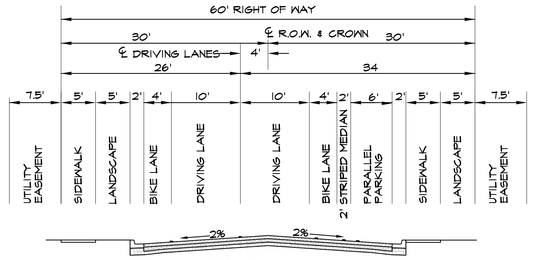
DATE	BY

DESIGN ENGINUITY
1421 LUISA STREET, SUITE E
SANTA FE, NEW MEXICO 87505
(505) 984-9591

TIERRA CONTENTA PHASE 3A

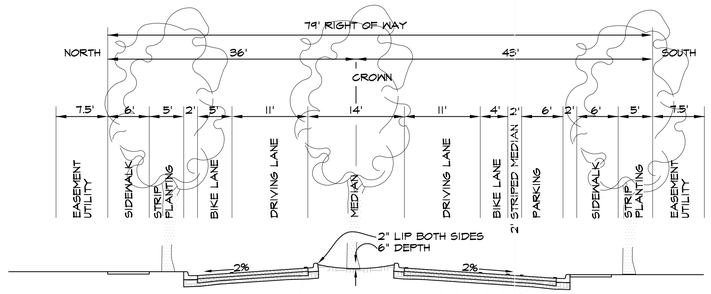
WEST TRAFFIC CIRCLE

SCALE	DWG NO.	DATE
1"=20'		01/22/23
		SHEET NO. 3



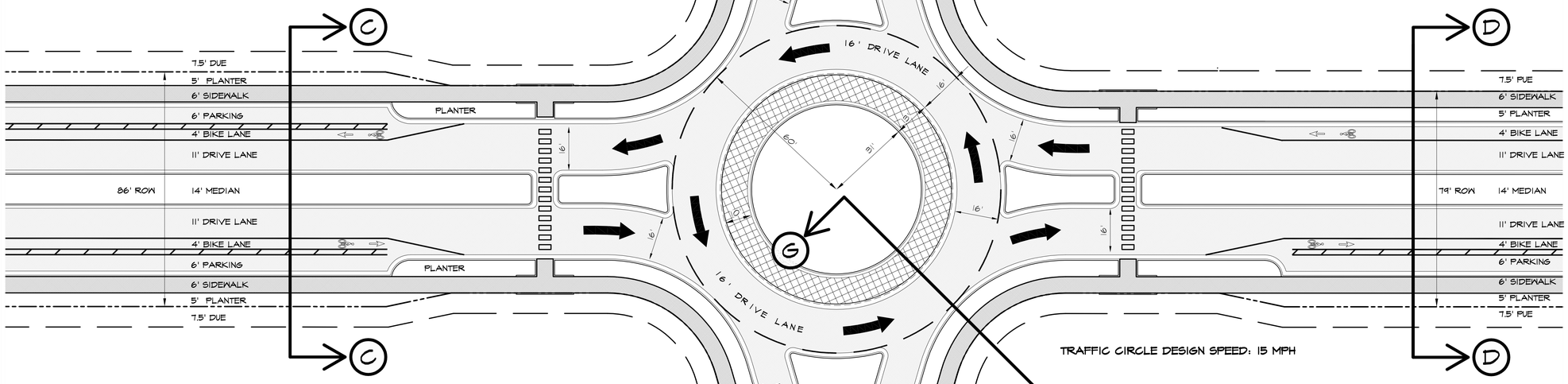
F LOOP ROAD SECTION (PARKING ON ONE SIDE)

1"=10'

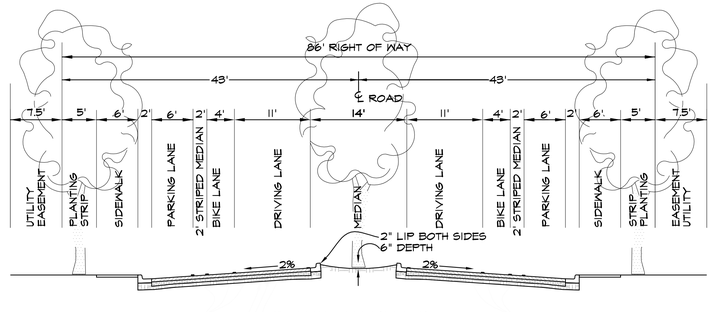


D PASEO DEL SOL (WITH PARKING ONE SIDE)

1"=10'

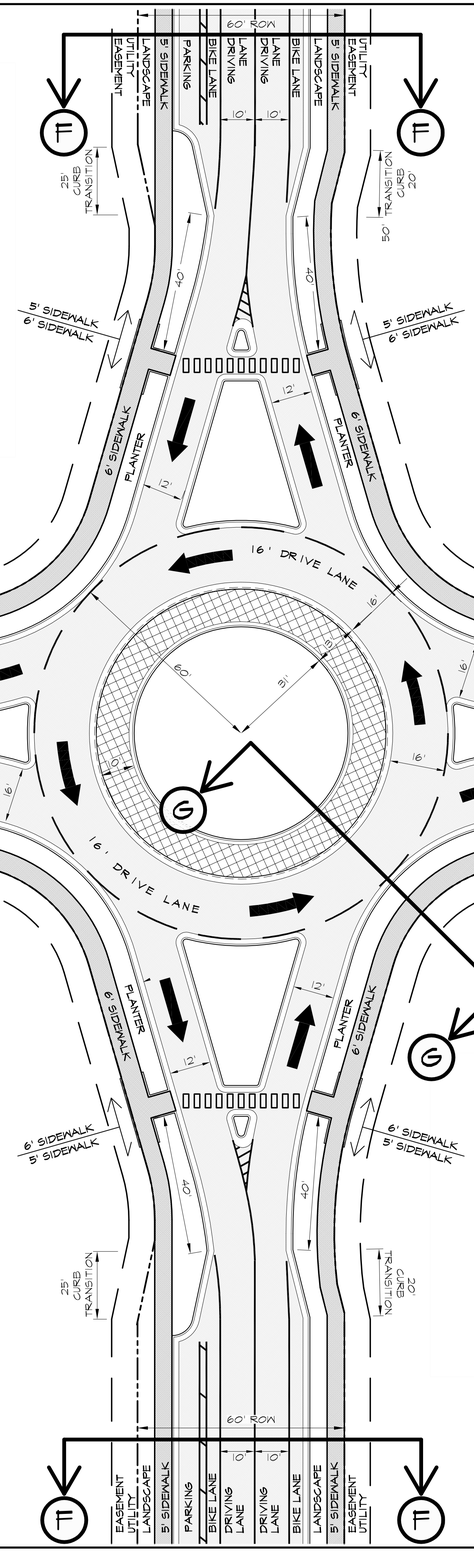


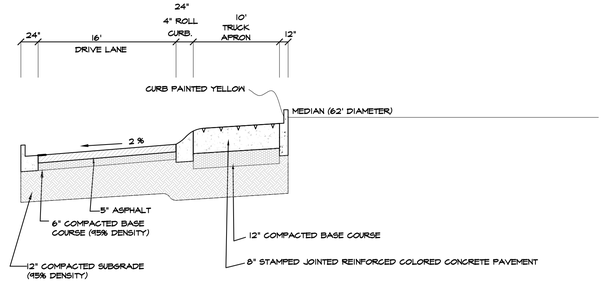
TRAFFIC CIRCLE DESIGN SPEED: 15 MPH



C PASEO DEL SOL (WITH ON-STREET PARKING)

1"=10'





G TRAFFIC CIRCLE SECTION

N.T.S.

REVISIONS

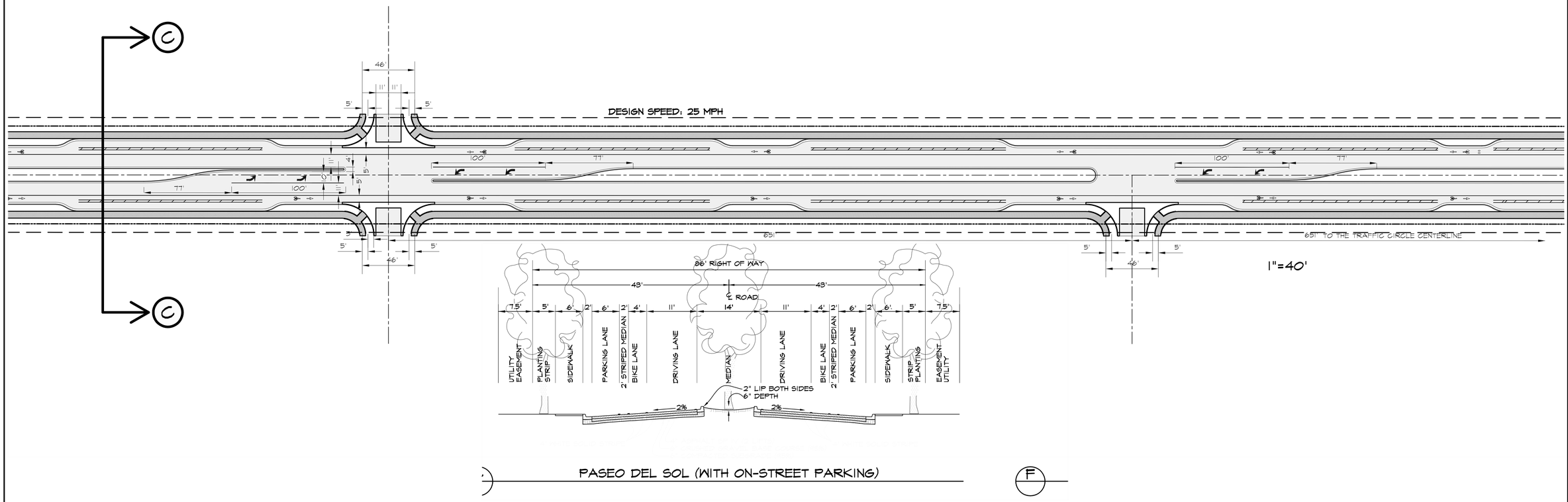
DATE	BY

DESIGN ENGINUITY
1431 LUISA STREET, SUITE E
SANTA FE, NEW MEXICO 87505
(505) 984-9557

TIERRA CONTENTA PHASE 3A

EAST TRAFFIC CIRCLE

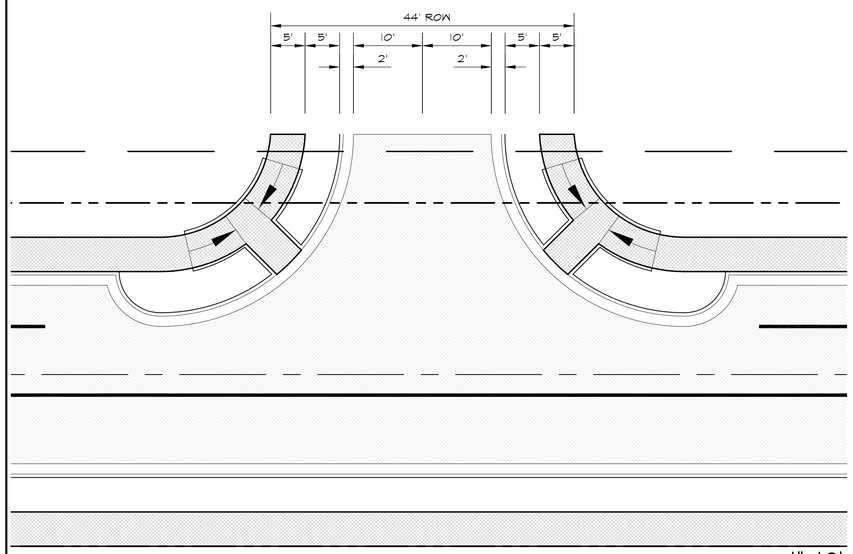
SCALE	DWG NO.	DATE
1"=20'		01/22/23
		SHEET NO. 4



PASEO DEL SOL (WITH ON-STREET PARKING)

F

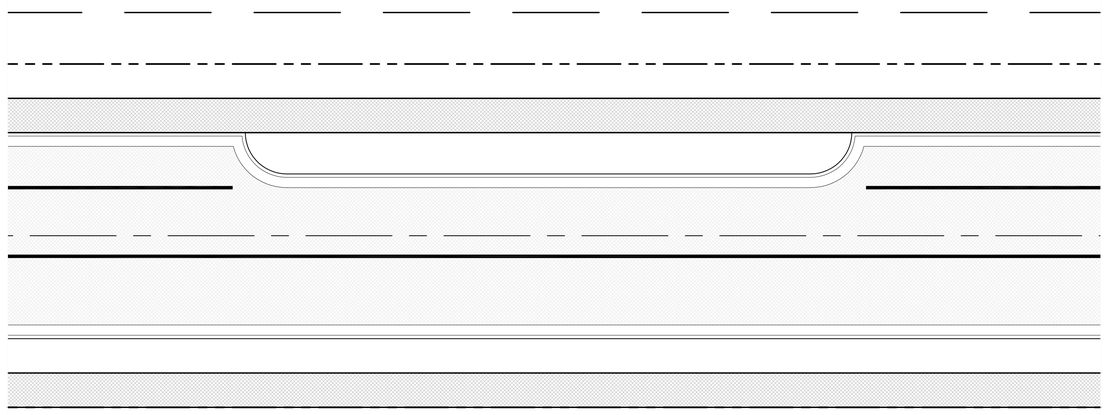
LOOP ROAD INTERSECTION, TYPICAL



1"=10'

OPTION 1

LOOP ROAD INTERSECTION WHERE ROAD LOCATION MAY BE MOVED, TYPICAL



1"=10'

OPTION 2

REVISIONS

DATE	BY

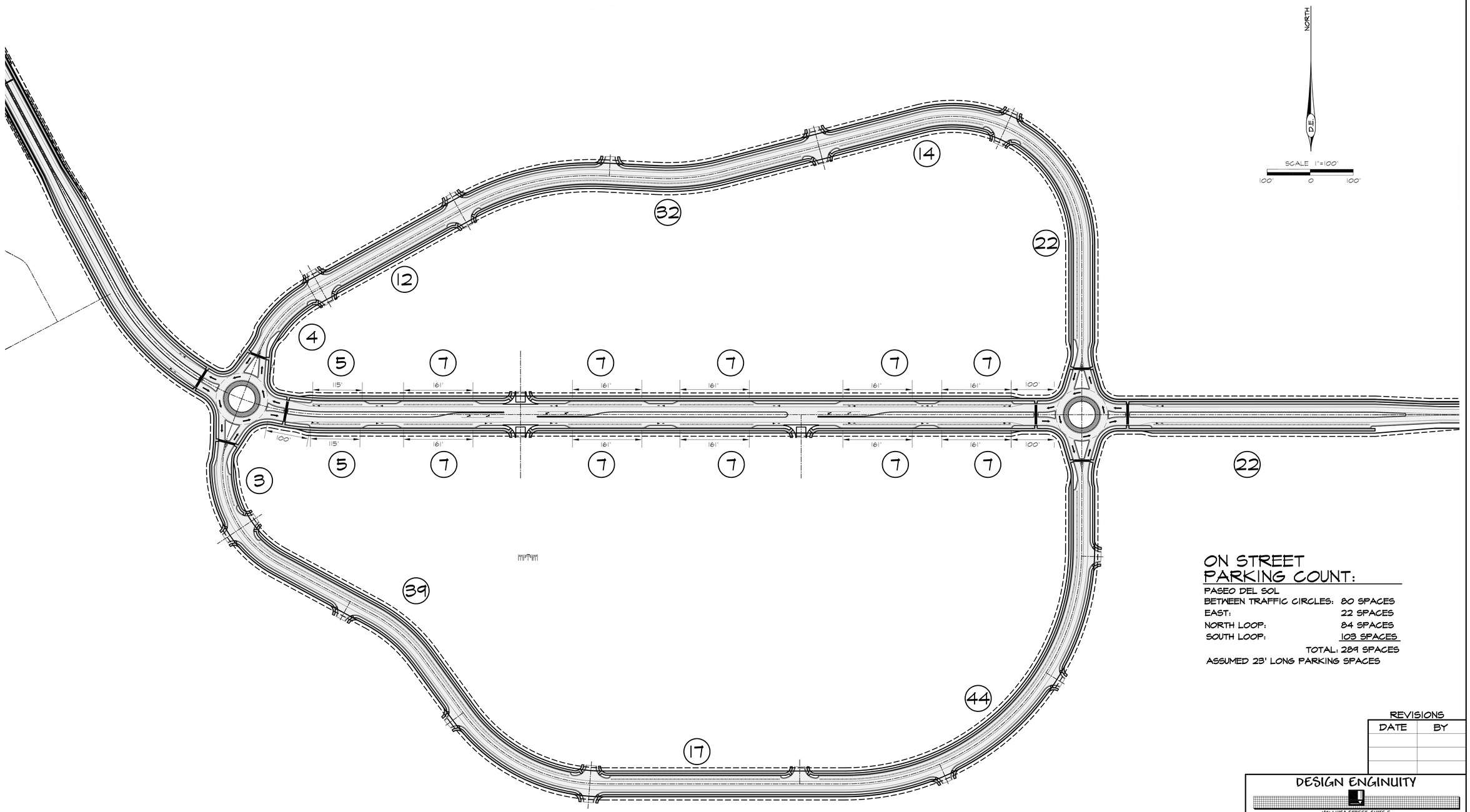
DESIGN ENGINUITY
1421 LUISA STREET, SUITE E
SANTA FE, NEW MEXICO 87505
(505) 984-9551

TIERRA CONTENTA PHASE 3A

ROAD DETAILS

SCALE	DWG NO.	DATE
1"=40'		01/22/23

SHEET NO. 5



ON STREET PARKING COUNT:

PASEO DEL SOL

BETWEEN TRAFFIC CIRCLES:	80 SPACES
EAST:	22 SPACES
NORTH LOOP:	84 SPACES
SOUTH LOOP:	103 SPACES
TOTAL:	289 SPACES

ASSUMED 23' LONG PARKING SPACES

REVISIONS

DATE	BY

DESIGN ENGINUITY
1631 LUISA STREET, SUITE E
SANTA FE, NEW MEXICO 87505
(505) 984-9551

TIERRA CONTENTA PHASE 3A

PARKING COUNT

SCALE	DWG NO.	DATE
1"=100'		01/22/23
		SHEET NO. 6

F:\RICK\1-PROJECTS\DE\TIERRA CONTENTA\DWG\2023-01-26 TCC PHASE 3.dwg, TC3 WRK, 1/26/2023 3:13:00 PM

MEETING MINUTES

60% Review Meeting
El Camino Real Academy Trail

February 24th, 2023
1:30 pm – 2:30 pm
Zoom meeting

Attendees:

Romella Glorioso-Moss	City of Santa Fe PM	rsglorioso-moss@santafe.gov
Cody Minnich	City of Santa Fe	cjminnich@santafe.gov
Melissa Mcdonald	City of Santa Fe	mamcdonald@santafenm.gov
Jeanne Wolfenbarger	City of Santa Fe	jawolfenbarger@santafenm.gov
Bill Huey	City of Santa Fe	bchuey@santafenm.gov
Zoe Isaacson	City of Santa Fe	zrisaacson@santafenm.gov
Mark Brooks	City of Santa Fe	mebrooks@santafe.nm.gov
Tim Rogers	Safe Routes to School	tim@sfct.org
Gabe Romero	Santa Fe Public Schools	gromero@sfps.k12.nm.us
Erick Aune	MPO	ejaune@santafenm.gov
Hannah Burnham	MPO	haburnham@santafenm.gov
Leah Yngve	MPO	lxyngve@santafenm.gov
Conrad Ley	Wilson & Company	conrad.ley@wilsonco.com
Vanessa McDaniel	Wilson & Company	vanessa.mcdaniel@wilsonco.com
Mario Heredia	Wilson & Company	MHeredia@wilsonco.com

Background & Project Scope

A. The project scope is anticipated to be construction of a 10-ft wide asphalt trail connecting the Cottonwood Village Development to the El Camino Rael Academy.
B. The project alignment is the northern alignment from the SMA study of the *Santa Fe River Trail – El Camino Real Academy Safe-Routes-to-School Connector*.

Proposed BOP and EOP Locations

A. The project limits are from Cottonwood Dr. to South Meadows Rd.
- Proposed connection to Cottonwood Dr. is anticipated to be approx. 370-ft south of the intersection of Cottonwood Dr. and Olive Street. The EOP will connect to the newly constructed 10-ft asphalt trail along Alexsander Estate.
- A connection will also be formalized / provided to Aspen Loop.

Design Criteria

A. 10 MPH design speed
B. Minimum radius of 27 feet

Pavement Design

It is anticipated that the trail section will consist of 4” of base course and 3” of SP-IV hot mix asphalt. The trail will have 6:1 taper. Trail will have a ribbon curb to keep slopes off Leeder property, outside existing swale / ditch, and to protect the integrity of the path in the future.

ROW Requirements

A. Preliminary determination of ROW is complete, and the design team is working on getting an easement from mobile home park owners (Cypress Associates, LLC.) for the trail.
B. An amendment for the easement has been submitted to the City for review / approval. Romella and Melissa will discuss offline who is going to maintain the trail after construction. Once direction is provided the design team will reach out to the property owner to discuss the trail and easement.

SUE

A. Impacts are anticipated to be minimal to utilities.
B. Conduit for lighting may be required depending on the selected lighting system (i.e. overhead lighting, bollard lighting, solar, etc.)

Project Schedule

Proposed milestones are as follows:

a. Kickoff meeting – Dec. 9th, 2022
b. Public meeting (at El Camino Rael Academy) – Jan. 18th, 2023
c. 60% Plan Submittal – Jan. 30th, 2023
d. 60% Comment Resolution Mtg – Feb. 8th, 2023
e. 90% Plan Submittal – late March 2023
f. 90% Comment Resolution Meeting – early April
g. Final Plan Submittal – Late April
h. Advertise (Phase II: Final Design Complete) – **Depends on easement acquisition**

Plan review comments

Sheet 1-1:

- Add safe routes to school seal to cover sht. *Tim Rogers to provide.*
- Correct all borders for "Real" rather than Rael.

Sheet 1-3:

- Index will be updated to correlate with additional sheets for 90% submittal.

Sheet 1-4:

- Summary of quantities sheet does not have seeding listed.

Sheet 1-6:

- Parks and Open Space shall also be involved in maintenance and approval of as-builts.

Sheet 2-1:

- Provide 2-foot shoulders along edge of asphalt path with maximum 6:1 slope. (Guidance from AASHTO manual) Apply this minimum 2-foot clearance for obstructions as well.
- On typical section, add a call out for pedestrian rail to be constructed per NMDOT standard dwg 607-20.
- Concrete ribbon will be added the length of the trail with 6:1 tapers (natural material) outside of the trail prism.

Sheet 2-2:

- Review SAS manhole adjustment quantity. This manhole appears to be in the portion of the trail that the Alexsander Estate is going to build.
- If the project is larger than 1 acre, BMPs are needed.

Sheet 3-1:

- Show property lines, R/W, and easement limits clearly. Label all roads on P&P sheets.
- Provide signage at 90% that addresses stop signage at roads, curve signage at sharp curve over culvert, and transition signage as necessary.
- Reflect elements of typical sections on plan views (handrail, trail widths, transitions, etc.). Apply smooth transitions and transition lengths for change in trail widths.
- Split the trail at the BOP for bicyclist and pedestrians. Detail a small ramp for bicyclist to transition from the Cottonwood Drive roadway to the trail.
- Review ownership of the existing chain link fence on the south side of the trail and remove if possible.
- Add lighting and landscaping into the design for the 90% plans. May need to look at bid alternates or additional funding for the project.
- The design team will review regrading / removing vegetation along the existing swale / ditch to clean it and also provide an opportunity for the landscape architect room to provide landscaping / plantings.

Sheet 10-1:

- For culvert, provide capacity calculations, water surface elevation, design flow, etc.
- Does piped arch culvert need additional scour protection?

Action Items:

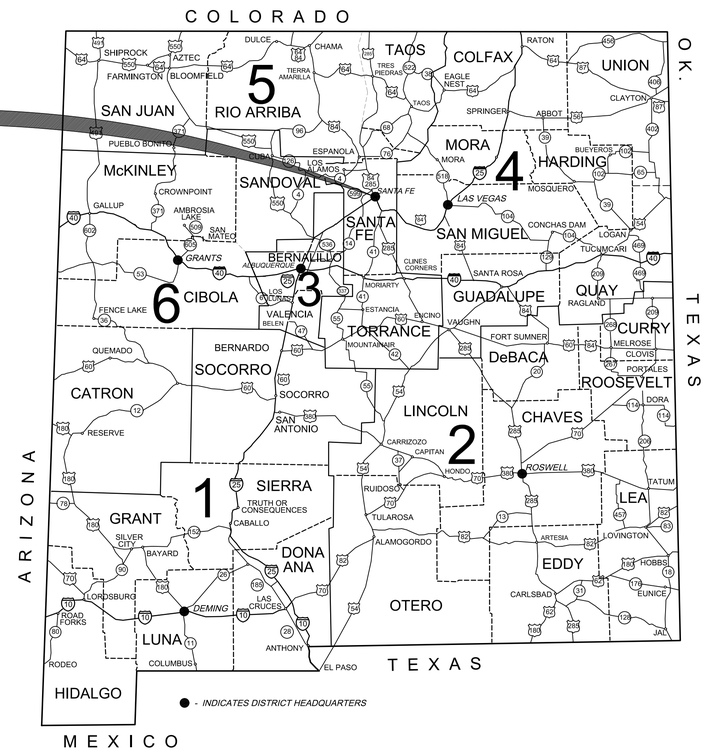
- *Romella and Melissa will discuss offline who is going to maintain the trail after construction.*
- *Tim Rogers to provide safe routes to school logo for inclusion on cover sheet.*

CITY OF
SANTA FE, NM

CONSTRUCTION PLANS
FOR

EL CAMINO REAL
ACADEMY TRAIL
SANTA FE, NM

SANTA FE COUNTY
COTTONWOOD DR. to
SOUTH MEADOWS RD.
STA 10+00.00 TO STA 20+35.42



VICINITY MAP
NTS

WILSON & COMPANY
4401 MASTHEAD ST. NE., SUITE 150
ALBUQUERQUE, NM 87109
PHONE: 505-348-4000
FAX: 505-348-4055
www.wilsonco.com

CONSULTANTS

SEAL

60% SUBMITTAL
NOT FOR
CONSTRUCTION

PROJECT NAME

EL CAMINO RAEL
ACADEMY TRAIL
SANTA FE, NM

REV.	DATE	DESCRIPTION	BY

PROJECT NO:	2060003023
DESIGNED BY:	CLL
DRAWN BY:	VRM
CHECKED BY:	CLL
DATE:	

SHEET TITLE

COVER SHEET

SHEET NO:

1-1

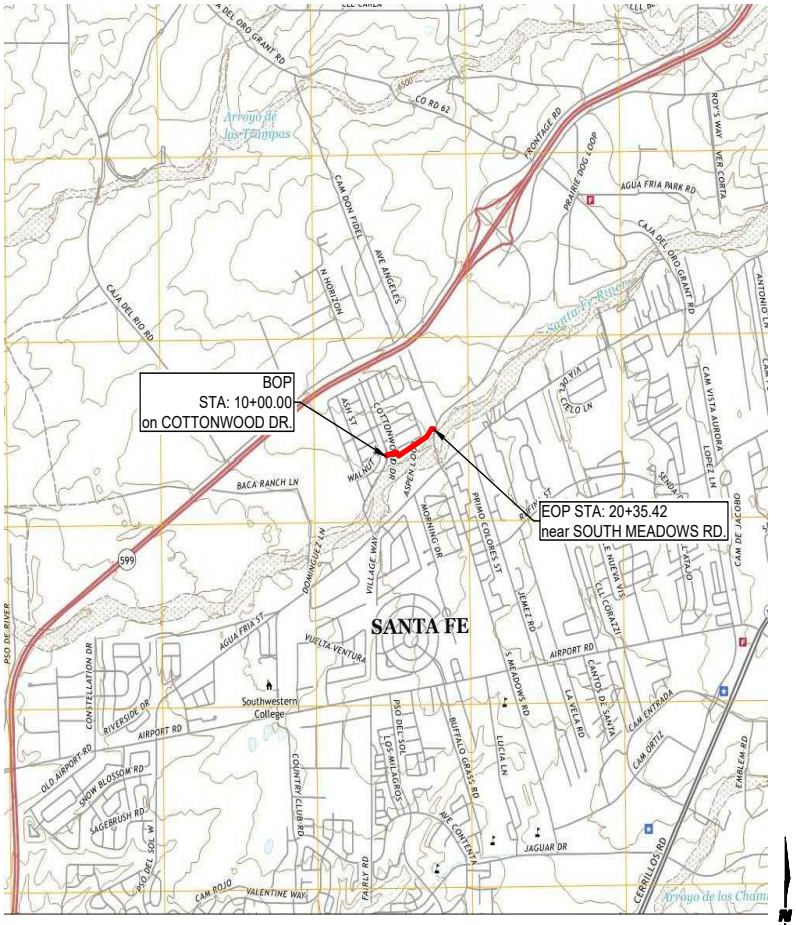
2/14/2023 M:\MSD\20-600-030-23\2_Disciplines_SHEETS\3_Sheets - roadway\1_Sheets\2060003023_COVER.dwg

LEGEND - EXISTING

- BOLLARD
- POWER POLE
- GAS METER
- LIGHT POLE
- GAS VALVE
- SIGNAL LIGHT
- SIGNAL POLE
- TRAFFIC PULLBOX
- SIGN - SINGLE POST
- SIGN - MULTI POST
- SEWER CLEANOUT
- MANHOLE - SEWER
- INLET
- TELEPHONE PEDESTAL
- TELEPHONE VAULT
- TELEPHONE MANHOLE
- JUNCTION BOX - UNKNOWN
- METER - UNKNOWN
- METER - ELECTRIC
- DEAD MAN - GUY WIRE
- PULLBOX - ELECTRIC
- ELECTRIC PEDESTAL
- TRANSFORMER
- JUNCTION BOX - ELECTRIC
- VAULT - ELECTRIC
- YARD LIGHT
- SPRINKLER CONTROL BOX
- WATER VAULT
- WATER FAUCET
- FIRE HYDRANT
- WATER METER
- WATER VALVE
- MISCELLANEOUS FEATURE
- PARKING METER
- GATE
- UNKNOWN FEATURE
- TREE
- BUSH
- MANHOLE - UNKNOWN
- FENCE
- CURB
- LANE STRIPE
- TREE LINE
- WALL
- SANITARY SEWER
- UNKNOWN UTILITY
- WATER LINE
- UNDERGROUND POWER
- GAS LINE
- FIBER OPTIC LINE
- UNDERGROUND ELECTRIC LINE
- OVERHEAD POWER
- OVERHEAD TV CABLE

LENGTH OF PROJECT: 0.1961 MILES

PROJECT WITHIN SANTA FE GRANT



EL CAMINO RAEL ACADEMY TRAIL

VICINITY MAP

INTENT OF PROJECT

CONSTRUCTION OF A 10-FT WIDE ASPHALT TRAIL CONNECTING THE COTTONWOOD VILLAGE DEVELOPMENT TO THE EL CAMINO REAL ACADEMY.

PROJECT CONTACT

ROMELLA GLORIOSO-MOSS, PhD, AICP
CITY OF SANTA FE
505-955-6623
rsglorioso-moss@santafenm.gov

CODY MINNICH, MPA
CITY OF SANTA FE
505-955-6674
cjminnich@santafe.gov

PLANS WERE DESIGNED AND/OR ASSEMBLED BY:

CONRAD LEY, PE
WILSON & COMPANY, INC. ENGINEERS & ARCHITECTS
505-348-4133
Conrad.Ley@wilsonco.com

THE 2019 EDITION OF NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION & STANDARD DRAWINGS SHALL GOVERN CONSTRUCTION OF THIS PROJECT

SHIPPING POINTS

SANTA FE, NM

WILSON & COMPANY
4401 MASTHEAD ST. NE, SUITE 150
ALBUQUERQUE, NM 87109
PHONE: 505-348-4000
FAX: 505-348-4055
www.wilsonco.com

CONSULTANTS

SEAL

60% SUBMITTAL NOT FOR CONSTRUCTION

PROJECT NAME

EL CAMINO RAEL ACADEMY TRAIL SANTA FE, NM

REV.	DATE	DESCRIPTION	BY

PROJECT NO:	2060003023
DESIGNED BY:	CLL
DRAWN BY:	VRM
CHECKED BY:	CLL
DATE:	

SHEET TITLE

VICINITY MAP

SHEET NO:

1-2

2/14/2023 M:\MSD\20-600-030-23\2_Disciplines_SHEETS\3_Sheets - roadway\1_Sheets\206003023_VICINITY.dwg

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
SERIES 1	
1-1	COVER SHEET
1-2	VICINITY MAP
1-3	INDEX OF SHEETS & STANDARD DRAWINGS
1-4	SUMMARY OF QUANTITIES
1-5	GENERAL NOTES
	SUBTOTAL = 5
SERIES 2	
2-1	TYPICAL SECTIONS
2-2	MISCELLANEOUS QUANTITIES
	SUBTOTAL = 2
SERIES 3	
3-1	HORIZONTAL CONTROL
3-2	PLAN AND PROFILE SHEETS
3-3	PLAN AND PROFILE SHEETS
3-4	PLAN AND PROFILE SHEETS
	SUBTOTAL = 4
SERIES 4	(NOT USED)
	SUBTOTAL = 0
SERIES 5	(NOT USED)
	SUBTOTAL = 0
SERIES 6	(NOT USED)
	SUBTOTAL = 0
SERIES 7	(NOT USED)
	SUBTOTAL = 0
SERIES 8	(NOT USED)
	SUBTOTAL = 0
SERIES 9	(NOT USED)
	SUBTOTAL = 0
SERIES 10	
10-1	STORM DRAIN PLAN AND PROFILE
	SUBTOTAL = 1
SERIES 11	(NOT USED)
	SUBTOTAL = 0
SERIES 12	(NOT USED)
	SUBTOTAL = 0
SERIES 13	
13-1	CROSS SECTIONS
13-2	CROSS SECTIONS
	SUBTOTAL = 2
	PROJECT SHEET TOTAL = 14

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ALBUQUERQUE, NM 87109
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CONSULTANTS

SEAL
60% SUBMITTAL NOT FOR CONSTRUCTION

PROJECT NAME
EL CAMINO RAEL ACADEMY TRAIL
SANTA FE, NM

REV.	DATE	DESCRIPTION	BY

PROJECT NO:	2060003023
DESIGNED BY:	CLL
DRAWN BY:	VRM
CHECKED BY:	CLL
DATE:	

SHEET TITLE
INDEX OF SHEETS

SHEET NO:
1-3

2/14/2023 M:\MSD\20-600-030-23\2_Disciplines_SHEETS\3_Sheets - roadway\1_Sheets\206003023_INDEX OF SHEETS.dwg

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	REF. SHT.	BID UNIT	TRAIL		PROJECT TOTAL	
				ESTIMATE	FINAL	ESTIMATE	FINAL
201000	CLEARING AND GRUBBING	2-2	LS	1		1	
203000	UNCLASSIFIED EXCAVATION	2-2	C.Y.	50		50	
203100	BORROW	2-2	C.Y.	190		190	
207000	SUBGRADE PREPARATION	2-2	S.Y.	1770		1770	
303000	BASE COURSE	2-2	TON	370		370	
416104	MINOR PAVEMENT HMA SP-IV	2-2	S.Y.	1770		1770	
511000	STRUCTURAL CONCRETE CLASS A	2-2	C.Y.	6		6	
541200	STRUCTURAL STEEL FOR MISCELLANEOUS STRUCTURES	2-2	LB	535		535	
570162	40"SX31"R (NOMINAL) CULVERT PIPE ARCH	2-2	L.F.	22		22	
601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	2-2	LS	1		1	
607079	PEDESTRIAN/BYCICLE RAILING	2-2	L.F.	70		70	
609200	HEADER CURB	2-2	L.F.	1430		1430	
618000	TRAFFIC CONTROL MANAGEMENT	2-2	LS	1		1	
621000	MOBILIZATION	2-2	LS	1		1	
662400	MANHOLE ADJUSTMENT	2-2	EACH	1		1	
702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	2-2	LS	1		1	

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FAX: 505-348-4055
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CONSULTANTS

SEAL

60% SUBMITTAL
NOT FOR
CONSTRUCTION

PROJECT NAME

EL CAMINO RAEL
ACADEMY TRAIL
SANTA FE, NM

REV.	DATE	DESCRIPTION	BY

PROJECT NO:	2060003023
DESIGNED BY:	CLL
DRAWN BY:	VRM
CHECKED BY:	CLL
DATE:	

SHEET TITLE

SUMMARY OF QUANTITES

SHEET NO:

1-4

2/14/2023 M:\MSD\20-600-030-23\2_Disciplines_SHEETS\3_Sheets - roadway\1_Sheets\2060003023_SUMMARY OF QUANTITIES.dwg

GENERAL NOTES

1. THE 2019 NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR HIGHWAY AND BRIDGE CONSTRUCTION, ALONG WITH THE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL GOVERN CONSTRUCTIONS OF THIS PROJECT.

2. PROTECTION OF SURVEY MONUMENTS THE CONTRACTOR SHALL TAKE PRECAUTIONS TO PROTECT HORIZONTAL AND VERTICAL CONTROL SURVEY MONUMENTS (MARK) FROM DAMAGE PRIOR TO INITIATING CONSTRUCTION. IF, DURING THE COURSE OF CONSTRUCTION OPERATIONS, THE CONTRACTOR DISTURBS OR DESTROYS A MARK, THE CONTRACTOR SHALL ESTABLISH A NEW MARK IN COMPLIANCE WITH THE STANDARDS AND PROCEDURES SET FORTH IN THE GEODETIC MARK PRESERVATION GUIDEBOOK. NATIONAL GEODETIC SURVEY, MARCH 1990. CONTACT: NGS MARK PRESERVATION CENTER-NOAA, TELEPHONE (505)768-3606. WHEN IT BECOMES NECESSARY, BY REASON OF CONSTRUCTION, TO REMOVE OR OBLITERATE ANY TRIANGULATION STATION, BENCHMARK, CORNER, MONUMENT, STAKE, WITNESS MARK, OR OTHER SURVEY REFERENCE MARK, IT SHALL BE THE DUTY OF THE CONTRACTOR TO CAUSE, AT THE CONTRACTOR'S EXPENSE, THE MARK TO BE RE-ESTABLISHED BY A REGISTERED SURVEYOR IN ACCORDANCE WITH THE NEW MEXICO STATE STATUE 61-23-1 THROUGH 61-23-32.

3. MAINTENANCE OF OF AS BUILT PLANS THE CONTRACTOR SHALL MAINTAIN AN UP TO DATE SET OF AS-BUILT PLANS FOR THE PROJECT. THESE PLANS SHALL BE KEPT CURRENT, WITHIN TWO WEEKS, AT ALL TIMES AND SHALL BE SUBJECTED TO REVIEW BY THE PROJECT MANAGER OR HIS/HER REPRESENTATIVE THROUGHOUT THE PROJECT AND WILL BE REVIEWED BY THE PROJECT MANAGER FOR ACCURACY AND COMPLETENESS AT LEAST ONCE EVERY 30 DAYS. THE FINAL AS-BUILT PLANS, AN ELECTRONIC COPY AND A HARD COPY, SHALL BE SUBMITTED TO THE PROJECT MANAGER PRIOR TO FINAL PAYMENT. THIS WORK WILL BE PAID IN ACCORDANCE WITH BID ITEM 802000 POST CONSTRUCTION PLANS.

4. CONCRETE CLASS "AA" 4000 PSI FIBER REINFORCED CONCRETE TO BE USED ON ALL DRIVE PADS, CURB & GUTTER, SIDEWALK, AND VALLEY GUTTERS. AIR CONTENT FOR CONCRETE SHALL BE FOR "HIGH RISK FREEZE / THAWZONE".

5. CURB RAMPS ALL CURB RAMPS TO BE FIELD FIT TO JOIN EXISTING SIDEWALK. ALL CURB RAMPS SHALL MEET THE REQUIREMENTS OF THE NMDOT SERIAL 0 DRAWING 608-001 - 1 THRU 12. METAL TRUNCATED DOMES ARE REQUIRED.

6. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY CONTRACTOR IN ACCORDANCE WITH APPLICABLE ENVIRONMENTAL CODES. EXCESS MATERIAL MAY BE STORED AT TEMPORARY LOCATION AS DIRECTED BY PROJECT MANAGER. THE CONTRACTOR WILL SEPARATE (ASPHALT AND ROCKS GREATER THAN 2-INCHES IN DIAMETER) AND HAUL EXCESS MATERIAL REMOVAL PRIOR TO PROJECT COMPLETION.

7. CLEARING AND GRUBBING ALL SIDEWALKS SHALL BE CLEARED OF EXISTING DIRT AND MATERIALS INCLUDING BRUSHES AND FOLIAGE. ALL SIDEWALKS AND ROADWAYS SHALL BE SWEPT PRIOR TO SUBSTANTIAL COMPLETION.

8. EXISTING UTILITIES IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT, MAINTAIN IN SERVICE AND VERIFY EXACT HORIZONTAL AND VERTICAL LOCATIONS OF UTILITIES DURING OR PRIOR TO CONSTRUCTION OPERATIONS OF THIS PROJECT. THE CONTRACTOR SHALL REPAIR ANY UTILITIES DAMAGED BY CONTRACTORS WORK OPERATIONS AT THEIR EXPENSE. LOCATE REQUEST BY CALLING NEW MEXICO 811 OR ENTER REQUESTS AT NM811.ORG.

9. WATER IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN A WATER METER FROM THE COUNTY OF LOS ALAMOS UTILITIES DEPARTMENT. ALL WATER USED BY THE CONTRACTOR SHALL BE METERED, PAID FOR BY THE CONTRACTOR AND IS INCIDENTAL TO THE PROJECT. THE COUNTY OF LOS ALAMOS UTILITIES DEPARTMENT REQUIRES A DEPOSIT FOR THE WATER METER. CONTACT UTILITY DEPARTMENT @ 505-662-8130 FOR FURTHER INFORMATION.

10. VIBRATION CONTRACTOR SHALL TAKE PROPER PRECAUTIONS WHEN USING VIBRATORY EQUIPMENT AND EXERTING LOAD(S) OVER EXISTING/FRAGILE UTILITIES. CONTRACTOR MAY CHOOSE TO USE STATIC COMPACTION PRACTICES OR USE ALTERNATIVE EQUIPMENT TO ACHIEVE REQUIRED DENSITY.

11. DAMAGES ANY CONCRETE CURB & GUTTER, SIDEWALK, DRIVEWAYS, MARKED UTILITIES, ETC. (OTHER THEN WHAT IS INTENDED FOR REMOVALS) DAMAGED BY THE CONTRACTOR WILL BE REPAIRED/REPLACED BY THE CONTRACTOR AT THE CONTRACTORS SOLE EXPENSE.

12. PUBLIC INFORMATION CONTRACTOR SHALL COORDINATE WORK ACTIVITIES AFFECTING RESIDENTS AND BUSINESS WITHIN A 48 HOUR ADVANCE NOTICE. THE CONTRACTOR WILL COORDINATE AT LEAST 5 DAYS IN ADVANCE WITH THE PROJECT MANAGER REGARDING WORK ACTIVITIES INCLUDING BUT NOT LIMITED TO DRIVEWAY ENTRANCE CONSTRUCTION, CONCRETE WORK, AND PAVING OPERATIONS.

13. PROPERTY ACCESS THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES WITHIN THE WORK ZONE THROUGHOUT THE COURSE OF THE PROJECT.

14. PEDESTRIANS IN THE WORK ZONE THE CONTRACTOR SHALL MAKE SPECIAL ACCOMMODATIONS FOR BUSINESS OWNERS, PATRONS, AND TRAVELING PUBLIC WHO ARE DISABLED SO THAT THEY HAVE ACCESS TO/FROM BUSINESSES AND ADDITIONAL LOCATIONS. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE THE PROJECT MANAGER A PLAN ON HOW THIS IS TO BE ACCOMPLISHED.

15. RIGHT-OF-WAY THE CONTRACTOR SHALL CONFINE OPERATIONS AND MATERIALS TO LOS ALAMOS COUNTY RIGHT-OF-WAY OR SPECIFIED CONSTRUCTION LIMITS OF THE PROJECT AND WILL BE HELD RESPONSIBLE FOR ANY DAMAGE CAUSED BY HIS/HER OPERATION TO PUBLIC OR PRIVATE PROPERTY, INCLUDING UTILITIES.

16. WORK SITE CONTRACTOR SHALL KEEP WORK SITE IN AN ORDERLY CONDITION. DURING CONSTRUCTION, THE WORK SITE SHALL BE KEPT FREE DRAINING. AT COMPLETION OF WORK, CONTRACTOR SHALL REMOVE ALL DEBRIS AND LEAVE WORK SITE IN A CONDITION ACCEPTABLE TO THE PROJECT MANAGER.

17. DRAINAGE THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING DRAINAGE FLOW IN EXISTING DRAINAGE DITCHES, STORMS DRAINS AND CLEANING OF CULVERT/STORM DRAINS PER SECTION 613 OF THE STANDARD SPECIFICATIONS.

18. CONCRETE CURING CONTRACTOR SHALL USE AN NMDOT APPROVED PRODUCT IN ALL FLAT WORK FINISHING. THE USE OF WATER SHALL NOT BE ALLOWED IN ANY CONCRETE FINISHING OPERATIONS. USE OF WATER SHALL BE SUBJECT TO CONCRETE REJECTION AT THE DISCRETION OF THE INSPECTOR OR PROJECT MANAGER.

19. PAVEMENT DROP-OFF GUIDELINE IF A PAVEMENT DROP-OFF IS CREATED DURING CONSTRUCTION, THE CONTRACTOR SHALL INITIATE PROTECTIVE ACTION IN ACCORDANCE WITH THE NEW MEXICO DEPARTMENT OF TRANSPORTATION'S CURRENT "DROP-OFF GUIDELINE" (AFD-241). THIS WORK SHALL BE CONSIDERED INCIDENTAL TO BID ITEM 618000 TRAFFIC CONTROL MANAGEMENT.

20. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY TRASH GENERATED FROM THE OPERATION. CLEANUP SHALL BE DONE ON A DAILY BASIS AND PLACED IN COVERED BINS PROVIDED BY THE CONTRACTOR OR REMOVED FROM THE PROJECT. BINS SHALL BE PRESENT AT ALL TIMES THROUGHOUT THE PROJECT.

21. THE CONTRACTOR SHALL WALK THE PROJECT AREA WITH THE PROJECT MANAGER OR THEIR APPROVED REPRESENTATIVE AND DETERMINE WHICH TREES/VEGETATION WILL BE MARKED FOR PRUNING AND WHICH TREE/VEGETATION WILL BE MARKED FOR REMOVAL. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF ALL TREE DEBRIS, INCLUDING TRUNK. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO BID ITEM 201000.

22. CONTRACTOR SHALL USE CONCRETE OCTAGON PATTERN COLLARS FOR ALL MANHOLE AND VALVE ADJUSTMENTS. FOR LOCATIONS OF CLUSTER OF VALVES THE DIMENSION OF CONCRETE COLLAR SHALL BE APPROVED BY LOS ALAMOS COUNTY PROJECT MANAGER PRIOR TO PLACEMENT.

23. CONTRACTOR SHALL SURVEY ALL VALVES AND MANHOLE LIDS DURING CONSTRUCTION STAKING AND VERIFY PRIOR TO ASPHALT REMOVAL AND PLACEMENT.

24. THE CONTRACTOR IS RESPONSIBLE TO FIX, BACK TO THE ORIGINAL STATE, ANY STRUCTURE DAMAGED THROUGHOUT THE DURATION OF CONSTRUCTION.

25. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF A STORM WATER POLLUTION PREVENTION MEASURES. ANY OFF-SITE OPERATION LOCATIONS , SUCH AS STAGING AREAS AND STOCKPILE LOCATIONS SHALL BE PROTECTED AND MANAGED BY THE CONTRACTOR.

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CONSULTANTS

SEAL

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PROJECT NAME

EL CAMINO RAEL ACADEMY TRAIL
SANTA FE, NM

REV.	DATE	DESCRIPTION	BY

PROJECT NO:	2060003023
DESIGNED BY:	CLL
DRAWN BY:	VRM
CHECKED BY:	CLL
DATE:	

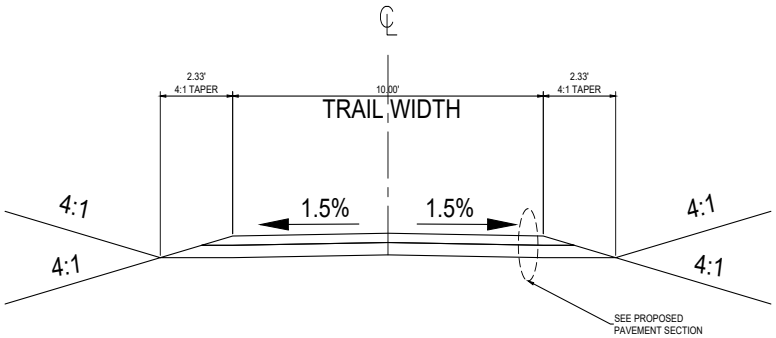
SHEET TITLE

GENERAL NOTES

SHEET NO:

1-6

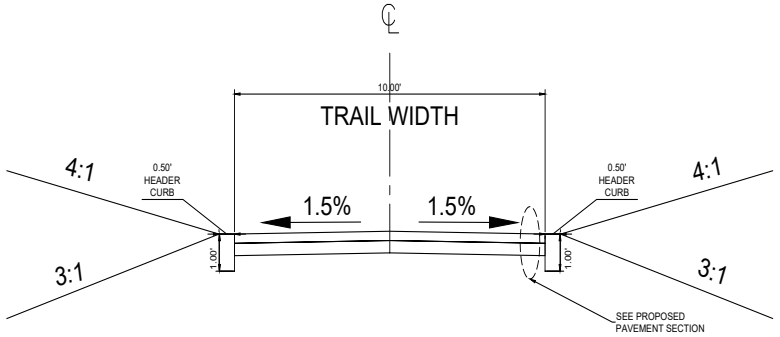
2/14/2023 M:\MSD\20-600-030-23\2_Disciplines_SHEETS\3_Sheets - roadway\1_Sheets\206003023_GENERAL NOTES.dwg



1 PROPOSED TYPICAL TRAIL SECTION

SCALE: 1" = 2'

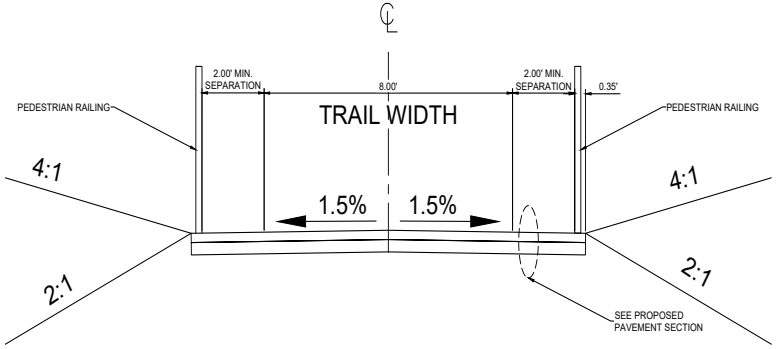
STA: 10+00.00 TO 10+40.76
STA: 10+66.12 TO 10+89.09
STA: 18+12.36 TO 20+35.42



2 PROPOSED TYPICAL TRAIL SECTION WITH PINNED CURB

SCALE: 1" = 2'

STA: 10+40.76 TO 10+66.12
STA: 11+21.78 TO 18+12.36



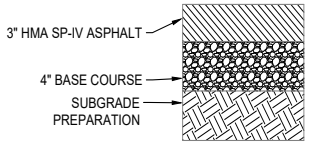
3 PROPOSED TYPICAL TRAIL SECTION WITH PEDESTRIAN RAILING

SCALE: 1" = 2'

STA: 10+89.09 TO 11+21.78

LENGTH OF PROJECT						
STATION	TO	STATION	LENGTH (ft)	LENGTH (miles)	LOCATION	
10+00.00		20+35.42	1035.42	0.196	EL CAMINO REAL ACADEMY TRAIL	
TOTAL					0.196	

EL CAMINO REAL ACADEMY TRAIL	
GEOMETRIC DESIGN CRITERIA	
DESIGN SPEED	10 MPH
HORIZONTAL ALIGNMENT	
MAXIMUM SUPERELEVATION	6%
MAXIMUM RADIUS	27-FT.
VERTICAL ALIGNMENT	
MAXIMUM GRADE	8%
MINIMUM GRADE	0.50%
CROSS SECTION	
MINIMUM TRAIL WIDTH	8-FT.
OUTSIDE TAPER	4:1
CROSS SLOPE	2%



SCALE: 1" = 1/2'

PROPOSED PAVEMENT SECTION

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PROJECT NAME

EL CAMINO RAEL
ACADEMY TRAIL
SANTA FE, NM

BY	DESCRIPTION	DATE	REV.

PROJECT NO:	2060003023
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DRAWN BY:	VRM
CHECKED BY:	CLL
DATE:	

SHEET TITLE

TYPICAL SECTIONS

SHEET NO:

2-1

2/14/2023 M:\MSD\20-600-030-23\2_Disciplines_SHEETS\3_Sheets - roadway\2_Sheets\206003023_TYPICAL SECTIONS.dwg

SURFACING SCHEDULE

STATION TO STATION		LENGTH	DESCRIPTION	207000 SUBGRADE PREPARATION		303000 BASE COURSE				416104 MINOR PAVING HMA			
				WIDTH (L.F)	AREA (S.Y.)	WIDTH (L.F.)	DEPTH (IN)	AREA (S.Y.)	TONS	WIDTH (L.F.)	DEPTH (IN)	AREA (S.Y.)	TONS
ECRA TRAIL													
10+00.00	21+35.00	1135	BOP Station to EOP (Trail)	10	1261.11	10	4.00	1261.11	276.74	10	3.00	1261.11	210.19
10+00.00	21+35.00	1135	BOP Station to EOP (Taper)	4	504.44	3.33	4.00	419.95	92.16	1	3.00	504.44	84.07
			PROJECT TOTAL		1765.56				368.90			1765.56	294.26
			PROJECT USE		**1770**				**370**			**1770**	**300**

ESTIMATED STRUCTURE QUANTITIES

DRAINAGE STRUCTURE NO.	STATION	STRUCTURE DESCRIPTION	SKEW	511000 STRUCTURAL CONCRETE CLASS A	541200 STRUCTURAL STEEL FOR MISCELLANEOUS STRUCTURES	570162 40"S X 31"R (NOMINAL) CULVERT PIPE ARCH	
				C.Y.	LB	L.F.	
DS 1	11+01.47			5.79	535	21.99	
			PROJECT TOTAL	5.79	535.00	21.99	
			PROJECT USE	**6**	**535**	**22**	

REMOVALS OF STRUCTURES AND OBSTRUCTIONS — ITEM NO. 601000

STATION	TO	STATION	LOCATION	L.F.	REMARKS
10+92.06		11+03.01	RT	10.95	Wood Bridge and Concrete Abutments

HEADER CURB — ITEM NO. 609200

STATION	TO	STATION	OFFSET	LOCATION	LENGTH (L.F.)	REMARKS
10+40.76	-	10+66.12	5.052	RT. / LT.	50.72	
11+20.37	-	18+09.58	5	RT. / LT.	1378.42	
				PROJECT TOTAL	1429.14	
				PROJECT USE	**1430**	

PEDESTRIAN/BICYCLE RAILING — ITEM NO. 607079

P/B R NO.	STATION	TO	STATION	OFFSET	LOCATION	LENGTH (L.F.)	REMARKS
PBR-1	10+89.07	-	11+20.37	5.052	RT. / LT.	62.60	
					PROJECT TOTAL	62.60	
					PROJECT USE	**70**	

MANHOLE ADJUSTMENT — ITEM NO. 662400

REF. SHT.	STATION	LOCATION	DESCRIPTION	EACH
	21+10.32	LT	RAISE TO GRADE	1
			PROJECT TOTAL	1
			PROJECT USE	**1**

EARTHWORK SUMMARY

STATION	TO	STATION	LOC	203000 UNCLASSIFIED EXCAVATION	*EMBANKMENT	203100 BORROW
				CU YD	CU YD	CU YD
10+00.00		20+35.00	RT/LT	49	234	-185
			PROJECT TOTAL	49	0	185
			PROJECT USE	**50**	**0**	**190**

*FOR GENERAL CONTRACTOR INFORMATION ONLY

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CONSULTANTS

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PROJECT NAME
EL CAMINO RAEL ACADEMY TRAIL
SANTA FE, NM

BY | DESCRIPTION | DATE | REV.

PROJECT NO: 206003023
DESIGNED BY: CLL
DRAWN BY: VRM
CHECKED BY: CLL
DATE:

SHEET TITLE
MISCELLANEOUS QUANTITIES

SHEET NO: 2-2

2/14/2023 M:\MSD\20-600-030-23\2_Disciplines_SHEETS\3_Sheets - roadway\2_Sheets\206003023_MISCELLANEOUS QUANTITIES.dwg

GENERAL NOTES

1. ALL SURVEY POINTS WERE FOUND OR SET BY WILSON & COMPANY ENGINEERS AND ARCHITECTS.
2. THE GROUND COORDINATES SHOWN HEREON ARE REFERRED TO NEW MEXICO COORDINATE SYSTEM - CENTRAL ZONE, NORTH AMERICAN DATUM OF 1983 AND WERE DERIVED USING GPS DIFFERENTIAL POSITIONING TECHNIQUES.
3. THE ELEVATIONS SHOWN HEREON ARE REFERRED TO SEA LEVEL NAVD 1988.
4. THE LOCAL PROJECT GROUND COORDINATES SHOWN HEREON WERE DERIVED USING THE FOLLOWING METHODS:

A. FINAL STATE PLANE GRID COORDINATES WERE CONVERTED TO GROUND USING A SINGLE PROJECT AVERAGE GROUND-TO-GRID SCALE FACTOR (GGSF) = 1.0004066253

5. ALL DISTANCES SHOWN HEREON ARE CALCULATED GROUND DISTANCES USING THE INVERSED GRID DISTANCES AND THE PROJECT AVERAGE COMBINED GROUND-TO-GRID SCALE FACTOR (GCSF).

6. SURVEY PERFORMED BY : WILSON & COMPANY, INC., ENGINEERS AND ARCHITECTS, 4401 MASTHEAD, SUITE 150, ALBUQUERQUE, NM 87109 (505)-348-4000.

Point Table

Point #	Elevation	Northing	Easting	Description
978	6461.04	1691557.66	1702298.98	CP
979	6464.11	1691720.80	1702289.42	CP
980	6469.36	1691601.04	1702883.40	CP
981	6464.99	1691299.94	1702657.61	CP

LINE TABLE

LINE NO.	LENGTH	DIRECTION	START POINT	END POINT
L1	27.74'	S73° 30' 30.88"E	N 1691701.83,E 1702269.30	N 1691693.96,E 1702295.90
L2	58.65'	S53° 13' 42.12"E	N 1691686.07,E 1702311.64	N 1691650.95,E 1702358.62
L3	639.70'	N66° 31' 44.45"E	N 1691647.82,E 1702385.54	N 1691902.60,E 1702972.31
L4	100.55'	N56° 03' 11.24"E	N 1691920.14,E 1703004.34	N 1691976.29,E 1703087.75

CURVE TABLE

CURVE NO.	RADIUS	LENGTH	CHORD DIRECTION	START POINT	END POINT
C1	50.00'	17.70'	S63° 22' 06.50"E	N 1691693.96,E 1702295.90	N 1691686.07,E 1702311.64
C2	27.00'	28.39'	S83° 20' 58.83"E	N 1691650.95,E 1702358.62	N 1691647.82,E 1702385.54
C3	200.00'	36.57'	N61° 17' 27.84"E	N 1691902.60,E 1702972.31	N 1691920.14,E 1703004.34
C4	100.00'	75.15'	N34° 31' 24.09"E	N 1691976.29,E 1703087.75	N 1692036.76,E 1703129.34
C5	70.00'	50.97'	N33° 51' 10.26"E	N 1692036.76,E 1703129.34	N 1692078.16,E 1703157.11

PROJECT CONTROL

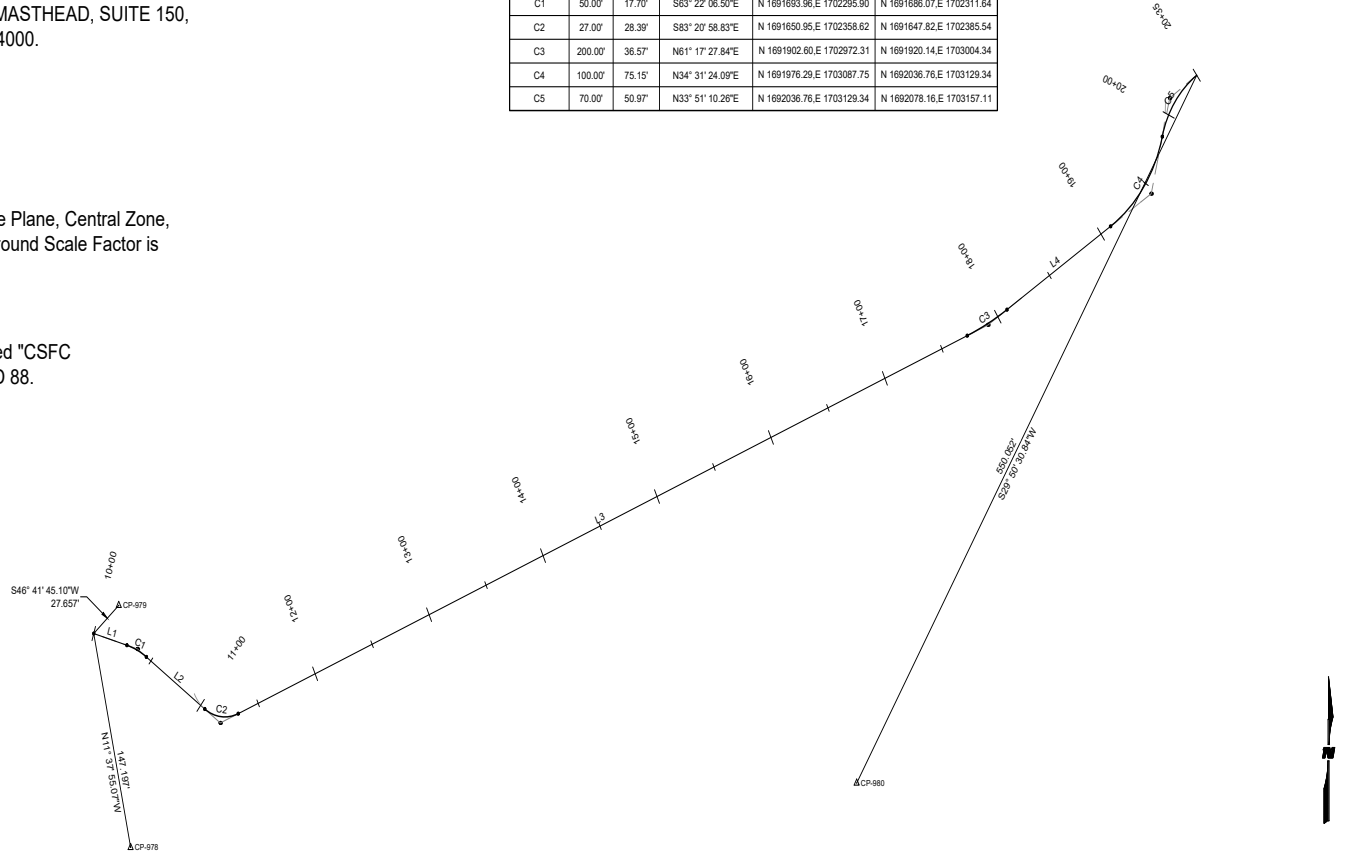
Coordinates shown are NAD83 New Mexico State Plane, Central Zone, US Foot. NAVD 88. Project Combined Grid to Ground Scale Factor is 1.0004066253 scaled from X=0.00, Y=0.00

PROJECT BENCHMARK

Benchmark used is a Bronze Survey Disk stamped "CSFC HUD2" set in top of a concrete monument. NAVD 88.
Northing: 1698052.168'
Easting: 1709911.147'
Elevation = 6672.193'

TEMPORARY BENCHMARK (TBM)

Temporary Benchmark is a rebar with WCI aluminum cap w/#5 Rebar, stamped "CP-980".
Northing: 1691601.042'
Easting: 1702883.403
Elevation = 6469.357'
(Located as shown on Plan)



1 HORIZONTAL CONTROL
1" = 50'
0 25' 50'

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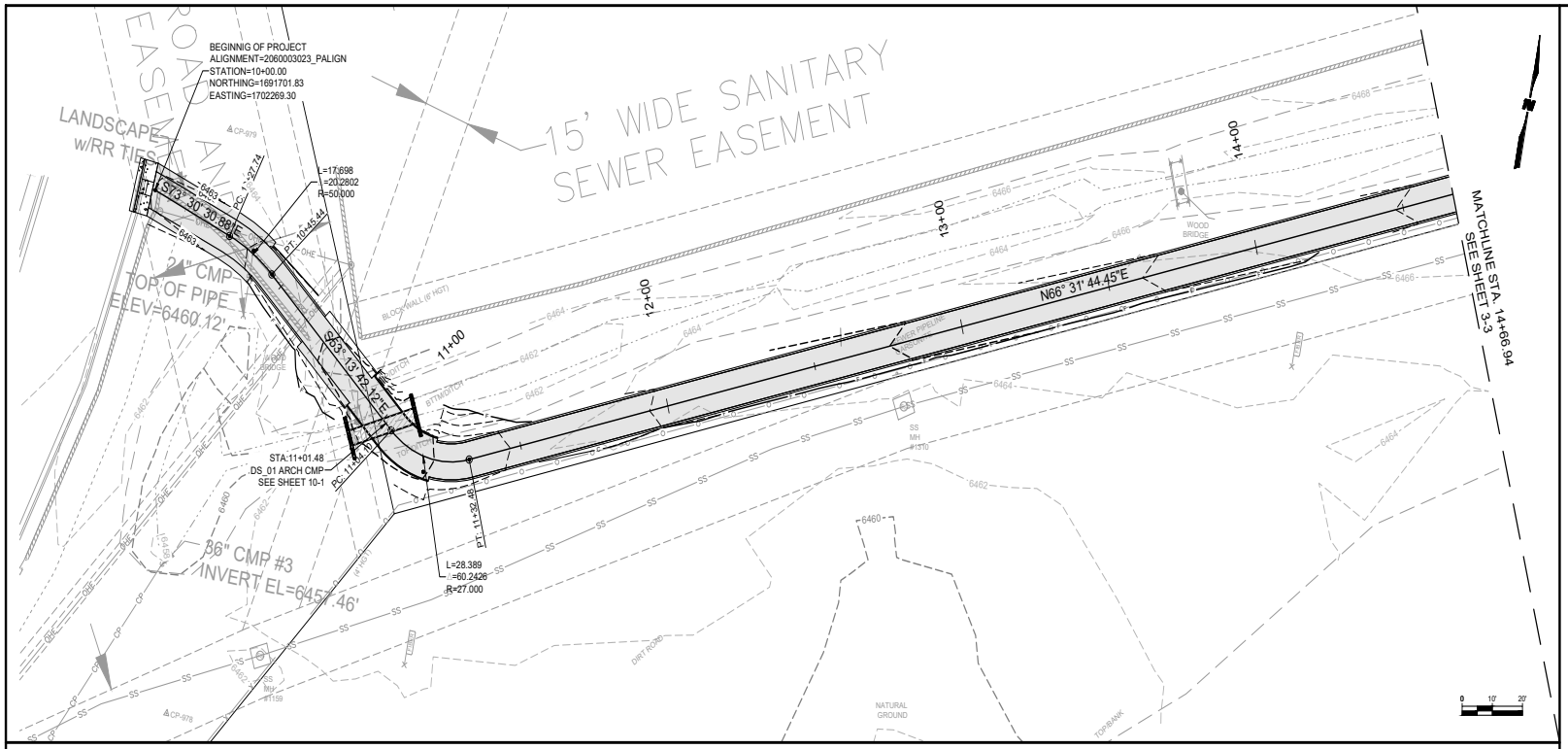
REV.	DATE	DESCRIPTION	BY

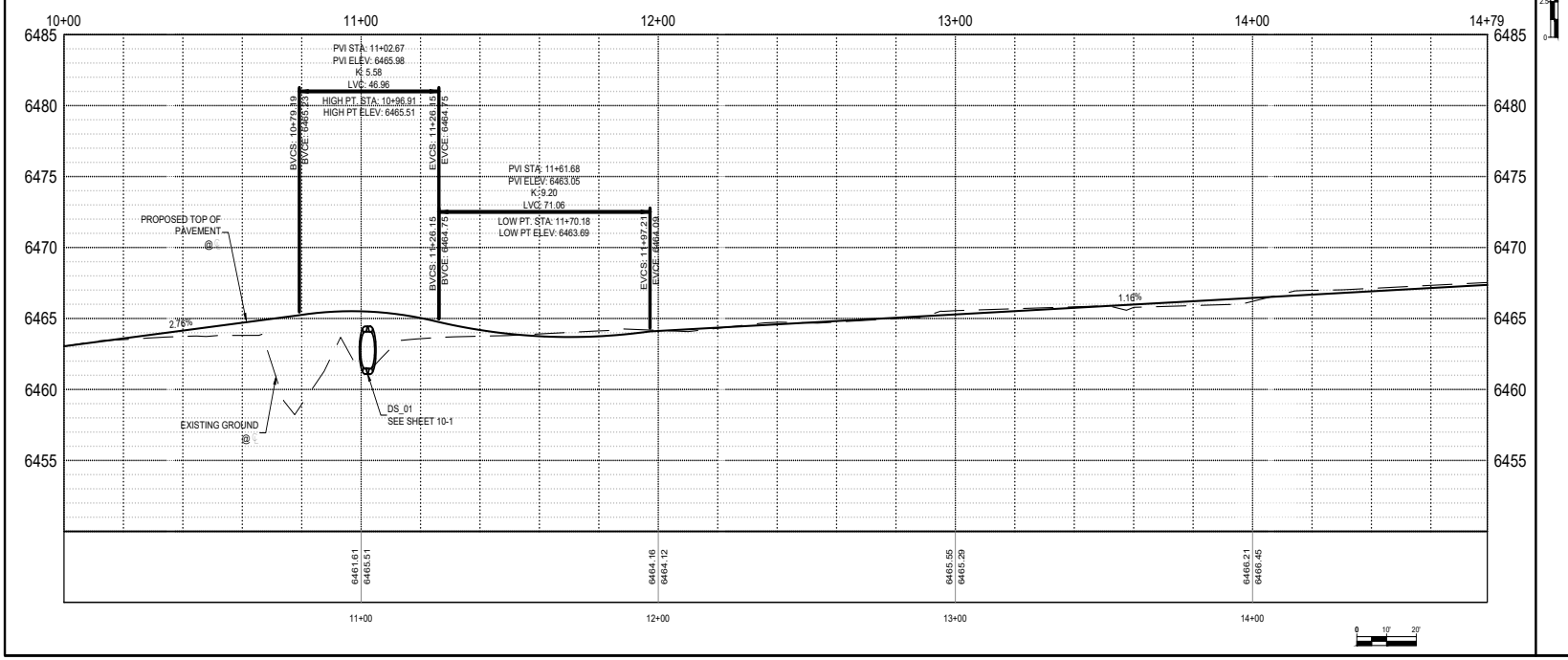
PROJECT NO:	2060003023
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DATE:	

SHEET TITLE
HORIZONTAL CONTROL

SHEET NO:
3-1

2/14/2023 M:\MSD\20-600-030-23\2_Disciplines_SHEETS\3_Sheets - roadway\1_Sheets\206003023_HORIZONTAL CONTROL.dwg





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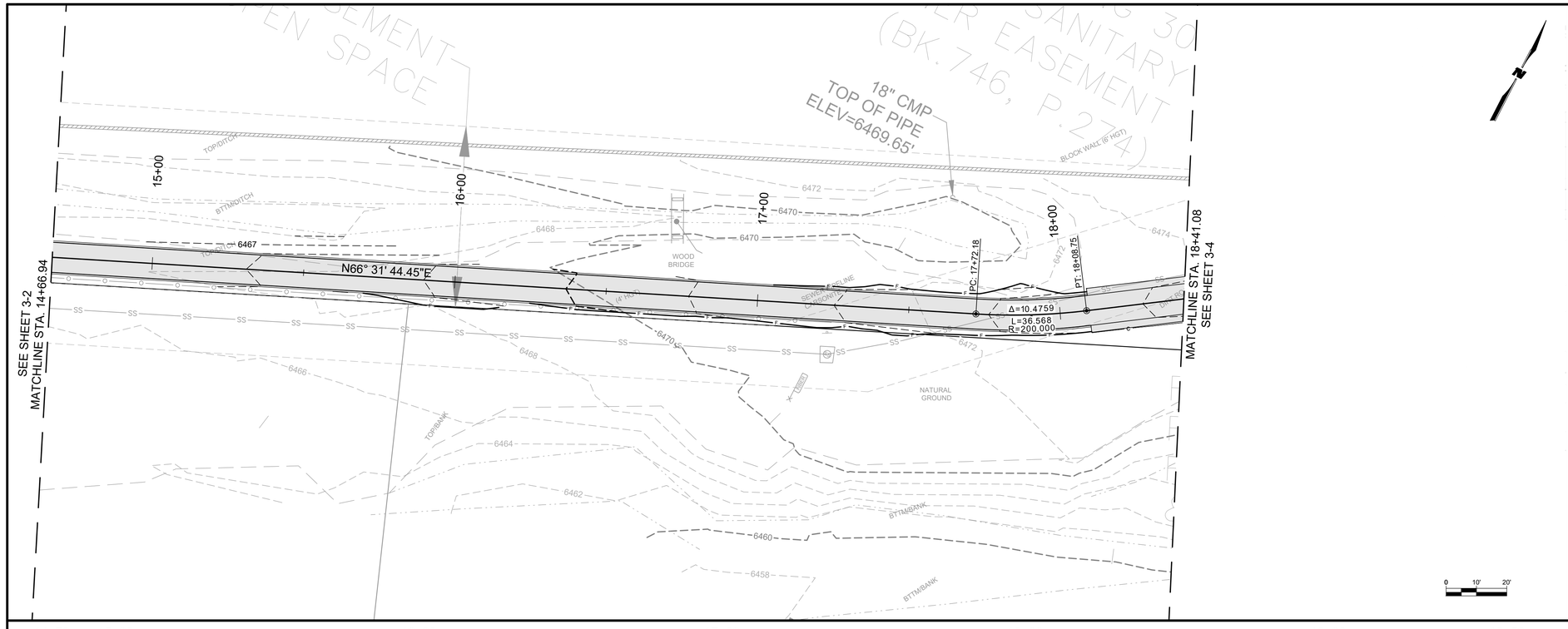
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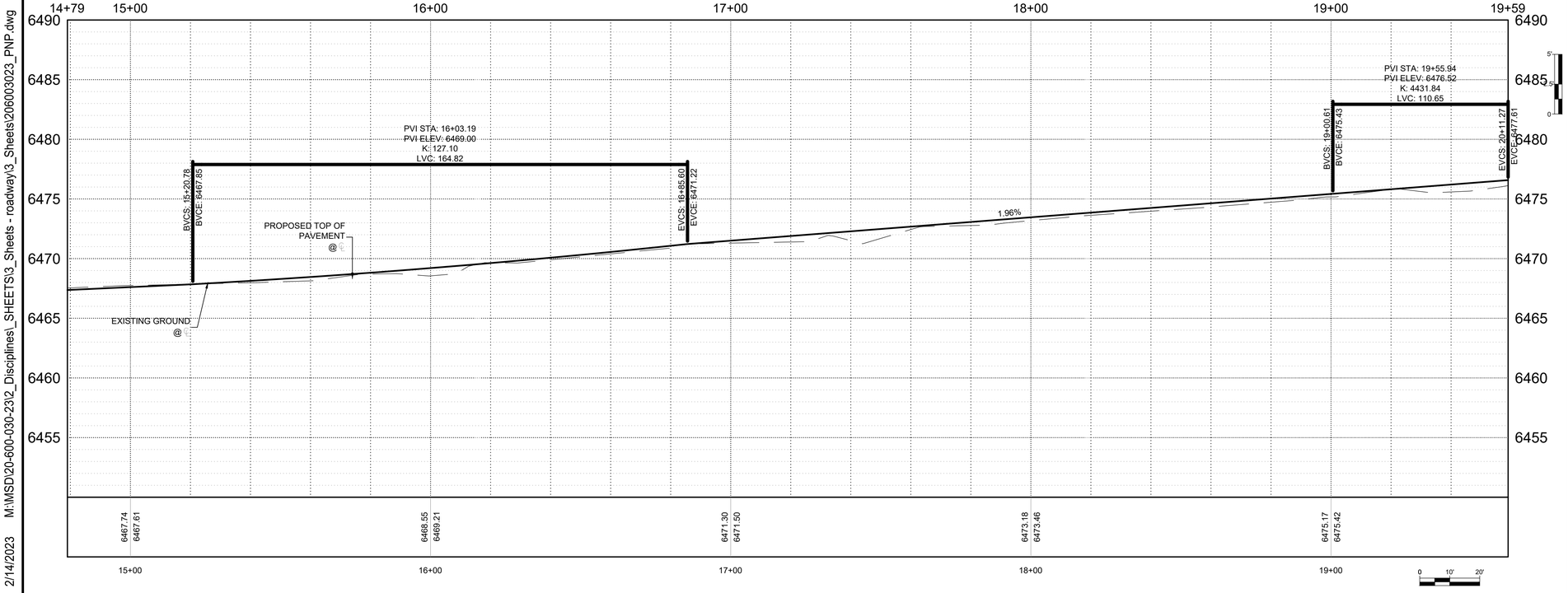
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PROJECT NAME

EL CAMINO RAEL
ACADEMY TRAIL
SANTA FE, NM

REV.	DATE	DESCRIPTION	BY

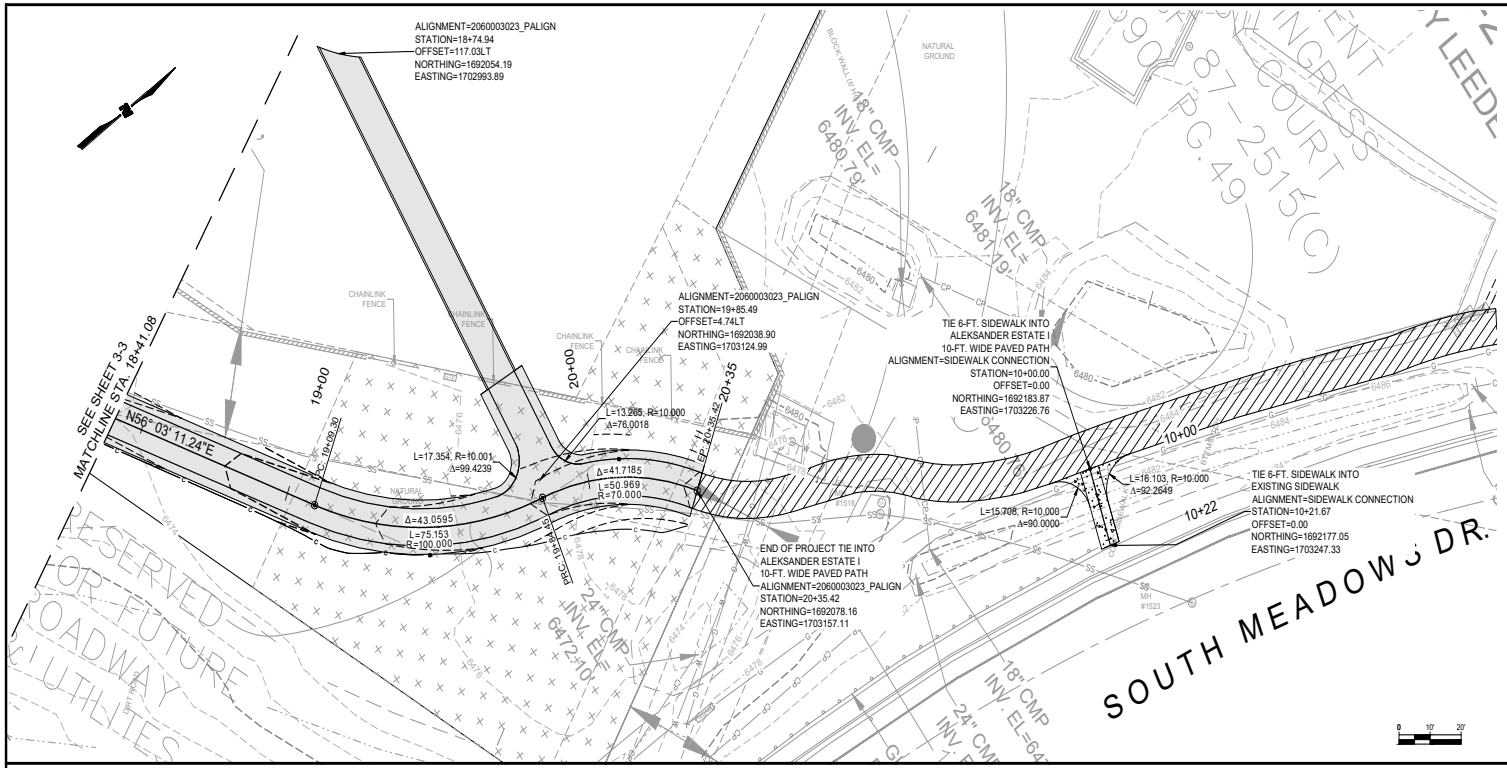
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DESIGNED BY:	CLL
DRAWN BY:	VRM
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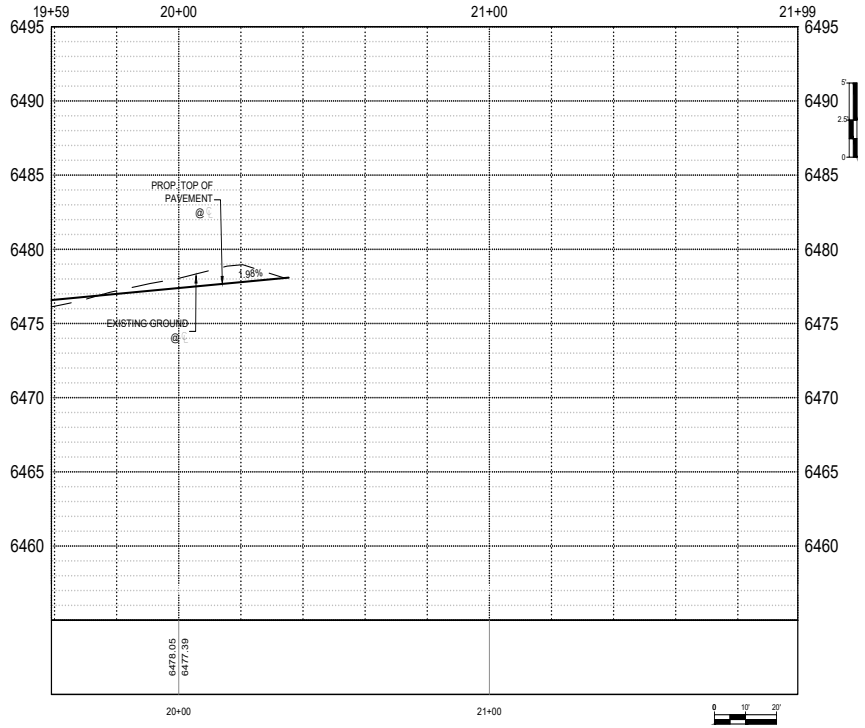
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PLAN & PROFILE

SHEET NO:

3-3





2/14/2023 M:\MSD\20-600-030-2312_Disciplines_SHEETS\3_Sheets - roadway\3_Sheets\2060003023_PNP.dwg

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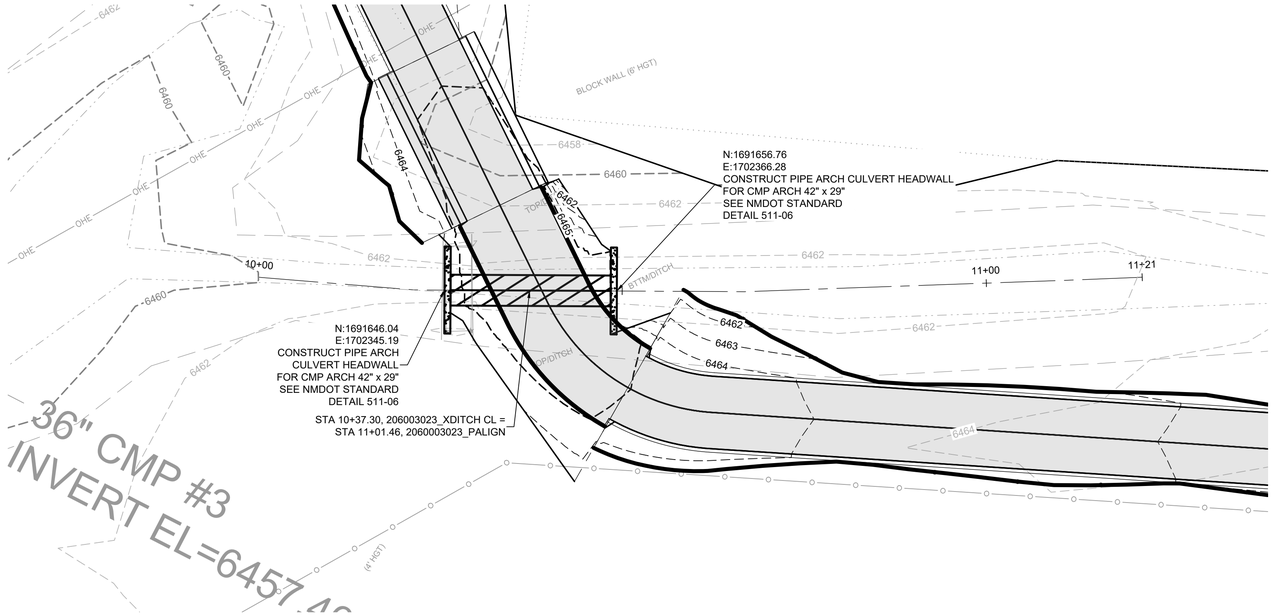
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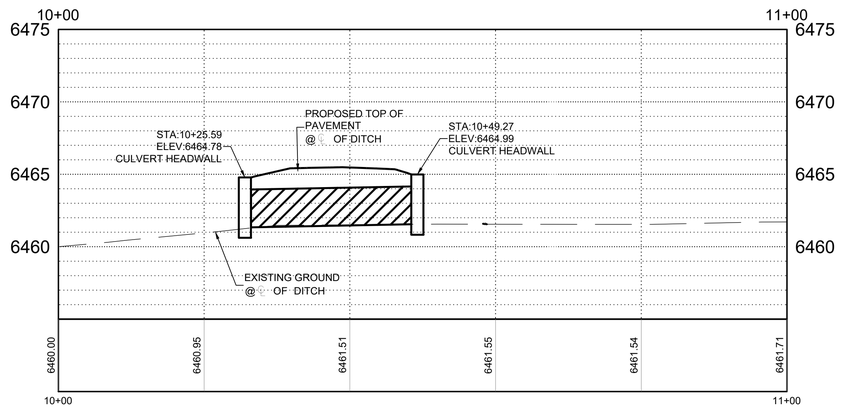
SHEET TITLE

PLAN & PROFILE

SHEET NO:

3-4





ALIGNMENT: 206003023_XDITCH CL
DS_01, INSTALL 22-FT. OF
40" S x 31" R ARCH CMP @ 0.96% SLOPE
E INV. ELEVATION: 6461.55
W INV. ELEVATION: 6461.34

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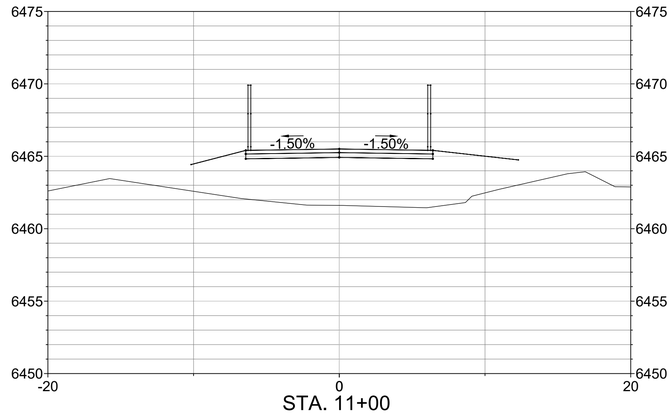
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STORM DRAIN
PLAN & PROFILE

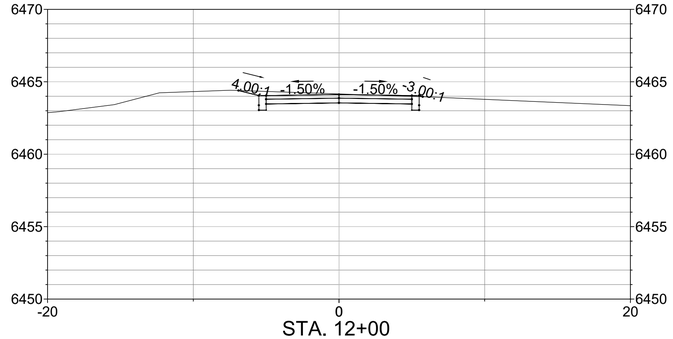
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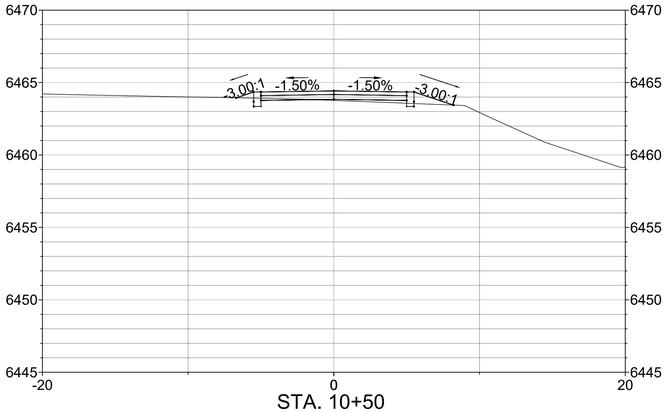
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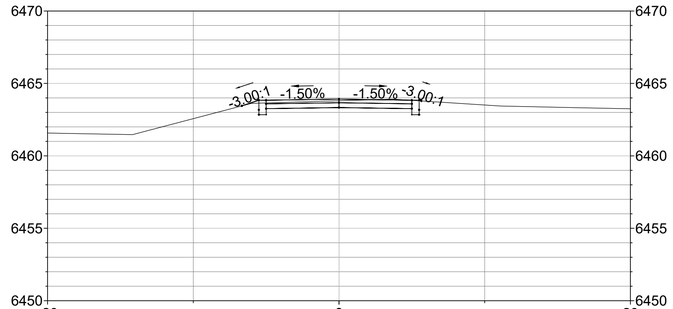
STA. 11+00



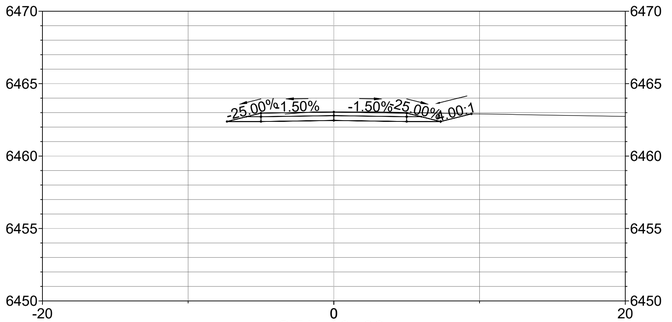
STA. 12+00



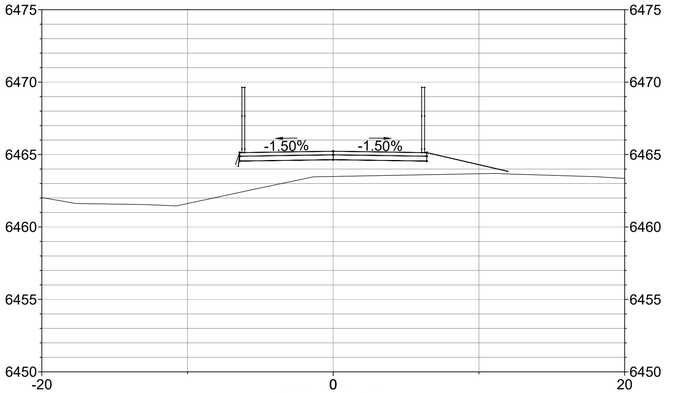
STA. 10+50



STA. 11+50



STA. 10+00



STA. 11+15





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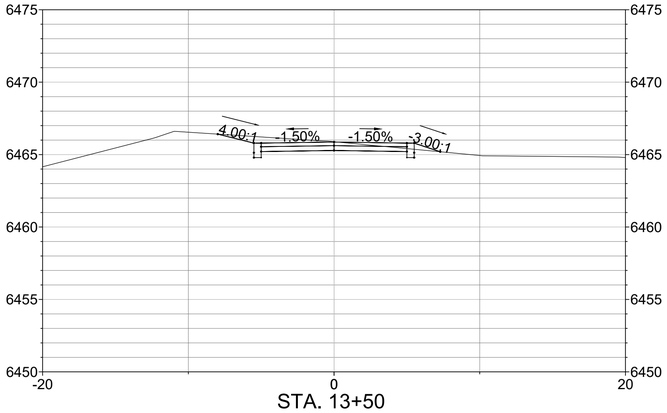
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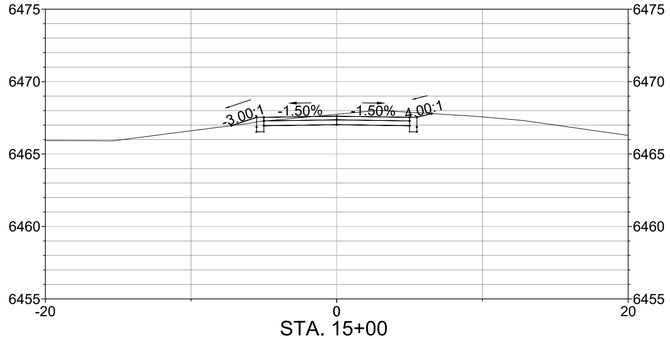
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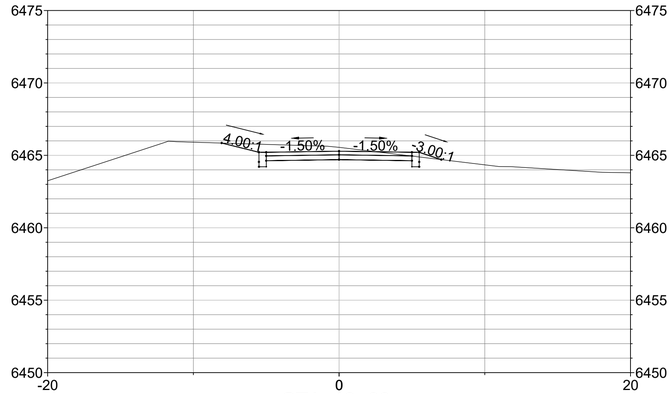
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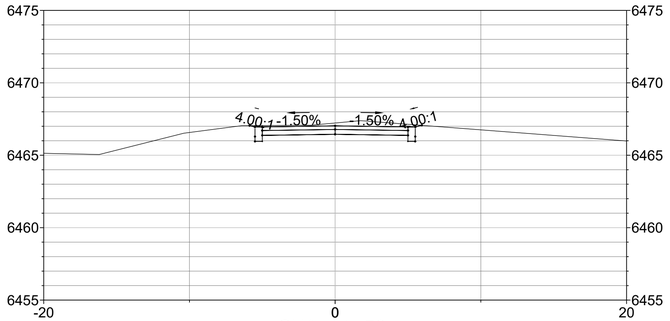
STA. 13+50



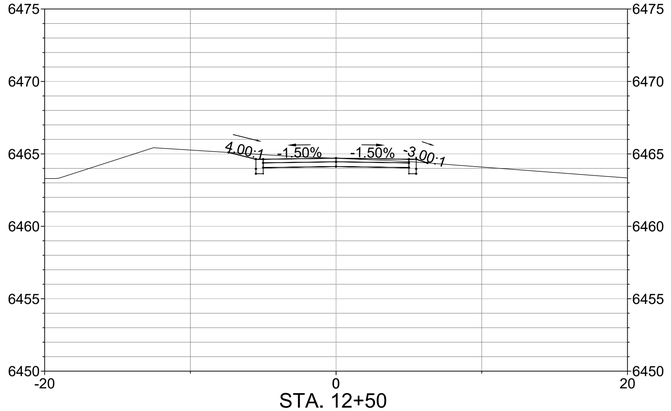
STA. 15+00



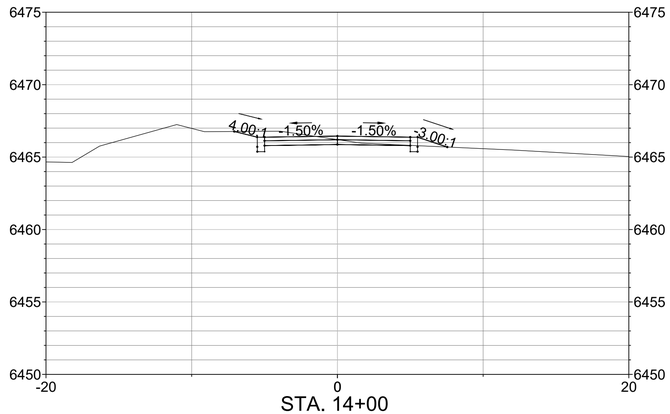
STA. 13+00



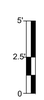
STA. 14+50



STA. 12+50



STA. 14+00





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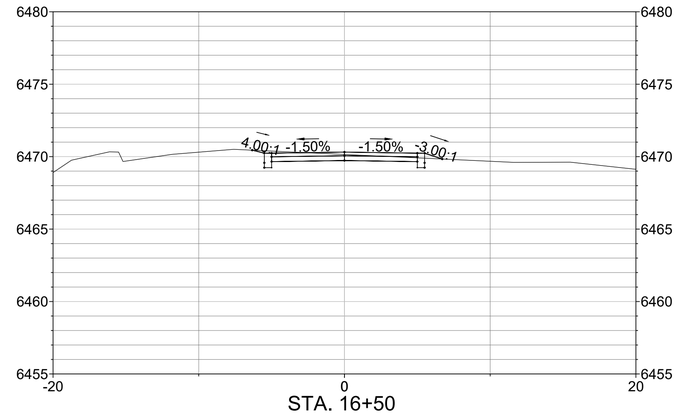
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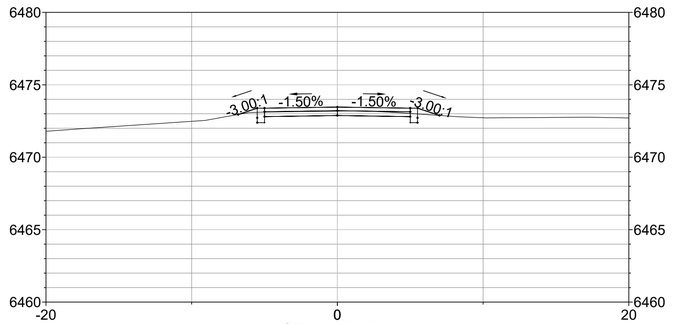
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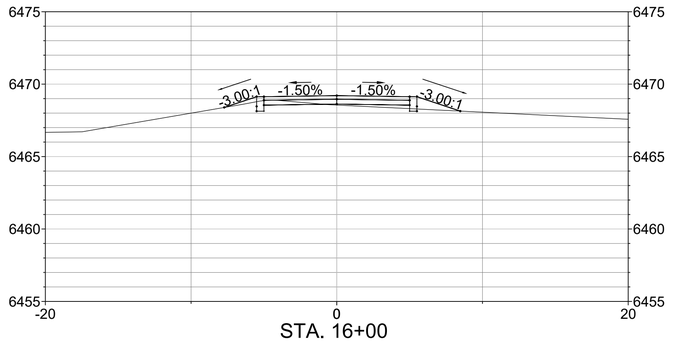
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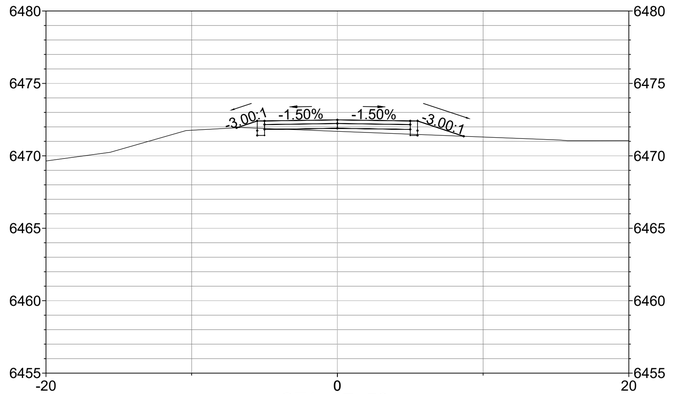
STA. 16+50



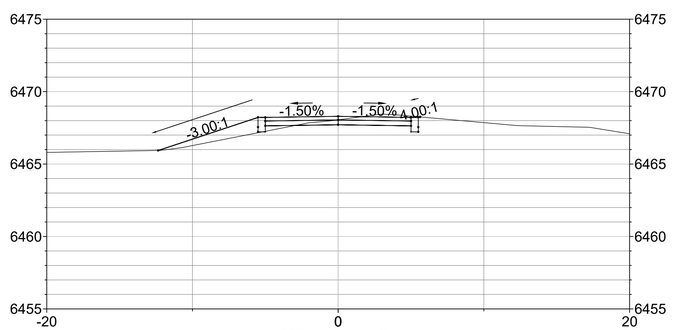
STA. 18+00



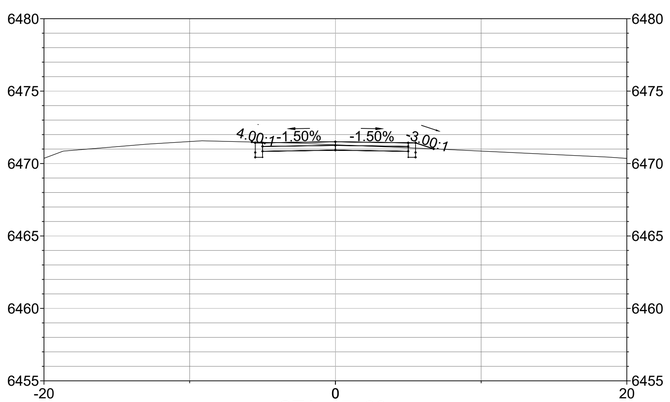
STA. 16+00



STA. 17+50



STA. 15+50



STA. 17+00



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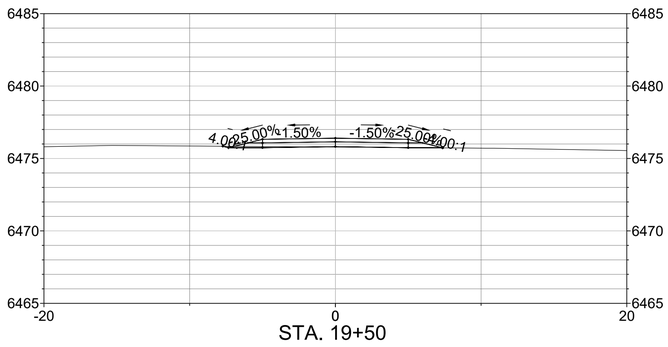
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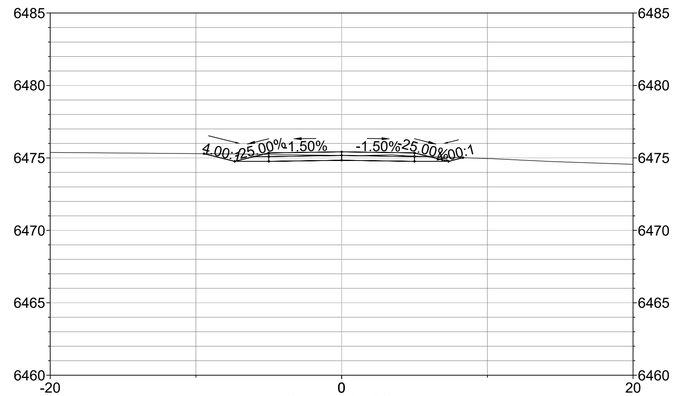
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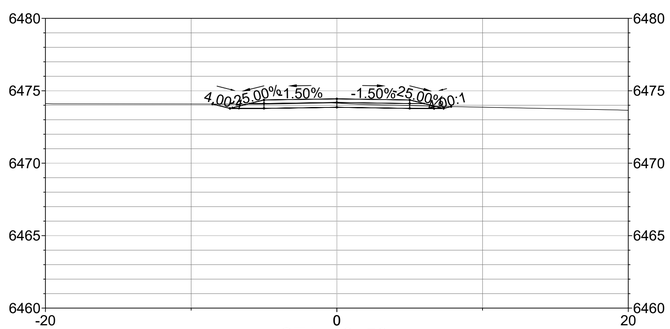
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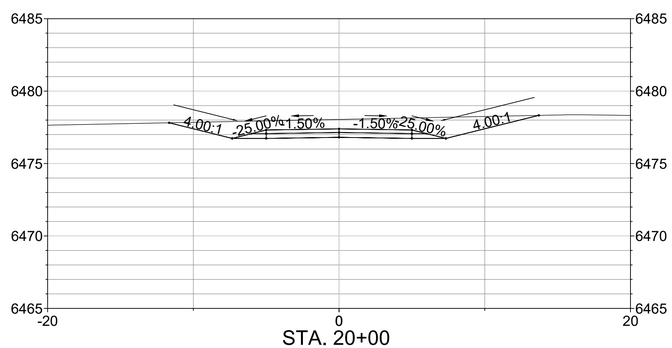
STA. 19+50



STA. 19+00



STA. 18+50



STA. 20+00

5'
2.5'
0

0 2.5' 5'

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SHEET TITLE

CROSS SECTION

SHEET NO:

13-4

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City of Santa Fe
Bishop's Lodge – preliminary design review meeting

DATE & TIME 2/20/23 10:00a MST

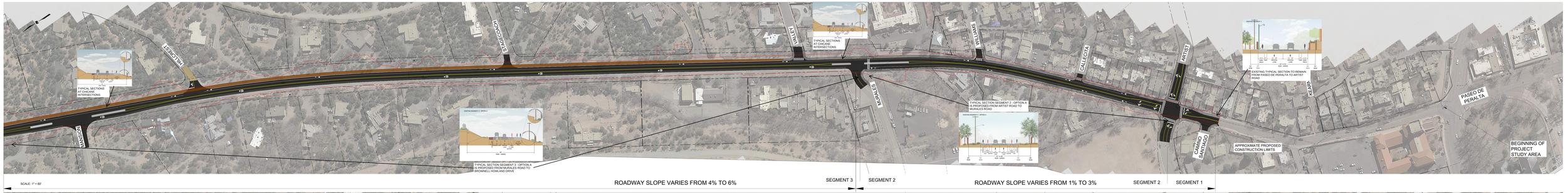
LOCATION https://protect-us.mimecast.com/s/ncqZCjRv1rTkk5DgFWP1W9?domain=santafenm-gov.zoom.us

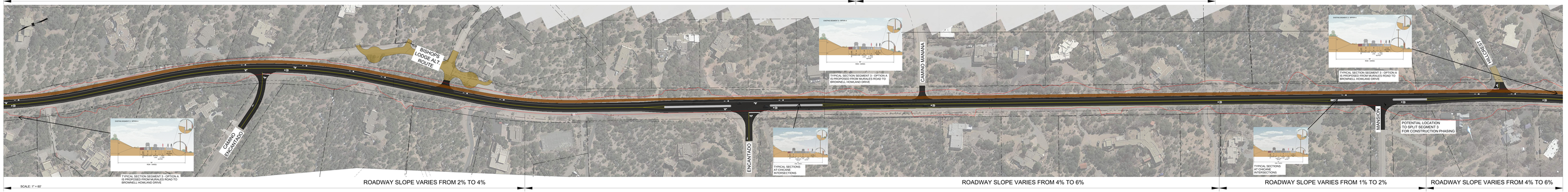
As follows are the general notes on the comments received during the meeting. They are of a general nature and don't represent the full range of conversation. If no action is indicated after the comment then it was closed during the meeting.

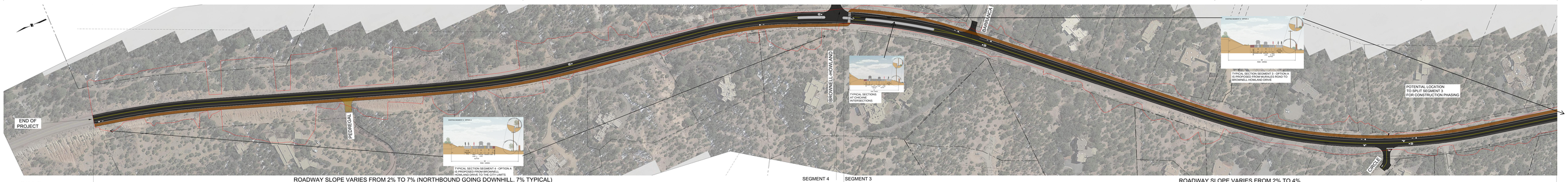
Comments**:**

1. The pedestrian crossing at Brownell-Howland Rd. needs to be reviewed in regards what side of B-H it is best to cross the pedestrians. **Wilson/NV5 to review**.
2. There was a discussion of "mini roundabouts" and it was related that they are not suitable for this project due to the speed and ROW considerations.
3. There is a level of concern with providing shared bike lanes on the downhill direction. **Wilson and NV5 to review**.
4. Parks and Open Spaces had several questions regarding maintenance:
    a. On the eastern side of Bishop's Lodge (across from Camino Encantado) there an existing old "bypass" that will be combined into a short road with cul-de-sacs. Who is responsible for maintenance? The City of Santa Fe (CoSF) will be responsible for maintenance. **CoSF to discuss internally**.
    b. Who maintains the retaining walls**? CoSF to discuss internally**.
    c. Parks requested the details of construction for the raised medians. These will be included in future design sets.
    d. Clarify where new structures will be the responsibility of Parks and Open Spaces. This will become evident in future design sets.
5. There was a question regarding the use of sidewalks on both sides of Bishop's Lodge. This option was not used due to a lack of public support.
6. There was a discussion of drainage methodology. Details for drainage will be included in future design sets.
7. Other than the locations indicated on the exhibit are there other locations that should include a crosswalks (for example Mansion intersection)? **Wilson/NV5 to review**.
8. The issue was raised whether 11' or 10.5' lanes are to be used for the travel lanes. **Wilson/NV5 to review**.
9. The locations of the medians is only approximate at this time. Exact locations will be provided in future design sets.
10. There was conversation to limit the turning radius at intersections. The radii will be designed to the appropriate, minimal standards.
11. Curb and driveway cuts will be appropriately designed for fire trucks and other public health vehicles.

These notes represent NV5's understanding of the issues discussed. Please respond by email to doug.harned@nv5.com with any requested corrections.


HILLCREST
TYPICAL SECTIONS AT CHICANE INTERSECTIONS
VANDEVER
SYCAMORE ST
TYPICAL SECTION SEGMENT 3 - OPTION A IS PROPOSED FROM MURALES ROAD TO BROWNELL HOWLAND DRIVE
LYLE
TYPICAL SECTIONS AT CHICANE INTERSECTIONS
MURALES
TYPICAL SECTION SEGMENT 2 - OPTION A IS PROPOSED FROM ARTIST ROAD TO MURALES ROAD
CALLESITA
ARTIST
CAMINO SANTIAGO
EXISTING TYPICAL SECTION TO REMAIN FROM PASEO DE PERALTA TO ARTIST ROAD
PEARL
PASEO DE PERALTA
APPROXIMATE PROPOSED CONSTRUCTION LIMITS
BEGINNING OF PROJECT STUDY AREA
SCALE: 1" = 60'
ROADWAY SLOPE VARIES FROM 4% TO 6%
SEGMENT 3
SEGMENT 2
ROADWAY SLOPE VARIES FROM 1% TO 3%
SEGMENT 2
SEGMENT 1


BISHOPS LODGE ALT. ROUTE
CAMINO ENCANTADO
TYPICAL SECTION SEGMENT 3 - OPTION A IS PROPOSED FROM MURALES ROAD TO BROWNELL HOWLAND DRIVE
ENCANTADO
TYPICAL SECTIONS AT CHICANE INTERSECTIONS
CAMINO MANANA
TYPICAL SECTION SEGMENT 3 - OPTION A IS PROPOSED FROM MURALES ROAD TO BROWNELL HOWLAND DRIVE
TYPICAL SECTIONS AT CHICANE INTERSECTIONS
MADISON
TYPICAL SECTION SEGMENT 3 - OPTION A IS PROPOSED FROM MURALES ROAD TO BROWNELL HOWLAND DRIVE
HILLCREST
POTENTIAL LOCATION TO SPLIT SEGMENT 3 FOR CONSTRUCTION PHASING
SCALE: 1" = 60'
ROADWAY SLOPE VARIES FROM 2% TO 4%
ROADWAY SLOPE VARIES FROM 4% TO 6%
ROADWAY SLOPE VARIES FROM 1% TO 2%
ROADWAY SLOPE VARIES FROM 4% TO 6%


END OF PROJECT
PEDREGAL
TYPICAL SECTION SEGMENT 4 - OPTION A IS PROPOSED FROM BROWNELL HOWLAND DRIVE TO THE CITY LIMITS
BROWNELL-HOWLAND
TYPICAL SECTIONS AT CHICANE INTERSECTIONS
BERRONCA
TYPICAL SECTION SEGMENT 3 - OPTION A IS PROPOSED FROM MURALES ROAD TO BROWNELL HOWLAND DRIVE
POTENTIAL LOCATION TO SPLIT SEGMENT 3 FOR CONSTRUCTION PHASING
CAMINO
SCALE: 1" = 60'
ROADWAY SLOPE VARIES FROM 2% TO 7% (NORTHBOUND GOING DOWNHILL. 7% TYPICAL)
SEGMENT 4
SEGMENT 3
ROADWAY SLOPE VARIES FROM 2% TO 4%