

PRIORITIZED LISTING OF IMPROVEMENTS

Targeted Prioritization

While high priority areas can be found throughout the City of Santa Fe, many of the very top tier areas are located in low-density single-family neighborhoods. While those areas are extremely important in the makeup of Santa Fe's pedestrian network, the first projects to be addressed should benefit the largest number of pedestrians. This is not meant to simply single out major corridors, but rather to provide a meaningful connection from neighborhood streets to the city's major arterial roads. For the purposes of this report, the following major travel corridors were identified (also shown in Figure 4-11):

- Agua Fria Street
- Airport Road
- Alameda Street
- Camino Carlos Rey
- Cerrillos Road
- Governor Miles Road
- Guadalupe Street
- Jaguar Drive
- Paseo de Peralta
- Rodeo Road
- Rufina Street
- Siringo Road
- St. Francis Drive
- St. Michaels Drive

Table 4-1 provides a breakdown of the projects required to correct moderate and high priority deficiencies located along Santa Fe's major travel corridors. As seen in the table, the potential improvements range from providing curb ramp and intersection improvements to repairing miles of sidewalks.

Table 4-1: Major Travel Corridor Improvement Areas

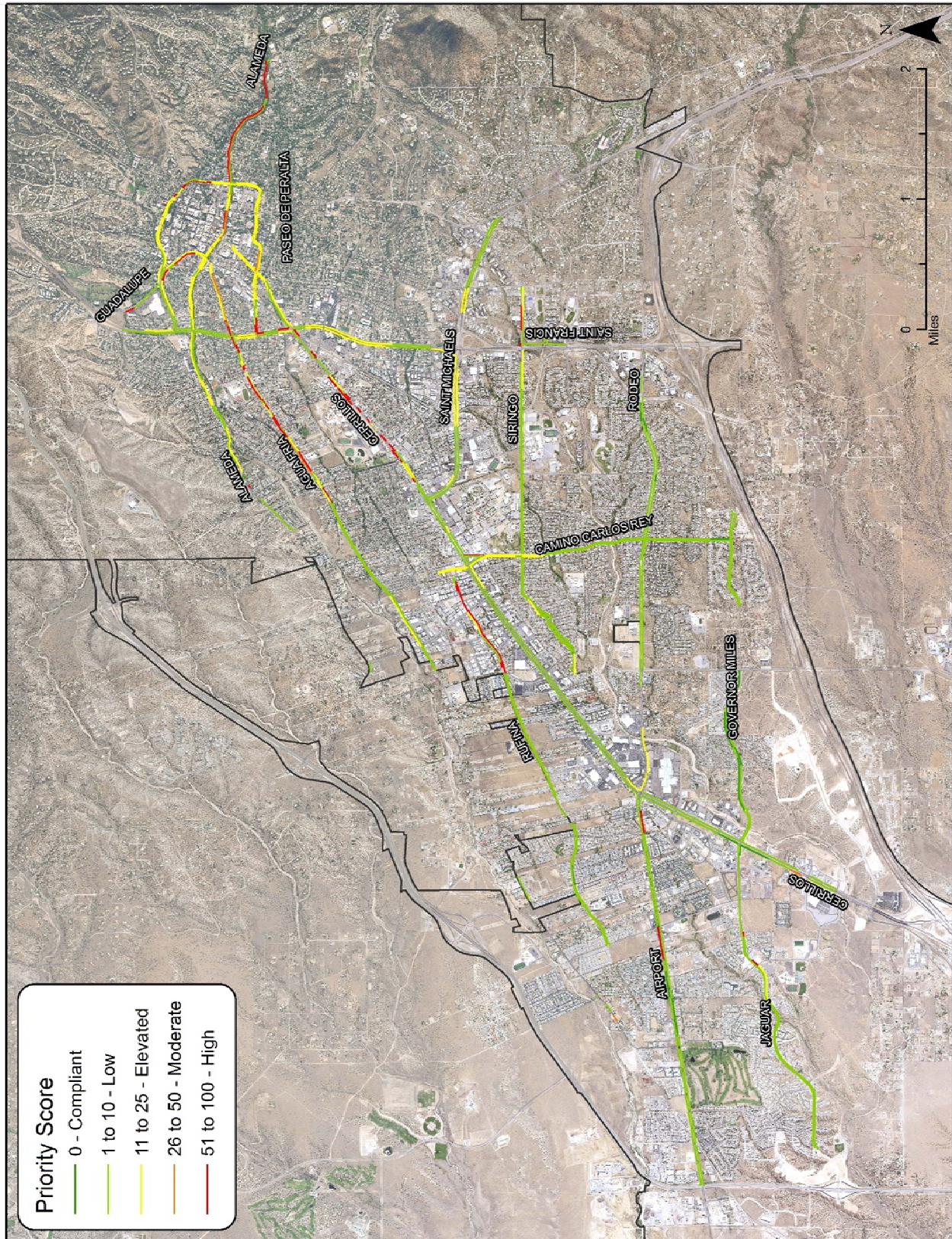
Major Travel Corridor <i>Improvement Area</i>	Linear Sidewalk Feet*	Intersection Improve- ments	New or Improved Curb Ramps	Total Estimated Cost**
Agua Fria Road/Street				\$1,296,000
<i>De Fouri to Barela Lane</i>	22,000	36	72	\$1,296,000
Airport Road				\$321,500
<i>Country Club Gardens to South Meadows Road</i>	2,700	4	7	\$152,000
<i>Calle Atajo to Camino Entrada</i>	2,600	7	12	\$169,500
Alameda Street				\$895,500
<i>Huddleson Street to Solana Drive</i>	0	12	29	\$119,500
<i>Intersection of St. Francis Drive</i>	0	3	8	\$32,500
<i>Water Street to Old Santa Fe Trail</i>	5,400	31	32	\$401,500
<i>Paseo de Peralta to Palace Avenue</i>	4,000	9	16	\$249,500
<i>Gonzales Road to Camino Pequeno</i>	1,500	5	5	\$92,500

Major Travel Corridor Improvement Area	Linear Sidewalk Feet*	Intersection Improve- ments	New or Improved Curb Ramps	Total Estimated Cost**
Camino Carlos Rey				\$260,000
<i>Cerrillos Road to Siringo Road</i>	3,600	7	25	\$260,000
Cerrillos Road				\$1,084,000
<i>St. Francis Drive to St. Michaels Drive</i>	18,000	15	50	\$1,007,500
<i>Ocate to Tierra Contenta</i>	1,400	2	3	\$76,500
Governor Miles				-
Guadalupe Street				\$520,000
<i>Alamo Drive to Sabino Street</i>	500	2	5	\$43,000
<i>Paseo de Peralta to Solona Street</i>	600	6	8	\$64,000
<i>Catron Street to San Francisco Street</i>	2,000	13	19	\$176,000
<i>Alameda Street to Cerrillos Road</i>	0	18	60	\$237,000
Jaguar Drive				\$31,500
<i>Paseo del Sol to Avenida Contenta</i>	700	0	0	\$31,500
Rodeo Road				\$8,500
<i>Entrance to Santa Fe Place Mall</i>	0	1	2	\$8,500
Paseo de Peralta				\$689,500
<i>Grant Avenue to Washington Avenue</i>	0	7	19	\$77,000
<i>Otero Street to Palace Avenue</i>	2,500	15	16	\$191,000
<i>Old Santa Fe Trail to Manhattan Avenue</i>	0	13	19	\$86,000
<i>Galisteo Street to St. Francis Drive</i>	4,000	8	41	\$335,500
Rufina Street				\$558,000
<i>Richards Avenue to Harrison Street</i>	9,000	18	36	\$558,000
Siringo Road				\$469,500
<i>Calle Florinda to Velarde Road</i>	0	19	22	\$105,500
<i>Pacheco Street to Botolph Road</i>	6,000	16	20	\$364,000
St. Francis Drive				\$237,000
<i>Paseo de Peralta to Cerrillos Road</i>	2,400	3	19	\$179,000
<i>Intersection of Siringo Road</i>	0	2	8	\$31,000
<i>Intersection of Sawmill Road</i>	0	4	6	\$27,000
St. Michaels Drive				\$46,500
<i>Fifth Street to Pacheco Street</i>	0	3	12	\$46,500
Totals	88,900	279	571	\$6,417,500

*Sidewalk costs were determined based on the average improvement cost per linear foot

**The estimated costs incorporate the addition of new sidewalk where segments are non-continuous

Figure 4-11: Major Travel Corridors



Potential Top Ten High Priority Projects

The following section outlines the top ten potential high priority projects. These projects have been compiled based on data collected through the survey process. Before the following projects are undertaken the city should perform an independent assessment on the suggested project area. In some cases, compliance might not be attainable due to limited right-of-way access. The data that was collected did not account for many of the nuances associated with attaining additional right-of-way or correcting accessibility issues which are the responsibility of the property owner.

The top ten priority improvement areas include:

1. E. Alameda Street near Downtown
2. Cerrillos Road near the Santa Fe Indian School
3. Paseo de Peralta's Northeastern Corner
4. Agua Fria Street near Aspen Community School
5. Guadalupe Street between Paseo de Peralta and W. Alameda Street
6. Alta Vista Street and Columbia Street
7. Canyon Road
8. Monterey Drive, San Juan Drive and Santa Cruz Drive
9. Manhattan Avenue, Market Street and Montezuma Avenue
10. Chapelle Street, Johnson Street, McKenzie Street and Staab Street

The following subsections provide a brief description of potential projects areas, an overview of the major ADA compliance issues for each project and a small area map highlighting areas requiring improvement.

Priority #1: E. Alameda Street

One of the potential top priority projects is a downtown section of E. Alameda Street and surrounding sidewalks and curb ramps. Other streets in this potential project include Capitol Street, De Vargas Street, Ortiz Street, and Shelby Street. Figure 4-12 provides an overview of the proposed improvement area. Given the proximity of the area to downtown attractions and government offices, providing accessibility improvements will benefit a diverse population group.

This project will require constructing or replacing approximately 4,600 linear feet of sidewalk, intersection improvements, and up to 29 new curb ramps. Improvements are needed along De Vargas Street and Shelby Street to provide continuous sidewalks. Other major issues include relocating multiple street light pole obstructions along E. Alameda Street and repairing various moderate surface obstructions and slope issues.

Estimated Cost: \$210,000+