

## INTERSECTION EVALUATION AND METHODOLOGY

Every intersection within the study area was assessed based on attributes related to pedestrian crossings. Only intersections with pedestrian improvements were included in the final inventory. For the purposes of this study pedestrian improvements were defined as the presence of curb ramps, crosswalks, sidewalks, and pedestrian signals. Each intersection segment (4,810 in total) was evaluated independently in order to maintain a high degree of detail. Figure 2-18 provides an overview map of the intersections in the City of Santa Fe.

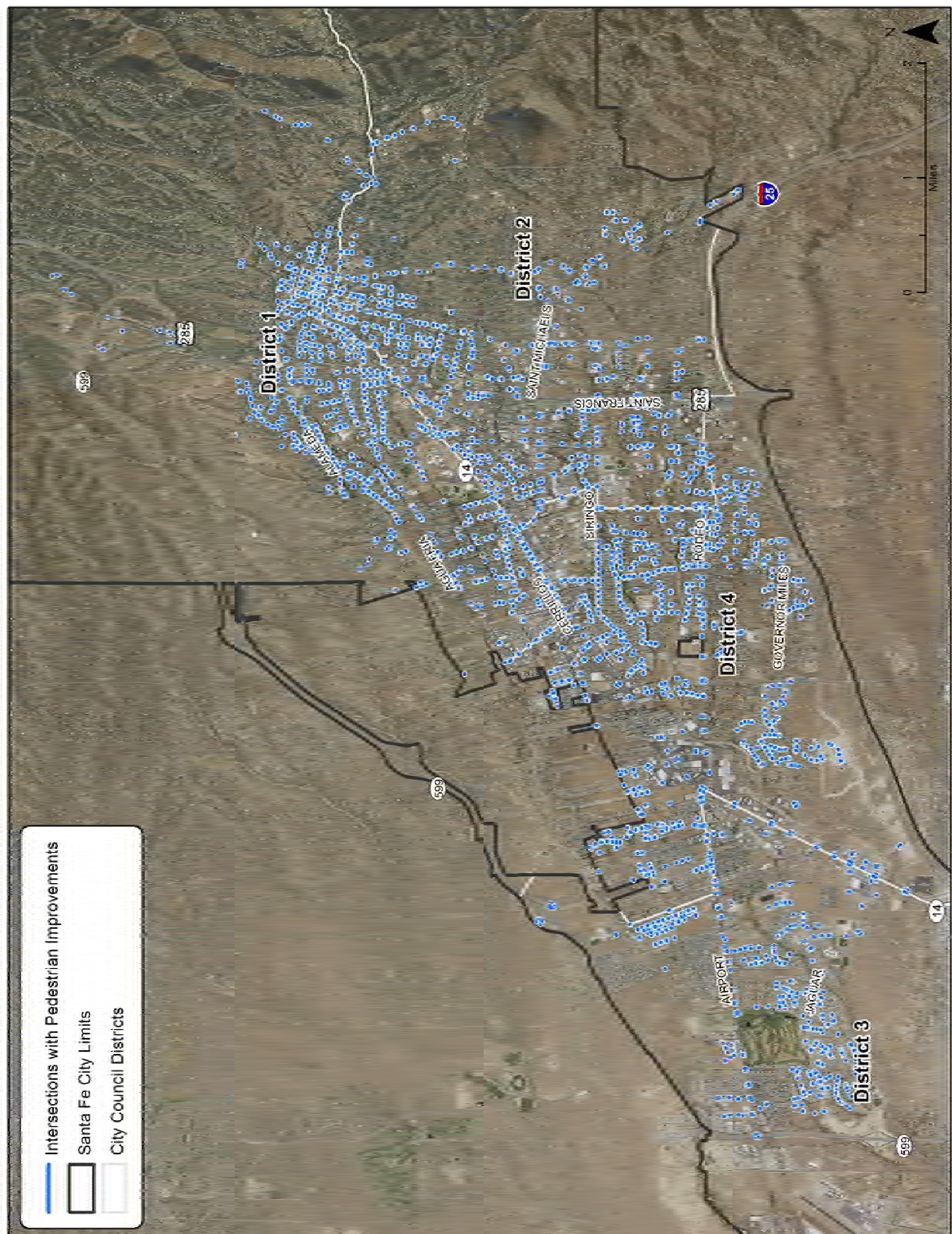
The following attributes of intersections were surveyed and recorded:

- Crosswalk
- Curb ramp connections
- Barriers and obstructions
- Medians and side islands
- Pedestrian signal
- Pedestrian button accessibility

Similar to the curb ramp assessment, categories were developed for each intersection element in accordance with ADA Guidelines. Each of the intersection elements with their associated categories are shown in Table 2-6.



Figure 2-18: Overview of Intersections in Santa Fe



**Table 2-6: Intersection Categorical Documentation**

Intersection Element	Category	Count	Percent
Status	Active	4,779	99.4%
	Signed "Do Not Cross"	26	0.5%
	Under Construction	5	0.1%
Marked Crosswalk	Yes (Compliant)	750	15.6%
	No (Non-Compliant)	4,060	84.4%
Curb Ramp Connection	Yes (Compliant)	2,826	59.7%
	No (Non-Compliant)	1,288	27.2%
	Curb Ramp to Driveway	621	13.1%
Median Barrier	Yes (Non-Compliant)	87	1.8%
	No (Compliant)	4,723	98.2%
Side Island Barrier	Yes (Non-Compliant)	11	0.2%
	No (Compliant)	4,799	99.8%
Obstruction	Yes (Non-Compliant)	2	0.0%
	No (Compliant)	4,808	100.0%
Surface Gap	Yes (Non-Compliant)	72	1.5%
	No (Compliant)	4,738	98.5%
Vertical Discontinuity	Yes (Non-Compliant)	314	6.5%
	No (Compliant)	4,496	93.5%
Uneven Pavement	Yes (Non-Compliant)	373	7.8%
	No (Compliant)	4,437	92.2%
Grade Break	Yes (Non-Compliant)	25	0.5%
	No (Compliant)	4,785	99.5%
Vehicle Barrier	Yes (Non-Compliant)	19	0.4%
	No (Compliant)	4,791	99.6%
Median / Side Island Cut Through	Present	168	3.5%
	Not Present	4,642	96.5%
Median / Side Island Length	Less than 6'	45	24.1%
	6' and Over	142	75.9%
Median / Side Island Width	Less than 48" (Non-Compliant)	18	9.6%
	48" to 59" (Non-Compliant)	39	20.9%
	60" and Over (Compliant)	130	69.5%
Tactile Surface (if required)*	Yes (Compliant)	78	54.9%
	No (Non-Compliant)	64	45.1%



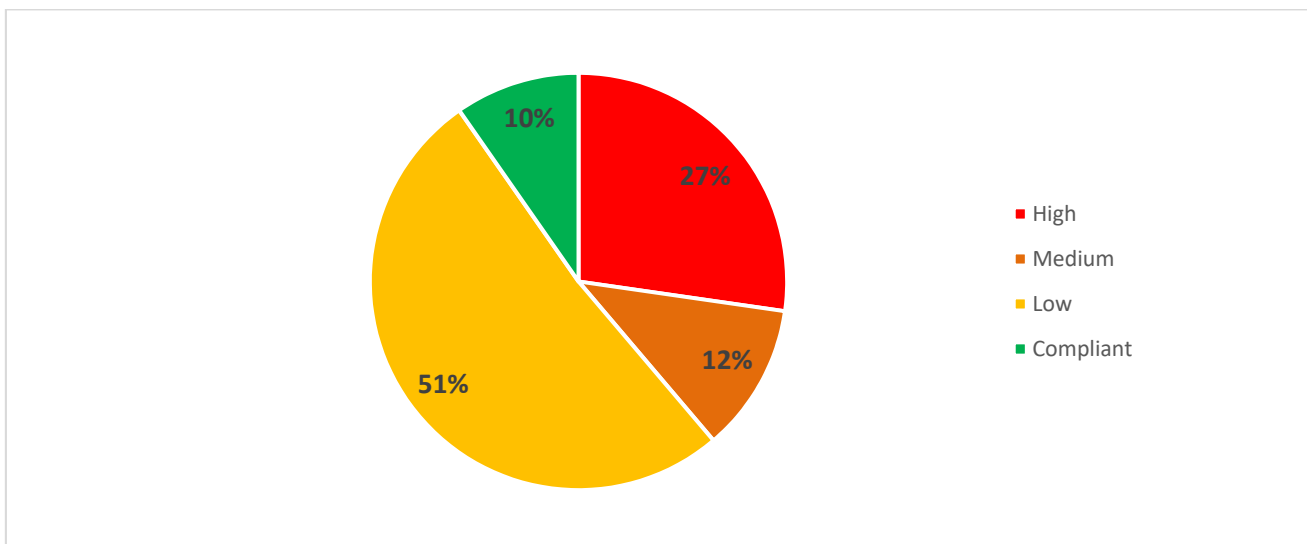
Intersection Element	Category	Count	Percent
Pedestrian Signal	Automatic	14	0.3%
	Manual	394	8.2%
	None	4,402	91.5%
Countdown Timer	Yes	406	99.5%
	No	2	0.5%
Audible Countdown	Yes (Best Practice)	8	2.0%
	No	400	98.0%
Button Accessible	Yes (Compliant)	542	68.8%
	No (Non-Compliant)	246	31.2%
Button Height	Less than 15" (Non-Compliant)	1	0.1%
	15" to 48" (Compliant)	749	95.1%
	Over 48" (Non-Compliant)	38	4.8%

\*Tactile surfaces are required on medians if the median is 6 feet or over in length – in the direction of pedestrian travel

## Intersection Rating

For the purposes of this report, the study team developed a three-tier rating system for intersections in need of repair or modification to meet ADA guidelines. Intersections that were not ADA compliant were designated as either “High Priority,” “Medium Priority,” or “Low Priority.” This tiered system is meant to demonstrate the level of non-compliance for each intersection. Figure 2-19 provides the overall results of the intersection rating process. Appendix C provides more information on the rating system.

**Figure 2-19: Intersection Priority Rating**



### High Priority Deficiency

The categorization of high represents intersections that are not compliant with ADA guidelines and present major obstacles for pedestrians with disabilities. Attributes that render an intersection non-functional include obstructions that limit the passage to less than 48 inches in width and the absence of one or more curb ramps. Table 2-7 shows the number of high priority intersections for each of the four districts. From the 4,810 intersections surveyed, 1,312 or 27.3% are high priority.

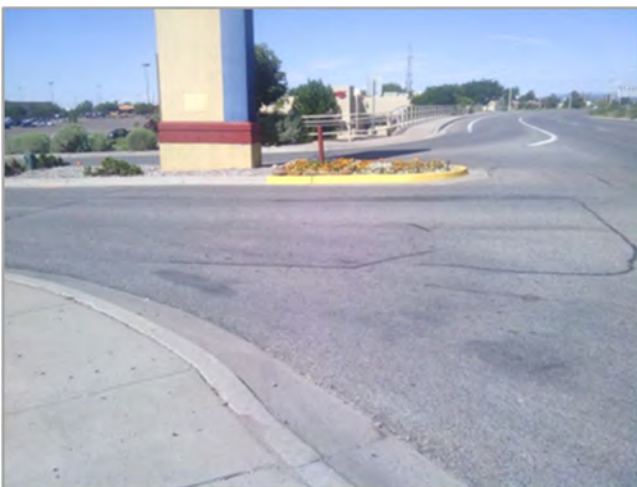
**Table 2-7: High Priority Intersection Deficiency by Council District**

City Council District	Total Intersections	High Priority Intersections	High Priority Percentage
District 1	1307	420	32.1%
District 2	1246	330	26.5%
District 3	649	103	15.9%
District 4	1608	459	28.5%
<b>Totals</b>	<b>4,810</b>	<b>1,312</b>	<b>27.3%</b>

### Intersection Segment Obstructed

Intersection obstructions largely consist of medians in Santa Fe; however, other obstructions include light poles, bollards, and street sign poles. Of the 4,810 intersections surveyed, 106 (2.2%) have some type of obstruction. Figure 2-20 shows the median at the entrance to the Santa Fe Place Mall which extends nearly to the first lane of traffic. Figure 2-21 illustrates how a median has extended into a crosswalk forcing pedestrians into the intersection.

**Figure 2-20: Median Obstruction**



**Figure 2-21: Median Obstructing Crosswalk**





## Intersection Segment with Missing Curb Ramps

An intersection segment that lacks one or more curb ramps is non-compliant and non-functional for persons in wheelchairs. The curb acts as both an extreme example of a vertical discontinuity and as an obstruction to a continuous sidewalk. Of the 4,810 intersections surveyed, 1,288 (26.8%) do not have a curb ramp connection. Examples of intersections lacking curb ramp connections are shown in Figures 2-22 and 2-23.

**Figure 2-22: Missing Curb Ramp**



**Figure 2-23: Missing Ramp and Sidewalk**



### ***Medium Priority Deficiency***

The medium priority categorization represents intersection segments that do not meet two or more of the ADA compliance guidelines but remain functional for a majority of persons with disabilities. Intersection deficiencies in this category include surface gaps and vertical discontinuities. In instances where pedestrian signals are located at the intersection, this category captures pedestrian buttons that are not accessible (in a level 30-inch by 48-inch space) or are not at the appropriate height from the sidewalk (between 17 inches and 48 inches). Also, included in this section are intersections with medians and side islands that do not provide a clear passage of at least 60 inches or wider and, if required, lack tactile surfaces (required if the refuge area is 6-feet or over in length).

The medium priority category includes 554 of the 4,810 intersections, or 11.5%.

**Table 2-8: Medium Priority Intersections by Council District**

City Council District	Total Intersections	Medium Priority Intersections	Medium Priority Percentage
District 1	1307	175	13.4%
District 2	1246	160	12.8%
District 3	649	56	8.6%
District 4	1608	163	10.1%
<b>Totals</b>	<b>4,810</b>	<b>554</b>	<b>11.5%</b>

### ***Low Priority Deficiency***

The low priority category features intersections that were found to be non-compliant with only one guideline. The single deficiency may have originated from any of the deficiencies listed in the medium priority deficiency section. This category makes up the lion's share of the intersections in Santa Fe with 2,478 of the 4,810 intersections, or 51.5%.

**Table 2-9: Low Priority Intersections by Council District**

City Council District	Total Intersections	Low Priority Intersections	Low Priority Percentage
District 1	1307	558	42.7%
District 2	1246	658	52.8%
District 3	649	403	62.1%
District 4	1608	859	53.4%
<b>Totals</b>	<b>4,810</b>	<b>2,478</b>	<b>51.5%</b>

### ***Fully Compliant Intersections***

Fully compliant intersections meet each of the ADA accessibility guidelines. In Santa Fe, 466 intersections or 9.7% of the total were found to be fully compliant.

**Table 2-10: Compliant Intersections by Council District**

City Council District	Total Intersections	Compliant Intersections	Percentage
District 1	1307	154	11.8%
District 2	1246	98	7.9%
District 3	649	87	13.4%
District 4	1608	127	7.9%
<b>Totals</b>	<b>4,810</b>	<b>466</b>	<b>9.7%</b>

## **Intersection Results Overview**

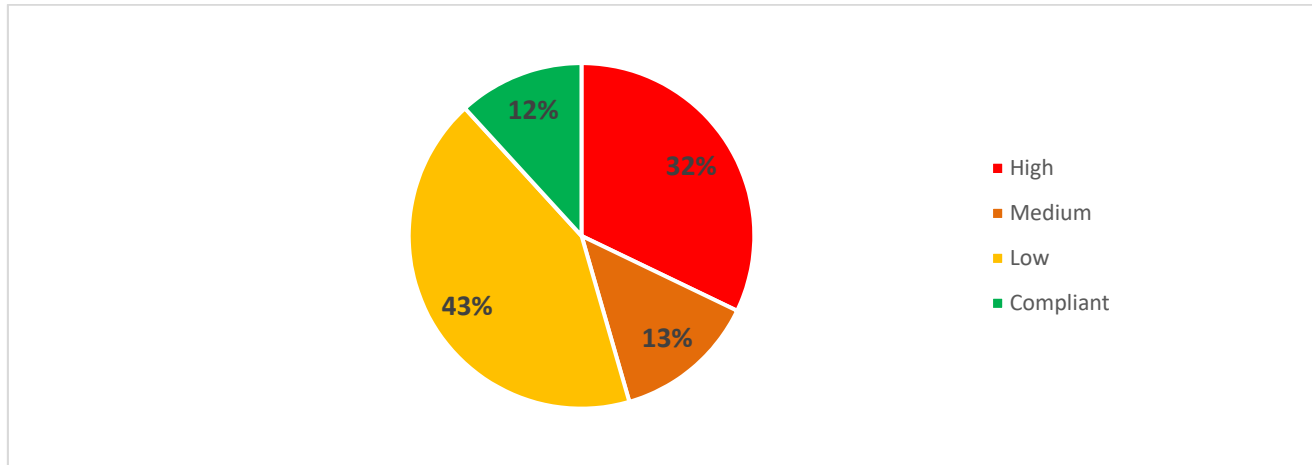
### ***City Council District 1***

District 1 contains the highest percentage of high priority intersections (32.1%). Many of which are located along Agua Fria Street, Alameda Street, and the neighborhoods to the west of St. Francis Drive and north of Alameda Street. Medium and low priority intersections are fairly dispersed throughout the area. Compliant intersections are primarily found in the downtown area and along St. Francis Drive. As seen in Figure 2-24, the overall condition of intersections in District 1 is varied with a large percentage falling into the high and medium



priority categories. Figure 2-26 displays the location of intersections within District 1 and their priority level.

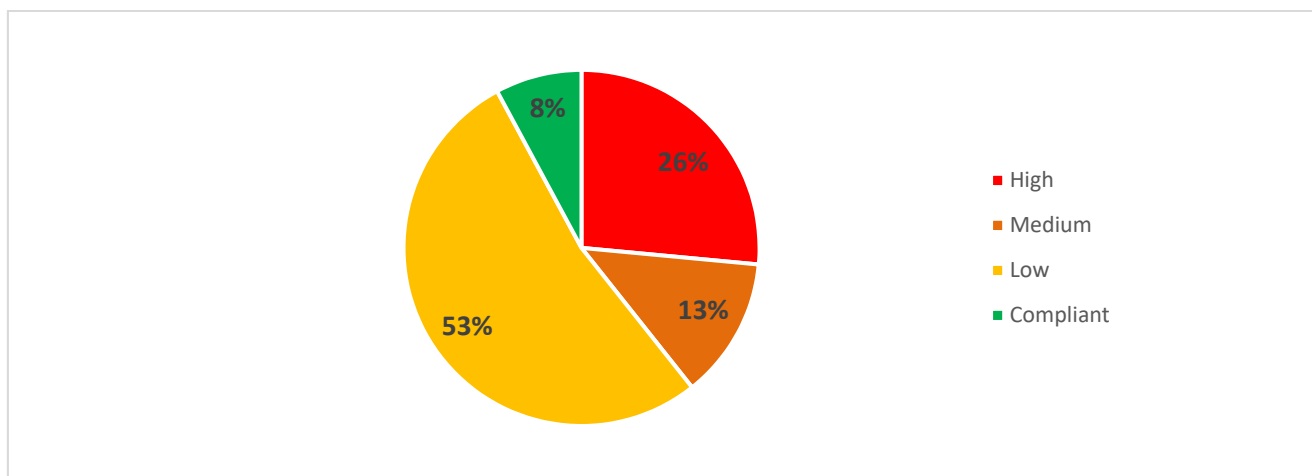
**Figure 2-24: District 1 Intersection Priority**



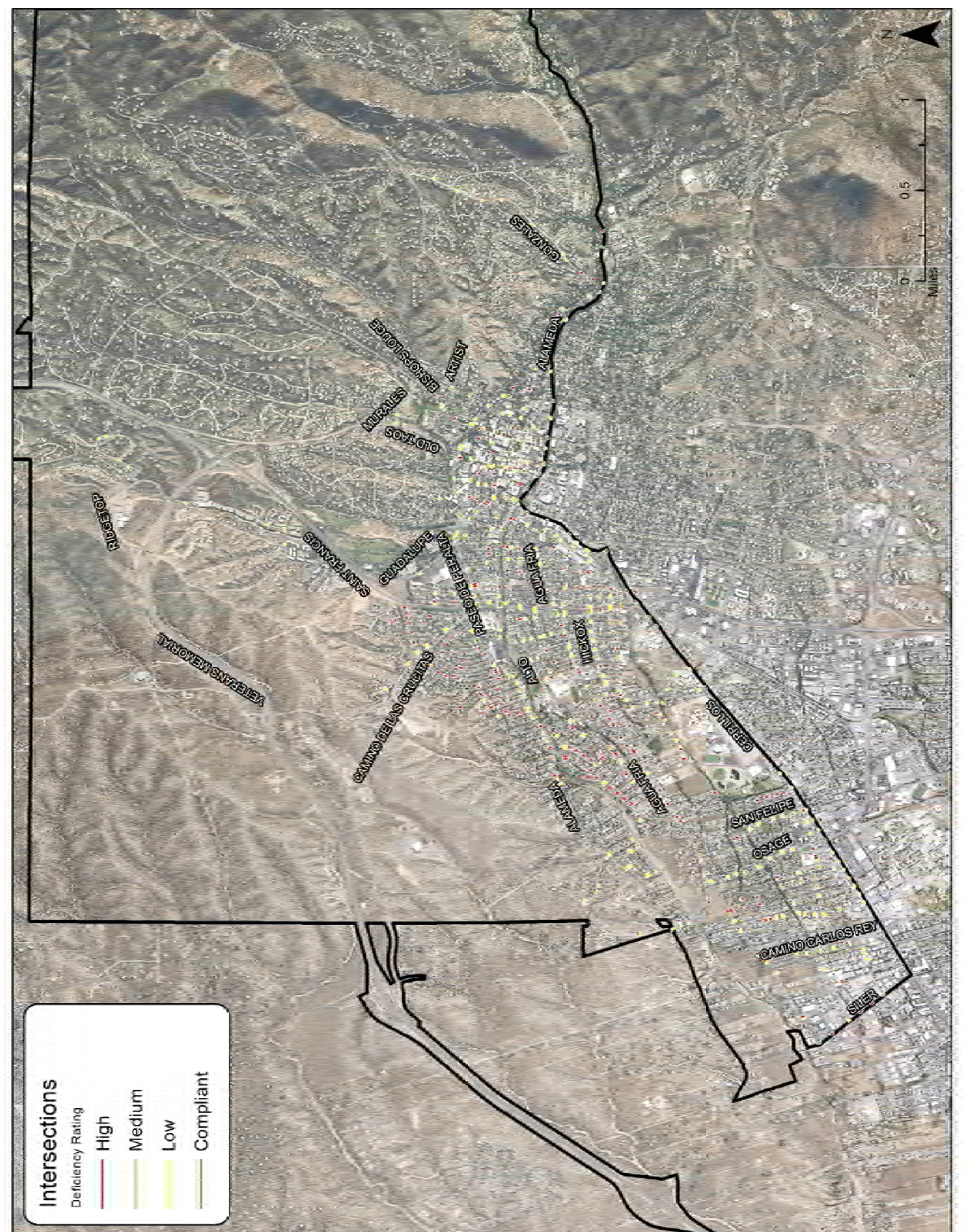
### **City Council District 2**

District 2 has a low percentage of compliant intersections (7.9%). However, over half (52.8%) of the district's intersections have low priority compliance issues. High priority intersections make up 26.5% and can be primarily found in the neighborhood south of Paseo de Peralta and north of Cordova Road with clusters also located in the southern portion of the district. Medium priority intersections are mostly found in the northwest portion of the district around downtown and near Cerrillos Road. Low priority intersections are spread throughout and compliant intersections are predominately in the downtown portion of the district and along St. Michaels Drive. Figure 2-25 shows the overall condition of intersections in District 2 and Figure 2-27 displays the location of intersections within District 2 and their priority level.

**Figure 2-25: District 2 Intersection Priority**



**Figure 2-26: City Council District 1 Intersection Summary Map**





**Figure 2-27: City Council District 2 Intersection Summary Map**

