

Chapter 4

Prioritization Results

INTRODUCTION

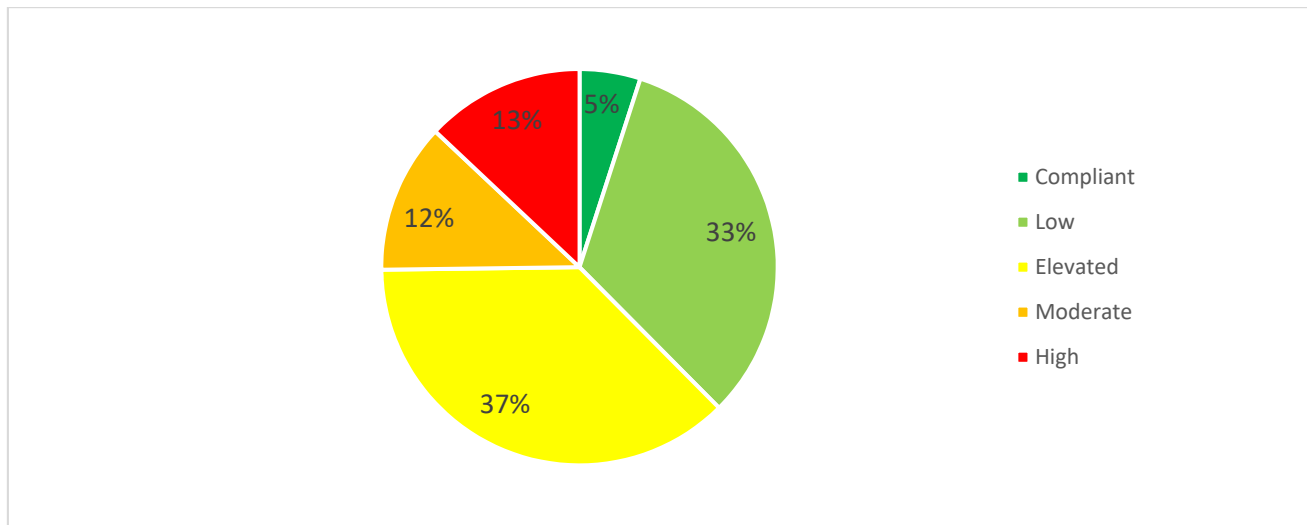
Chapter 4 provides the results of the prioritization process described in Chapter 3 and incorporates the deficiency data displayed in Chapter 2 to create an overall priority scoring index and identify potential high priority projects.

This chapter includes a description of the implementation of the prioritization process and an overview of the scoring index. Similar to Chapter 2, the prioritization analysis section presents the overall priority score by City Council District. The chapter concludes with the top ten high priority pedestrian areas which should be assessed by the City of Santa Fe for inclusion in upcoming capital improvement plans.

PRIORITIZATION PROCESS

The prioritization process included separate scoring of deficiencies and priority areas. Once these assessments were completed, a score was developed where both deficiencies and priority areas received a factored score on a scale of 0 to 50. These two scores were combined to create the prioritization score with a possible score range of 0 to 100 where the higher the score, the higher the priority ranking. If the deficiency score was zero and the asset had a priority area score, then the prioritization score was zeroed out.

The combined priority score breakdown can be seen in Figure 4-1. The percentages shown in the pie chart represent all curb ramps, intersections, and sidewalk segments. While the “compliant” category represents the lowest percentage, this does not expressly mean that only two percent of the city’s pedestrian assets are ADA compliant. The method in which assets were selected only accounted for the number of instances and not the mileage or distance. As seen in the chart, the largest prioritization category was “elevated” totaling 37% of the surveyed elements. In general, the majority (75%) of pedestrian assets fall into the “elevated,” “low,” or “compliant” categories.

Figure 4-1: Overview of Prioritization Scoring

PRIORITIZATION ANALYSIS

The overall results of the prioritization process may be seen in Figure 4-2. The map shows a relatively significant rise in priority levels in the northern portions of the city, including downtown, and increased levels in the central city along Cerrillos Road. Much of the southern portions of the city are low priority, representing very few ADA compliance issues.

Figure 4-2: Overview of Prioritization Results

