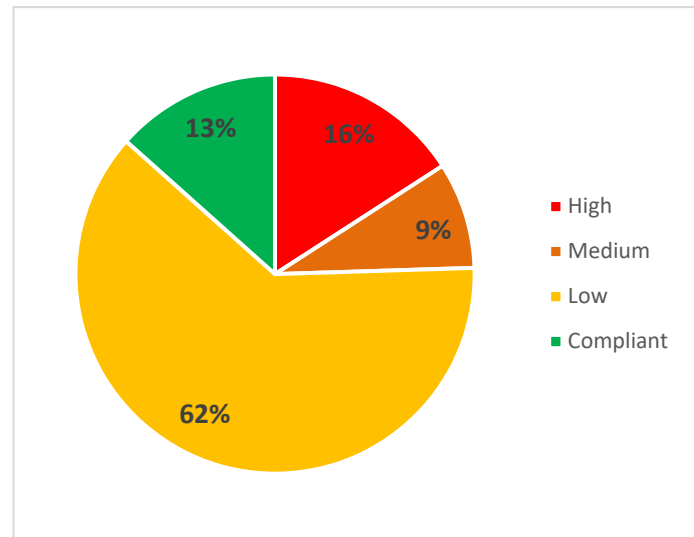


City Council District 3

As seen in Figure 2-28, City Council District 3 has the highest percentage of low priority intersections (62.1%) and in turn the lowest percentage of medium and high priority intersections at 8.6% and 15.9% respectively. High priority intersections can be found along South Meadows Road, in the neighborhoods in the vicinity of Paseo del Sol and Paseo del Sol West. Medium and low priority intersections are evenly dispersed around the district while compliant intersections are mostly located along Airport Road, Jaguar Drive, and the northern area of South Meadows Road. Figure 2-30 displays the location of the intersections in District 3 and their priority level.

Figure 2-28: District 3 Intersection Deficiency Rating



City Council District 4

The average conditions of intersections in District 4 fall within the general ranges seen in the other districts. As seen in Figure 2-29, high priority intersections make up 28.5% of the total intersections. High priority intersections are largely found along the corridor roads in District 4 such as Airport Road, Alamosa Road, northern Cerrillos Road, and Siringo Road. Similar to other districts, medium and low priority intersections are spread throughout the district. Compliant intersections are generally found along Cerrillos Road, Rodeo Road, and the newly developed areas in the southern portion of the district. Figure 2-31 displays the location of intersections within District 4 and their priority level.

Figure 2-29: District 4 Intersection Deficiency Rating

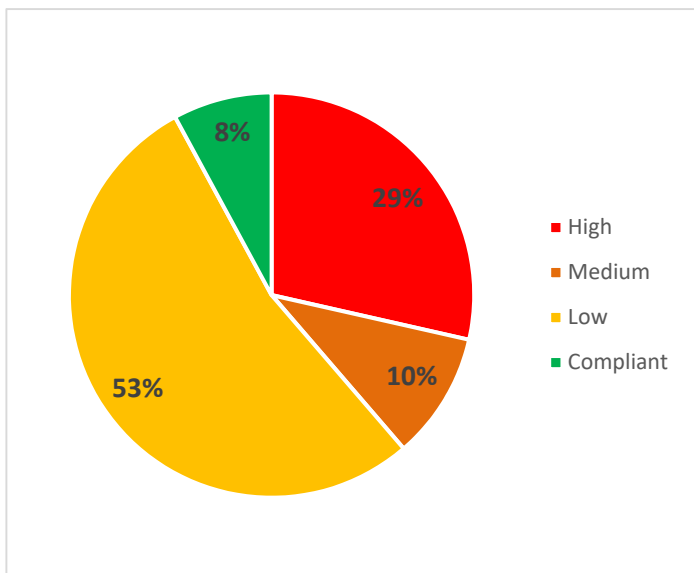
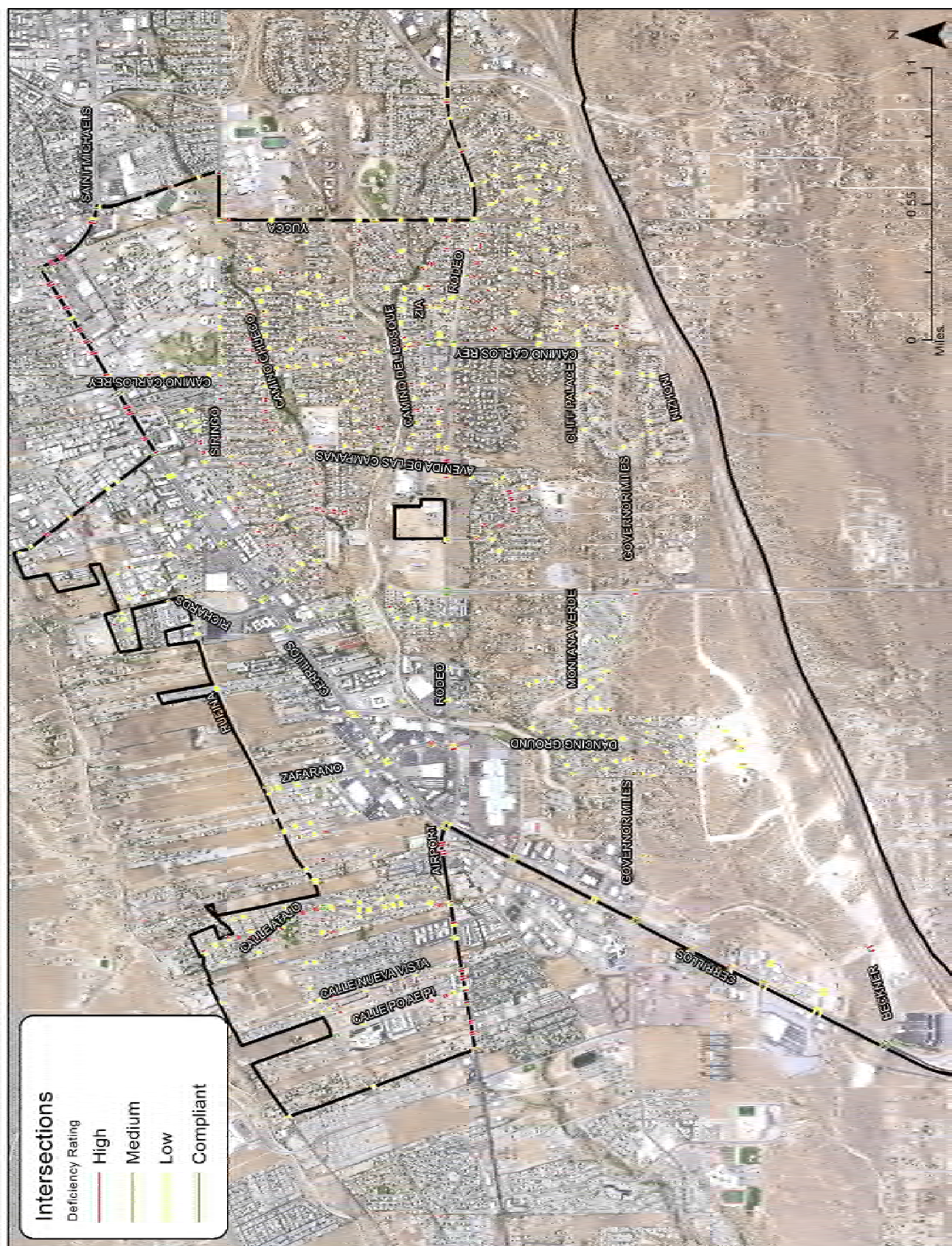


Figure 2-30: City Council District 3 Intersection Summary Map



Figure 2-31: City Council District 4 Intersection Summary Map



SIDEWALK EVALUATION AND METHODOLOGY

Sidewalks within the study area were broken into segments separated by intersections and occasionally mid-block crossings. A total of 4,686 sidewalk segments were surveyed and evaluated for ADA compliance. Figure 2-32 provides a map of sidewalk segments in the City of Santa Fe. Table 2-9 provides a statistical breakdown for the information collected on the attributes of each sidewalk.

Table 2-9: Sidewalk Categorical Documentation

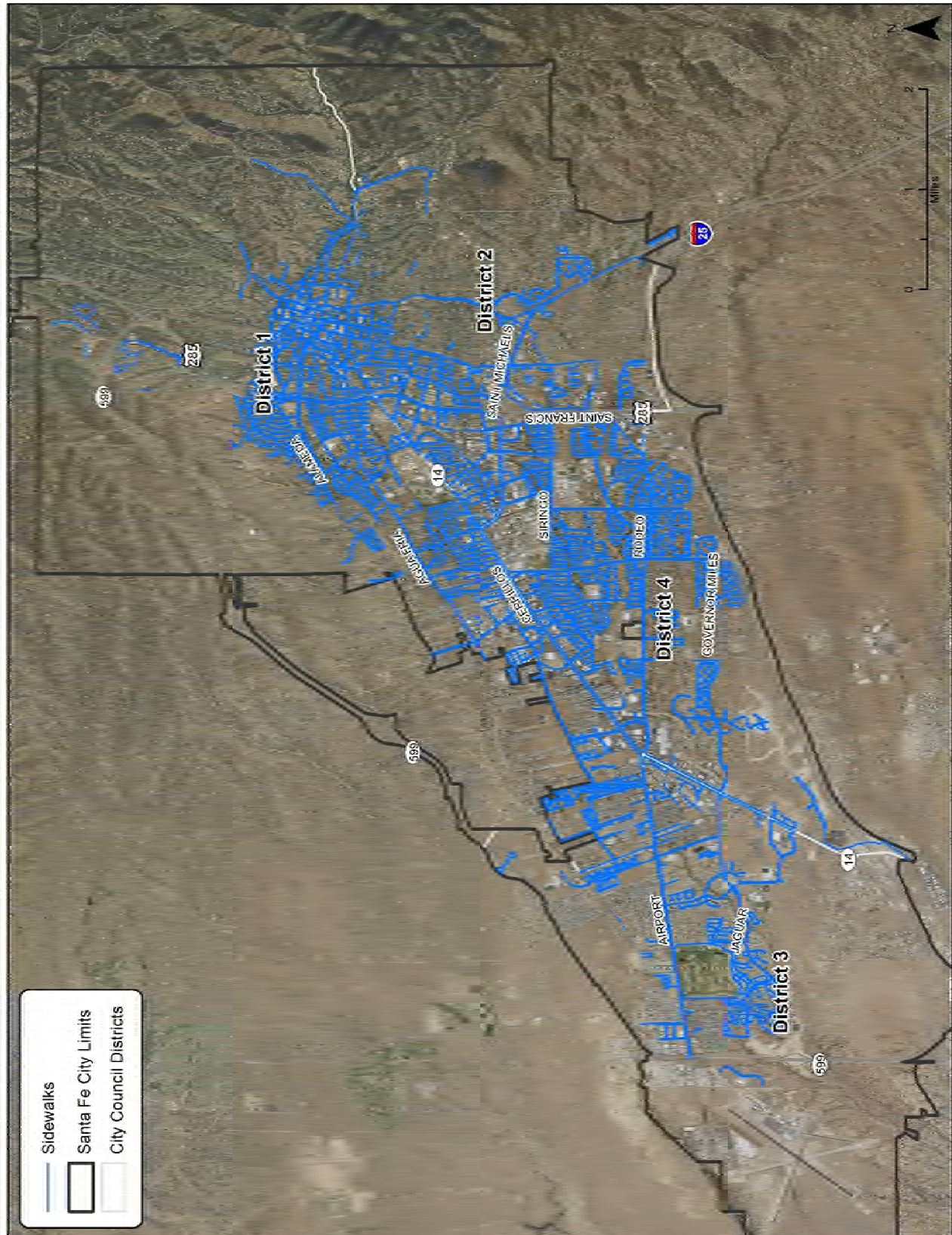
Sidewalk Element	Category	Count	Percent
Sidewalk Continuous	Yes	4,014	85.7%
	No	672	14.3%
Surface Material	Asphalt	30	0.6%
	Brick	78	1.7%
	Concrete	4,573	97.6%
	Other	5	0.1%
Sidewalk Width	Less than 36" (Non-Compliant)	70	1.5%
	36" to 47" (Non-Compliant)	1,279	27.3%
	48" to 59" (Compliant)	2,442	52.1%
	60" and Over (Compliant)	895	19.1%
Sidewalk – Street Buffer	Yes	2,837	60.5%
	No	1,849	39.5%

In addition to the general characteristics, the following types of deficiencies were also recorded; these are further detailed in the following sub-sections:

1. Cross slopes
2. Driveways
3. Obstructions
4. Protrusions
5. Removable barriers
6. Running slopes
7. Surface obstructions

Similar to the prior assessments, categories were developed for each sidewalk element in accordance with ADA Guidelines.

Figure 2-32: Sidewalk Assessment Summary Map



Sidewalk Deficiencies

The following section details each of the seven possible sidewalk deficiencies.

Cross Slope

For the purposes of this study, field surveyors noted any cross slope greater than 2% for three feet or longer. A total of 3,214 cross slope issues were documented. As seen in Table 2-10, these deficiencies are mostly minor with a combined total of 57.1% falling into the 2.1% to 4% slope range. Figure 2-33 below provides images of the severe cross slope issues.

Figure 2-33: Non-Compliant Cross Slopes



Table 2-10: Cross Slope Breakdown

Cross Slope	Category	Count	Percentage	Distance	
				Feet	Miles
Local Areas	2.1% to 4%	1,294	40.3%	63,039	11.9
	4.1% to 6%	697	21.7%	35,359	6.7
	Greater than 6%	362	11.3%	14,881	2.8
Entire Length	2.1% to 4%	542	16.9%	273,087	51.7
	4.1% to 6%	240	7.5%	110,616	21.0
	Greater than 6%	79	2.5%	31,431	6.0

Driveways

Driveway crossings should be designed so that both pedestrians and drivers are able to use them effectively. As detailed in Chapter 1, the ADA approves of driveway crossings that maintain a level surface for the pedestrian and, where possible, rise to meet the pathway. If there is not enough space for a level surface, the ADA recommends using parallel ramped driveway crossings. During the field survey, surveyors only recorded driveways that do not meet these guidelines.

Survey results revealed that a total of 10,466 driveways in Santa Fe are not currently compliant with ADA guidelines. Figure 2-34 provides two images of non-compliant driveways.

Figure 2-34: Non-Compliant Driveways



Obstructions

Obstructions are objects that reduce the walk path to less than 48-inches in width, rendering the walk path unusable to those with mobility impairments. As seen in Table 2-11, common obstructions in Santa Fe include utility poles, street sign poles, and mailboxes. Common sidewalk obstructions are shown in Figure 2-35.

Figure 2-35: Sidewalk Obstructions



Table 2-11: Obstruction Break Down

Obstruction	Count	Percentage
Utility Pole	650	24.6%
Street Sign Pole	320	12.1%
Mailbox	224	8.5%
Vehicle	193	7.3%
Street Light	180	6.8%
Wall	175	6.6%
Fire Hydrant	153	5.8%
Parking Meter	146	5.5%
Utility Box	115	4.3%
Fence	102	3.9%
Guy Wire	92	3.5%
Bollard	53	2.0%
Traffic Light Pole	31	1.2%
Bench	18	0.7%
Bus Stop Pole	14	0.5%
Planter Box	13	0.5%
Trash Can	11	0.4%
Pedestrian Signal Pole	4	0.2%
Bus Shelter	3	0.1%
Other	150	5.7%

Protrusions

Protrusions were the least common sidewalk deficiency with 153 recorded instances. Common protrusions are shown in Figure 2-36. Table 2-12 shows that protrusions were most commonly mailboxes (64.1%) followed by street sign edges (17.0%).

Table 2-12: Protrusion Breakdown

Protrusion	Count	Percentage
Mailbox	98	64.1%
Street Sign	26	17.0%
Other	17	11.1%
Window	9	5.9%
Planter Box	3	2.0%

Figure 2-36: Sidewalk Protrusions

Removable Barriers

The removable barrier classification essentially draws from the previously mentioned obstruction and protrusion deficiencies; the key difference is that removable barriers may be easily removed without extensive engineering work or coordination with property owners. Figure 2-37 shows some of the common removable barriers in Santa Fe including overgrown vegetation, erosion debris, and a “sandwich” board. Table 2-13 highlights the types of removable barriers that were cataloged during the field survey. Out of a total of 8,382 recorded instances, overgrown vegetation was the biggest issue being documented in 93.8% of the noted instances.

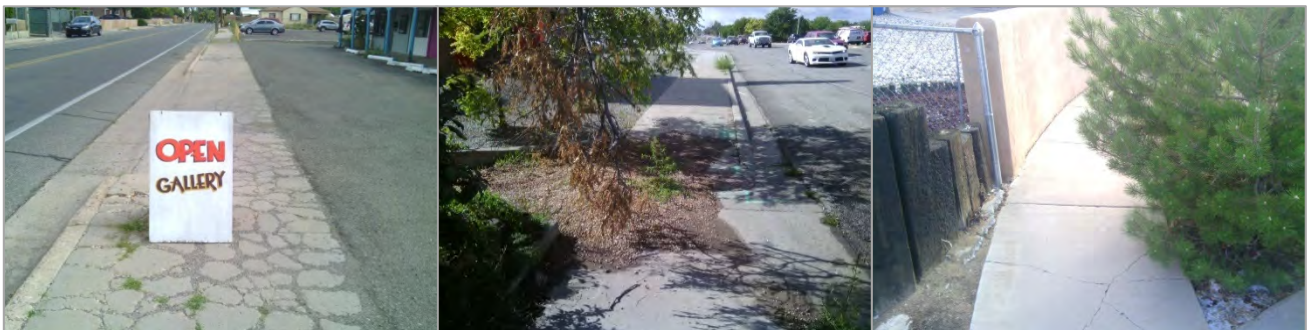
Figure 2-37: Common Removable Barriers

Table 2-13: Removable Barrier Breakdown

Removeable Barriers	Category	Count	Percentage	Distance	
				Feet	Miles
Local Area	Debris	1,805	21.5%	74,882	14.2
	Vegetation	7,410	88.4%	235,378	44.6
	Newspaper Boxes	7	0.1%	65	0.0
	Sandwich Board	29	0.3%	769	0.1
	Other	198	2.4%	4,898	0.9
Entire Segment	Debris	240	2.9%	120,163	22.8
	Vegetation	453	5.4%	220,468	41.8
	Newspaper Boxes	0	0.0%	0	0.0
	Sandwich Board	0	0.0%	0	0.0
	Other	4	0.0%	3,751	0.7

Running Slope

Under ADA guidelines, the sidewalk's running slope is required to match that of the road or not deviated beyond 5% of the road's slope. During the field survey, a total of 220 running slope issues were noted. As seen in Table 2-14, nearly two-thirds of the running slope issues were between 5.1% and 10% with the other third accounting for more severe slopes over 10%. Figure 2-38 shows some examples of running slope deficiencies.

Figure 2-38: Non-Compliant Running Slopes